



PROGRAM

ENVIRONMENTAL IMPACT REPORT

Project No. 49068
SCH No. 2005081018

SUBJECT: **QUARRY FALLS**, COMMUNITY PLAN AMENDMENT (CPA), GENERAL PLAN AMENDMENT (GPA), REZONE, SPECIFIC PLAN, MASTER PLANNED DEVELOPMENT PERMIT (PDP), SITE DEVELOPMENT PERMIT (SDP), VESTING TENTATIVE MAP (VTM), CONDITIONAL USE PERMIT/RECLAMATION PLAN, and an AMENDMENT TO THE MISSION VALLEY PUBLIC FACILITIES FINANCING PLAN (PFFP) to develop an approximately 230.5 acre site, currently the location of an on-going resource extraction operation for the mining and processing of sand and gravel. The proposed project would include approximately 4,780 residential units; 603,000 square feet of retail space; 620,000 square feet of office/business park uses; and 31.8 acres of public and private parks, civic uses, open space and trails, and an optional school site. The project site is located in the Mission Valley and Serra Mesa communities, bordered on the south by Friars Road, on the north by Phyllis Place (within the Serra Mesa Community Plan area), on the east by I-805 Freeway, and on the west by Mission Center Road (portion of Pueblo Lots 1109, 1173, 1174, 1182, 1183, 1184 and 1186 of Miscellaneous Map No. 36.) Applicant: Sudberry Properties/Entitlement LP.

JULY 2008 UPDATE:

This environmental document has been revised to augment the information previously provided regarding water supply, greenhouse gas legislation, and the project's features to reduce greenhouse gas emissions. The air quality analysis was also updated to include an analysis of the internal trips and road dust. However, adding the information regarding these emissions did not result in an impact that wasn't identified in the Air Quality Technical Report, and the analysis did not result in a change in the significance of the impact. The transportation mitigation was updated to provide greater detail regarding the measures required of both the proposed Project and Alternative 4 (Project plus the Phyllis Place Connection). The majority of these

changes are reflected within the transportation and alternatives sections of the PEIR, and within the MMRP. Also, in response to public comment, the discussion of Alternatives 2 and 3 was expanded so that the discussion of these Alternatives includes both with and without the connection to Phyllis Place.

The description of the project has been revised to include a development cap that would not allow the project to exceed 4,780 dwelling units, 603,000 square feet of retail space, and 620,000 square feet of office/business park uses. These numbers were previously used to describe the project's target densities with the maximum amount of development restricted by a cap on the project's total number of ADTs and not by the density of each of the uses. Other minor corrections and clarifications have been made throughout the document and are shown in standard ~~strikeout~~/underline format.

Per CEQA Section 15088.5, these revisions, clarifications and/or corrections do not affect conclusions of the document and recirculation of the document is not required. Per CEQA the recirculation of an EIR is required when significant new information is added to an EIR; however, new information added to an EIR is not considered significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect. No new significant environmental effects were identified and no new feasible project alternatives or mitigation measures considerably different than those addressed in the draft PEIR were included in the final document. The information added to the document clarifies and augments the original analysis within the draft PEIR; therefore, recirculation would not be required.

CONCLUSIONS:

This Program Environmental Impact Report (PEIR) analyzes the environmental impacts of the proposed Quarry Falls project. The project would require implementation of mitigation measures which would reduce direct impacts to below a level of significance for all significant impacts except Land Use (traffic circulation), Transportation/Traffic Circulation/Parking and Visual Effects and Neighborhood Character. Additionally, cumulative impacts associated with Land Use (traffic circulation), Transportation/Traffic Circulation/Parking, Visual Effects and Neighborhood Character, and Public Utilities (solid waste) would not be fully mitigated by the project.

SIGNIFICANT UNMITIGATED IMPACTS:

Land Use (Traffic Circulation) (Direct and Cumulative)

As required by the Mission Valley Community Plan, a traffic study has been prepared for the project. Traffic generated from the proposed project would result in significant direct and cumulative impacts to the circulation system. Mitigation measures for traffic impacts are identified in the PEIR. However, mitigation measures required for the project would not

fully mitigate the project's traffic circulation impacts, and land use impacts associated with traffic circulation would remain significant and unmitigated.

Transportation/Traffic Circulation/Parking (Direct and Cumulative)

The project would result in significant direct and cumulative impacts to street segments, intersections, freeway segments, and freeway ramps. The PEIR presents mitigation measures for project impacts to roadway segments and intersections and identifies the phase for which each measure is to be implemented. Implementation of these mitigation measures would reduce the majority of the traffic impacts to roadway segments and intersections to below a level of significance. There are several situations where mitigation is infeasible and impacts would remain significant and unmitigable. Significant, unmitigable impacts would remain for some roadway/arterial segments, intersections, freeway ramps, and freeway segments.

Visual Effects and Neighborhood Character (Direct and Cumulative)

The approved CUPs and Reclamation Plans result in substantial landform alterations. The modifications proposed by the project represent a change in the topography and ground relief features of the site from the approved Reclamation Plans by replacing the flat pad bordered by mined slopes up to 200 feet in height with terraced pads and manufactured slopes up to 120 feet in height. Landform alterations associated with the project would be considered significantly adverse. Views of the project site from public roadways would change substantially with the introduction of buildings, landscaping, parks, and roadways. This is considered a significant impact to the visual character of the project site and surrounding area. Whether the change is adverse or beneficial is subjective.

No mitigation measures are available to avoid the landform alterations associated with the project or the project's change to the visual character of the project site and surrounding area. Adoption of the No Project/No Build Alternative would avoid the project-related changes to landform and visual character, as this alternative would leave the site as anticipated with the approved Reclamation Plans and no new development would occur. Under this alternative mining would continue on the project site, reclamation would be implemented in a phased manner, and the asphalt and concrete plants would continue to operate in accordance with the existing CUPs. Adoption of the other project alternatives would reduce the magnitude of the change, but would not avoid the impact.

Public Utilities (Solid Waste) (Cumulative)

The project would contribute to significant impacts associated with solid waste. Solid waste impacts are considered significant. Mitigation measures are required to reduce the project's direct impacts associated with Solid Waste to below a level of significance. However, the project's potential cumulative impacts on the future solid waste disposal capacity remains cumulatively significant and not mitigated, because full mitigation of solid waste impacts would require actions that are beyond the control of any one project (e.g., new or expanded landfills).

MITIGATION, MONITORING AND REPORTING PROGRAM INCORPORATED INTO THE PROJECT (see attached PEIR for a detailed description of mitigation measures that have been incorporated into the project):

Land Use

Mitigation measures have been identified in 5.2, *Transportation/Traffic Circulation/Parking*, to reduce impacts. However, mitigation measures would not fully mitigate impacts, and land use impacts associated with traffic circulation would remain significant and unmitigated.

Transportation/Traffic Circulation/Parking

The project proposes a number of circulation improvements that would reduce project impacts. Table 5.2-9, *Transportation Phasing Plan*, contained in the PEIR summarizes the mitigation measures for project impacts to roadway segments and intersections and identifies the phase for which each measure is to be implemented. The location for each improvement is identified on Figure 5.2-2, *Locations of Transportation Phasing Plan Improvements*. Although implementation of these mitigation measures would reduce the majority of the significant traffic impacts to roadway segments and intersections, other impacts would remain significant and unmitigable due to various constraints as discussed Section 5.2, *Transportation/Traffic Circulation/Parking*, of this Program EIR.

Air Quality

The project shall implement best management practices to reduce the amount of fugitive dust generated from construction of the proposed project, and their respective control efficiencies. Implementation of best management practices would reduce impacts to below a level of significance.

Noise

Future development proposed on-site would potentially be affected by traffic noise associated with the internal and external street network. Construction noise could result in significant impacts to occupied housing within Quarry Falls, as well as outdoor instructional use associated with development of a school within Quarry Falls.

The on-going mining operations (rock crushing and grading) and concrete and asphalt plants will continue to operate for a period of time during the initial phase of residential development. Significant noise impacts could occur if residential units are occupied while mining operations are being completed and before the concrete and asphalt plants are relocated. Operation of the proposed relocated asphalt and concrete plants would result in potentially significant noise impacts to residents, if development occurs proximate to the relocated concrete and asphalt plants. The hours of operation associated with the mining activities (rock crushing and grading) would be limited to the hours of 7 AM to 7 PM with the issuance of the Certificate of Occupancy for the first residential unit. The hours of operation associated with the existing concrete and asphalt plants would continue 24 hours a day even after the occupancy of the first residential units. However, prior to the issuance of the Certificate of Occupancy, a noise mitigation plan would be required that assured that noise from the existing plants was limited to 65 dB leq at the property line from 7 AM to 7

PM, and 50 dB leq at the property line from 7 PM to 7 AM. The relocated concrete and asphalt plants hour of operation would be limited to 4 AM to 7 PM. A noise mitigation plan would be required that assured that noise from the relocated plants would be limited to 50 dB leq at the property line from 4 AM to 7 AM, and 65 dB leq from 7 AM to 7 PM.

Noise mitigation measures would be incorporated into the project that would reduce impacts to below a level of significance. These measures include requiring a noise mitigation plan that incorporates; limits on noise generating batch plant activities; earthen, landscaped berms; noise attenuation screening of equipment; and/or state-of-the-art equipment [such as rock-handling noise reduction features]. Additionally, the construction of the relocated asphalt and concrete plants would be required to incorporate earthen, landscaped berms and other noise attenuation features to interrupt the line of sight from future residential development.

Biological Resources

The proposed project would result in direct impacts to a total of 14.08 acres of sensitive habitat. This includes the direct loss of 0.06 acre on-site of disturbed wetland, 0.12 acre off-site of disturbed wetland, 1.08 acres of coastal sage scrub (Tier II), 0.28 acre of mixed chaparral (Tier IIIA), and 12.54 acres of non-native grassland (Tier IIIB). The impacts to these habitats are considered significant but mitigable. Impacts to the California gnatcatcher species would also occur as a result of the direct loss of coastal sage scrub vegetation, which provides habitat to the bird species. However, the California gnatcatcher is considered an adequately protected species within the City's MSCP area and outside of a MHPA. Therefore, the project's impact to the California gnatcatcher is considered less than significant and no mitigation is required. Implementation of Quarry Falls would not result in significant indirect impacts.

The loss of sensitive habitat would be mitigated through the purchase of upland habitat credits through the City of San Diego Habitat Acquisition Fund (Fund #10571). The project's upland mitigation includes the purchase of a total of 7.49 acres of credit from the City of San Diego Habitat Acquisition Fund and payment of required fees. Mitigation of project impacts to 0.18 acre of CDFG jurisdictional disturbed wetlands would occur through the enhancement and creation of 0.24 acre wetland habitat. Mitigation would occur through enhancement of 0.18 acre of wetlands within an approximately 17-acre property located within the San Diego River, and the purchase of 0.06 acre of wetland creation credits from Rancho Jamul Mitigation Bank. Implementation of these measures would mitigate the project's impacts to biological resources to below a level of significance.

Health and Safety

Prior to the issuance of building permits for each of the development phases/proposed site developments, the project applicant shall contact the San Diego County Department of Environmental Health (DEH) and participate in the Voluntary Assistance Program (VAP). The applicant shall provide EAS with a concurrence letter from DEH (confirming adequate protection of human health, water resources and the environment) subsequent to participation in the VAP and prior to the issuance of building permits for each of the development phases. This required mitigation would reduce impacts to below a level of significance.

Historical Resources

No cultural resources were identified on the project site as a result of the field survey and record search. Therefore, no known cultural resources would be adversely affected by implementation of the proposed project. However, the project site is located in an area of high sensitivity for cultural resources, and earth-moving activities have the potential to affect unknown resources located within the undisturbed areas of the project site. Potential impacts to unknown cultural resources are considered to be significant. Mitigation measures, including monitoring during construction, would reduce potential impacts to historical resources to below a level of significance.

Paleontological Resources

The project site is underlain by the Mission Valley Formation and the Stadium Conglomerate Formation. These formations have a high potential paleontological resource sensitivity. Impacts to fossils could occur during earthwork activities where excavations of native materials are required. Mitigation measures, including paleontological monitoring during construction, would reduce potential impacts to paleontological resources to below a level of significance.

Public Utilities

The project would generate large amounts of solid waste. Solid waste impacts are considered significant. Mitigation would require the preparation of a waste management plan, which would reduce the project's direct impacts to below a level of significance; cumulative impacts would remain unmitigable.

NO MITIGATION REQUIRED:

After environmental analysis, impacts in the following issue areas were found to be not significant under CEQA for the proposed project: **hydrology, geologic conditions, water quality, and mineral resources.**

Although no significance threshold exists for determining the impact of **greenhouse gas (GHG)** emissions on the environment, the most conservative estimate of the California Assembly Bill (AB) 32 emissions target for 2020 is estimated at 9.7 metric tons of GHG emissions per person per year. The build-out of Quarry Falls was calculated to generate approximately 9.6 metric tons of GHG emissions per project resident per year, exclusive of the additional, unrecognized GHG emissions reduction benefits from a variety of project features, including carbon sequestration from the landscaping of a mining site currently devoid of vegetation. Therefore, it is anticipated that the project would be consistent with the GHG emissions goal of AB 32.

RECOMMENDED ALTERNATIVES FOR REDUCING SIGNIFICANT UNMITIGATED IMPACTS:

None of the project alternatives analyzed in this PEIR would completely eliminate all of the significant impacts of the project. Selection of any of the project alternatives would, however, reduce the project's contribution to one or more of the significant impacts.

No Project

For the Quarry Falls project, two No Project alternatives have been evaluated. The first is the No Project/No Build alternative, which is the continuation of the mining operations under the approved Conditional Use Permit and ultimate implementation of the approved Reclamation Plans. The second No Project alternative describes what would reasonably be expected to occur based on build-out under the land uses and development intensities of the adopted community plans.

Alternative 1 – No Project/No Build - Continuation of Approved Conditional Use Permit/ Implementation of Approved Reclamation Plans: The No Project/No Build Alternative would result in the continued operation of the approved CUPs until resources are depleted, with phased implementation of the approved Reclamation Plans. The on-going mining occurs in the eastern portion of the site, and mine facilities are generally located in the central portion of the site. Additionally, on-going removal and recompaction of existing fills are occurring at the site. This alternative would leave the site as a large flat pad, with a gradient ranging between one and four percent, rimmed with steep slopes, re-landscaped with native and naturalized plant material.

~~For the most part,~~ The No Project/No Build Alternative would result in avoiding or reducing impacts associated with the proposed project. The No Project/No Build Alternative would not eliminate existing traffic impacts in the community; it would, however, result in substantially less traffic contributing to those impacts especially after the Reclamation Plans are fully implemented. Relative to air quality, this alternative would result in less carbon monoxide, nitrous oxide, reactive organic compounds, and sulfur oxide emissions, although none of the emissions would be at levels of significance with the proposed project. The No Project/No Build Alternative would result in no significant impacts to biological and visual and neighborhood character impacts (beyond those that exist today), because additional grading beyond the current limits of the CUPs and Reclamation Plans would not occur. Because the No Project/No Build Alternative would not result in development of the project site, impacts to utilities (solid waste) would also not occur.

Alternative 2 – No Project/Continuation of Existing Plan Alternative - Build-Out Under Community Plans Alternative – With and Without Phyllis Place Connection: The No Project/Continuation of Existing Plan Alternative would occur as a mixed-use project, similar to the proposed project, for that area within the Mission Valley Community Plan; however, the intensity of development would be reduced from that of the proposed project with about 2580 fewer residential units, 25 to 35 percent of the retail space, and 40 to 55 percent of the office commercial. Additionally, this alternative would develop the northern six acres with single-family homes in accordance with the Serra Mesa Community Plan and the underlying

RS-1-7 Zone.

The land use plan under this alternative would look similar to that of the project, except that there would be single-family units in the northern portion of the project, where no development would occur under the proposed project. The residential neighborhoods under this alternative would be similar to that of the low-medium and medium density multi-family developments which have occurred in older areas of Mission Valley. The Village Walk District would be the location of the retail commercial center and would be a more traditional shopping center with surface parking lots; no residential units would occur in the Village Walk District under this alternative. Employment uses would be located in the Quarry District, but parking would be in surface parking lots; structured parking would not be necessary, due to the lower intensity of office development. Park areas would be reduced to reflect the reduced amount of residential density. Circulation would be similar to that shown for the proposed project; no street connection would occur between Friars Road and Phyllis Place. Similar to the proposed project, this alternative would be connected by trails and pedestrian accessways. Also similar to the proposed project, the approved CUPs would involve amendments to modify the grading shown on the approved Reclamation Plans and to relocate the asphalt/concrete plant to the southeast corner of the project site as an interim use.

The No Project/Continuation of Existing Plan Alternative would implement the intent of the Mission Valley and Serra Mesa Community Plans by developing the project site with multiple uses and single-family homes. This alternative would result in less impacts to traffic, when compared to the proposed project; however, all traffic impacts would not be avoided; slightly different traffic impacts would occur based upon development intensity and whether the road connection to Phyllis Place occurs. If a connection to Phyllis Place were to occur under this alternative, the alignment of the street connection would be in an area where single family homes would be developed within the Serra Mesa community. Measures would be required to mitigate traffic impacts associated with this alternative. Even with implementation of mitigation measures, some traffic impacts would remain significant and unmitigated. This alternative would result in greater impacts to biological resources due to grading and construction on the northern six acres where the proposed project does not anticipate development. The No Project/ Continuation of Existing Plan Alternative would result in less impacts than the proposed project to public utilities (solid waste). Visual effects and neighborhood character impacts would be reduced, due to a reduced intensity of development, but not to a level below significance.

Alternative 3 - Reduced Density Alternative; With and Without Phyllis Place Connection

This alternative evaluates a reduced density alternative that would provide for an Urban Village, as envisioned by the City of Villages Strategy and the Strategic Framework Element, but would reduce the intensity of development to reduce the amount of overall traffic generated by the project. Therefore, for the Reduced Density Alternative, With and Without Phyllis Place Connection, development would occur as a mixed-use project, similar to the

proposed project, for that area within the Mission Valley Community Plan, but at a reduced density. Similar to the proposed project, no development would occur within the area located in the Serra Mesa community; however, if the connection to Phyllis Place were to occur under this alternative road construction would occur within this area.

The land use plan would look similar to that of the project, with about 1,060 fewer residential units. Total retail space would be reduced by more than 40 percent, and the resulting commercial center would be less urban in character, with fewer two-story structures and more surface parking. Office development would be reduced by approximately 20 percent. Fewer parks would be required to serve the reduced population base anticipated under this alternative. Circulation would be the same as that shown for the proposed project; no street connection would occur between Friars Road and Phyllis Place. Similar to the proposed project, this alternative would be connected by trails and pedestrian accessways. Also similar to the proposed project, the approved CUPs would involve amendments to modify the grading shown on the approved Reclamation Plans and to relocate the asphalt/concrete plant to the southeast corner of the project site as an interim use.

Build-out under the Reduced Density Alternative - With and without Phyllis Place Connection-would implement the intent of the Mission Valley Community Plan by developing the project site with multiple uses; no development would occur on the six acres of the project site located in the Serra Mesa Community Plan area. This alternative would result in fewer impacts to traffic when compared to the proposed project; however, all traffic impacts would not be avoided. Measures would be required to mitigate traffic impacts associated with this alternative. Even with implementation of mitigation measures, some traffic impacts would remain significant and unmitigated. Impacts to air quality would also be less; however, both this alternative and the proposed project would not result in significant air quality impacts. This alternative without the road connection would result in the same level of impacts to biological resources as the proposed project; whereas with a road connection, there would be a slight increase in mitigation. Both scenarios would result in essentially the same level of impact to, hydrology, and water quality, although slightly more because the same amount of grading would occur with the road connection. The Reduced Density Alternative -With and Without Phyllis Road Connection -would result in slightly less impacts to public utilities (solid waste), because 1,060 less residential units would be constructed under this alternative. Visual effects and neighborhood character would be reduced, but not to a level below significance.

Alternative 4 – Road Connection to Phyllis Place

The Road Connection to Phyllis Place Alternative would provide the street connection recommended by the Mission Valley Community Plan. In order to accommodate this connection, Franklin Ridge Road would be extended northward to a signalized intersection at Phyllis Place. This alignment requires a modification to the existing grading plan to provide additional fill material in this area in order to create the appropriate grade transition for the roadway. Minor modification to the proposed grading plan would generate the necessary additional fill material and provide the opportunity to expand the park area to address the loss

of a small portion of the park due to the road connection.

This alternative would implement the Mission Valley Community Plan by providing a connection between Friars Road and Phyllis Place; however, it would result in creating a conflict with the Serra Mesa Community Plan, which does not call for that connection. This alternative would impact roadway segments and intersections similar to the proposed project. However, due to the different distribution of traffic associated with the Phyllis Place connection, some impacts in the Mission Valley community would be eliminated or reduced. More impacts to freeway segments would occur under this alternative. This alternative would also result in greater impacts to biological resources, due to construction of the road through sensitive habitat; however, this impact would be mitigated by payment to the City of San Diego Habitat Acquisition Fund. This alternative would result in some improvement to fire and police access and eliminate the need for a secondary emergency access from Kaplan Drive. Other impacts associated with this alternative would be the same or very similar to those associated with the proposed project.



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Distribution:

Federal Government

U.S. EPA (19)
U.S. Fish & Wildlife Service (23)
U.S. Army Corps of Engineers (26)

State Government

Caltrans Planning (31)
California Dept. of Fish & Game (32)
State Department of Health Services (33)
Department of Toxic Substance Control (39)
Resources Agency (43)
CA Regional Water Quality Control Board (44)
State Clearinghouse (46)
California Air Resources Board (49)
Office of Attorney General (50)
Native American Heritage Commission (56)
Department of Conservation, Div. of Mines & Geology (61)

County Government

Air Pollution Control District (65)
Department of Environmental Health (MS D-561)

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Councilmember Atkins, MS 10A
Councilmember Young, MS 10A
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Councilmember Frye, MS 10A
Councilmember Madaffer, MS 10A
Councilmember Hueso, MS 10A
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Fire and Life Safety Services, Frankie Murphy (79)
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Serra Mesa Library (81GG)
Library (81)
Police Research and Analysis (84)
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Wetland Advisory Board (91A)
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Engineering Reviewer, Robert Negrete (MS 401)
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Water Supply Reviewer, George Adrian, Robert McCullough (MS 906)

Others

SANDAG (108)
San Diego Transit Corporation (112)
SDGE (114)
San Diego City Schools (132)
San Diego River Park Foundation (163)
Environmental Law Society (164)
Sierra Club (165)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
Mr. Jim Peugh (167A)
San Diego River Conservancy 168)
California Native Plant Society (170)
Center for Biological Diversity (176)
Endangered Habitats League (182A)
Carmen Lucas (206)
Jerry Schaefer PHD (209)
South Coastal Information Center (210)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Ron Christman (215)
Louie Guassac (215A)
Clint Linton (215B)
San Diego County Archaeological Society Inc. (218)
Kumeyaay Cultural Repatriation Committee (225)
Native American Distribution (225 A – R)
Serra Mesa Planning Group (263A)
Serra Mesa Community Council (264)
Linda Vista Community Planning Committee (267)
Mission Valley Center Assn. (328)
Hazard Center (328A)
Mary Johnson (328B)
Mission Valley Community Council (328C)

Friends of Mission Valley Preserve (330)
Mission Valley Unified Planning Org (331)
Fashion Valley (332)
Lynn Mulholland (333)
River Valley Preservation Project (334)
Randy Berkman
Don Knoell
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Arthur Moreau
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* The individuals and organizations that provided comments regarding the draft PEIR were included in the distribution of the Final PEIR. Please see Appendix P for the list of those who provided comments.

FINAL

Program Environmental Impact Report

for the

QUARRY FALLS PROJECT

**City of San Diego Project No. 49068
SCH. No. 2005081018**

Lead Agency:

**The City of San Diego
Development Services Department
1222 First Avenue
San Diego, CA 92101**

July 2008

TABLE OF CONTENTS

TABLE OF CONTENTS

LIST OF ACRONYMS AND ABBREVIATIONS	1
EXECUTIVE SUMMARY	ES-1
1.0 INTRODUCTION	1-1
1.1 Purpose and Legal Authority	1-1
1.1.1 Authority and Intended Uses of the Program EIR	1-3
1.1.2 Availability and Review of the Draft Program EIR	1-4
1.2 Scope and Content of Program EIR.....	1-5
1.2.1 Scope of Program EIR.....	1-5
1.2.2 Format of Program EIR.....	1-5
1.2.3 Incorporation by Reference.....	1-8
1.3 Evaluation of Environmental Effects.....	1-8
1.3.1 Existing Conditions.....	1-9
1.3.2 Impact Analysis.....	1-9
1.4 Responsible and Trustee Agencies.....	1-10
1.4.1 California Department of Fish and Game.....	1-11
1.4.2 California Department of Transportation.....	1-11
1.4.3 California Department of Conservation.....	1-11
2.0 ENVIRONMENTAL SETTING	2-1
2.1 Regional Setting.....	2-1
2.2 Project Location.....	2-1
2.3 Existing Site Conditions	2-6
2.3.1 Topography.....	2-6
2.3.2 Biological Resources.....	2-6
2.3.3 Cultural Resources.....	2-9
2.3.4 Geologic Conditions.....	2-9
2.3.5 Paleontological Resources.....	2-9
2.3.6 Visual Resources.....	2-9
2.4 Existing Uses	2-9
2.5 Surrounding Land Uses	2-14
2.6 Existing Public Services and Facilities	2-14
2.6.1 Fire Protection Services.....	2-16
2.6.2 Emergency Medical Services.....	2-18
2.6.3 Police Protection Services.....	2-18
2.6.4 Library Services.....	2-20
2.6.5 School Services.....	2-21
2.6.6 Parks.....	2-23
2.7 Planning Context	2-24
2.7.1 City of San Diego Progress Guide and General Plan.....	2-24
2.7.2 Mission Valley Community Plan.....	2-26
2.7.3 Serra Mesa Community Plan.....	2-28
2.8 Zoning.....	2-28
2.9 Multiple Species Conservation Program (MSCP) Subarea Plan/ Multi-Habitat Planning Area (MHPA)	2-28

TABLE OF CONTENTS

3.0	PROJECT DESCRIPTION	3-1
3.1	Project Background	3-1
3.2	Purpose and Objectives of the Proposed Project	3-3
3.2.1	Project Purpose	3-3
3.2.2	Project Objectives	3-3
3.3	Project Characteristics	3-4
3.3.1	Mission Valley Community Plan/General Plan Amendment	3-5
3.3.2	Quarry Falls Specific Plan	3-6
3.3.3	Land Use Plan	3-6
3.3.4	Circulation Plan	3-28
3.3.5	Landscape Plan	3-38
3.3.6	Design Standards/Architectural Design and Site Planning Guidelines	3-38
3.3.7	Temporary/Interim Uses	3-53
3.3.8	Implementation	3-53
3.4	Master Planned Development Permit	3-58
3.5	Site Development Permit	3-58
3.6	Proposed Zoning	3-59
3.7	Vesting Tentative Map	3-64
3.8	CUP/Reclamation Plan Amendment	3-66
3.9	Off-Site Improvements	3-66
3.10	Discretionary Actions	3-74
3.10.1	Community Plan Amendment/General Plan Amendment	3-74
3.10.2	Public Facilities Financing Plan	3-74
3.10.3	Specific Plan	3-74
3.10.4	Rezones	3-75
3.10.5	Vesting Tentative Map (VTM)	3-75
3.10.6	Master Planned Development Permit	3-75
3.10.7	Site Development Permit	3-75
3.10.8	Conditional Use Permit/Reclamation Plan Amendment	3-75
3.10.9	State and Federal Permits and Other Agency Coordination	3-75
4.0	HISTORY OF PROJECT CHANGES	4-1
5.0	ENVIRONMENTAL ANALYSIS	5-1
5.1	Land Use	5.1-1
5.1.1	Existing Conditions	5.1-1
5.1.2	Impact Analysis	5.1-17
5.2	Transportation/Traffic Circulation/Parking	5.2-1
5.2.1	Existing Conditions	5.2-2
5.2.2	Impact Analysis	5.2-17
5.3	Visual Effects and Neighborhood Character	5.3-1
5.3.1	Existing Conditions	5.3-1
5.3.2	Impact Analysis	5.3-11
5.4	Air Quality	5.4-1
5.4.1	Existing Conditions	5.4-1
5.4.2	Impact Analysis	5.4-6
5.5	Noise	5.5-1
5.5.1	Existing Conditions	5.5-1
5.5.2	Impact Analysis	5.5-4
5.6	Biological Resources	5.6-1
5.6.1	Existing Conditions	5.6-1

TABLE OF CONTENTS

5.6.2	Impact Analysis	5.6-10
5.7	Health and Safety	5.7-1
5.7.1	Existing Conditions	5.7-1
5.7.2	Impact Analysis	5.7-8
5.8	Historical Resources	5.8-1
5.8.1	Existing Conditions	5.8-1
5.8.2	Impact Analysis	5.8-1
5.9	Hydrology	5.9-1
5.9.1	Existing Conditions	5.9-1
5.9.2	Impact Analysis	5.9-6
5.10	Geologic Conditions.....	5.10-1
5.10.1	Existing Conditions	5.10-1
5.10.2	Impact Analysis	5.10-2
5.11	Paleontological Resources	5.11-1
5.11.1	Existing Conditions	5.11-1
5.11.2	Impact Analysis	5.11-2
5.12	Public Utilities	5.12-1
5.12.1	Existing Conditions	5.12-1
5.12.2	Impact Analysis	5.12-19
5.13	Water Quality.....	5.13-1
5.13.1	Existing Conditions	5.13-1
5.13.2	Impact Analysis	5.13-3
5.14	Mineral Resources.....	5.14-1
5.14.1	Existing Conditions	5.14-1
5.14.2	Impact Analysis	5.14-2
6.0	GROWTH INDUCEMENT.....	6-1
6.1	Existing Conditions	6-1
6.1	Impact Analysis	6-1
7.0	SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES	7-1
8.0	CUMULATIVE EFFECTS.....	8-1
8.1	Plans Considered for Cumulative Effects Analysis	8-3
8.1.1	City of San Diego Progress Guide and General Plan	8-3
8.1.2	Mission Valley Community Plan	8-3
8.1.3	Serra Mesa Community Plan	8-3
8.1.4	Multiple Species Conservation Plan (MSCP)	8-4
8.2	Projects Considered for Cumulative Effects Analysis.....	8-4
8.2.1	Fashion Walk (LDR No. 99-1356; PTS No. 4301).....	8-4
8.2.2	Murray Canyon Apartments (Project No. 5700).....	8-4
8.2.3	Riverwalk Commercial Center	8-5
8.2.4	Mission Valley Heights – Lot 3 (Project No. 2052; LDR No. 41-100).....	8-5
8.2.5	Rio Vista West Project	8-5
8.2.6	Presidio View (LDR No. 99-0348; SCH No. 200000061060).....	8-5
8.2.7	Mission City (Fenton Market Place) (LDR No. 96-0544; SCH No. 96111039).....	8-6
8.2.8	Morena Vista (Project No. 6137; SCH No. 2003061131).....	8-6
8.2.9	YMCA Friars Road (Project No. 5501; SCH No. 2003061027).....	8-6
8.2.10	Rio Vista East (LDR No. 98-0518; MVPDO Permit No. 98-0518).....	8-7
8.2.11	Cabrillo Housing	8-7
8.2.12	Mission Valley Fire Station (Project No. 6595; LDR No. 330900; CIP No. 33-090.0).....	8-7
8.2.13	Centrepointe at Grantville (PTS No. 80450).....	8-7

TABLE OF CONTENTS

8.2.14	Mission Valley Multi-Use	8-7
8.2.15	Hazard Center Redevelopment	8-8
8.2.16	Friars/SR-163 PSR	8-8
8.2.17	Hazard Center Drive Extension	8-8
8.3	Cumulative Effects Analysis	8-8
8.3.1	Land Use	8-9
8.3.2	Traffic Circulation	8-9
8.3.3	Visual Effects and Neighborhood Character	8-14
8.3.4	Air Quality	8-15
8.3.5	Noise	8-16
8.3.6	Biological Resources	8-17
8.3.7	Health and Safety	8-18
8.3.8	Historical Resources	8-18
8.3.9	Hydrology	8-18
8.3.10	Geologic Conditions	8-18
8.3.11	Paleontological Resources	8-19
8.3.12	Public Utilities	8-19
8.3.13	Water Quality	8-20
8.3.14	Mineral Resources	8-20
8.3.15	Global Climate Change	8-21
9.0	EFFECTS FOUND NOT TO BE SIGNIFICANT	9-1
9.1	Agricultural Resources	9-1
10.0	ALTERNATIVES	10-1
10.1	Alternatives Considered But Rejected	10-2
10.1.1	Alternative Land Use Plan	10-2
10.1.2	Alternative Locations	10-3
10.1.3	Sensitive Biological resources Avoidance Alternative	10-4
10.1.4	Avoidance of Unmitigated Traffic Impacts Alternative	10-5
10.2	Alternatives Considered	10-5
10.2.1	Alternatives Analysis	10-6
10.2.2	Alternative 1 – No Project/No Build: Continuation of Approved Conditional Use Permit/ Implementation of Approved Reclamation Plans	10-7
10.2.3	Alternative 2 – No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative – With and Without Phyllis Place Connection	10-26
10.2.4	Alternative 3 – Reduced Density Alternative; With and Without Phyllis Place Connection	10-33
10.2.5	Alternative 4 – Road Connection to Phyllis Place	10-39
10.3	Environmentally Superior Alternative	10-51
11.0	MITIGATION MONITORING AND REPORTING PROGRAM	11-1
11.1	General	11-1
11.2	Land Use	11-2
11.2.1	Impacts	11-2
11.2.2	Mitigation Measures	11-2
11.3	Traffic Circulation	11-3
11.3.1	Impacts	11-3
11.3.2	Mitigation Measures	11-3
11.4	Air Quality	11-8
11.4.1	Impacts	11-8
11.4.2	Mitigation Measures	11-8
11.5	Noise	11-9
11.5.1	Impacts	11-9

TABLE OF CONTENTS

11.5.2	Mitigation Measures.....	11-9
11.6	Biological Resources.....	11-11
11.6.1	Impacts.....	11-11
11.6.2	Mitigation Measures.....	11-11
11.7	Health and Safety.....	11-21
11.7.1	Impacts.....	11-21
11.7.2	Mitigation Measures.....	11-21
11.8	Historical Resources.....	11-22
11.8.1	Impacts.....	11-22
11.8.2	Mitigation Measures.....	11-22
11.9	Paleontological Resources.....	11-28
11.9.1	Impacts.....	11-28
11.9.2	Mitigation Measures.....	11-28
11.10	Public Utilities.....	11-32
11.10.1	Impacts.....	11-32
11.10.2	Mitigation Measures.....	11-32
12.0	REFERENCES.....	12-1
13.0	INDIVIDUALS AND AGENCIES CONSULTED.....	13-1
14.0	CERTIFICATION.....	14-1

TABLE OF CONTENTS

TECHNICAL APPENDICES

- A. 1. NOP and Responses
- 2. Scoping Meeting Recordation
- B. Quarry Falls Traffic Impact Study
- C. Air Quality Technical Report
- D. Noise Impact Analysis
- E. 1. Biological Survey Report
- 2. Wetland Habitat Enhancement, Mitigation and Monitoring Plan
- F. Cultural Resources Study
- G. Drainage Study
- H. 1. Preliminary Geotechnical Investigation Report
- 2. Addendum Geotechnical Report
- 3. Revised Addendum Geotechnical Report
- 4. Evaluation of Settlement of Buried Utilities
- I. Water Study
- J. Sanitary Sewer Study
- K. Final Water Quality Technical Report
- L. Water Supply Assessment Report
- M. 1. Phase I Environmental Site Assessment
- 2. Report of Soil Sampling and Analysis Imported Sediment
- 3. Underground Storage Tank Closure Report
- N. Letters/Responses to Service Providers
- O. FAA Determinations of No Hazard to Air Navigation
- P. Letters of Comment and Responses

TABLE OF CONTENTS

FIGURES

Figure 2-1.	Regional Map	2-2
Figure 2-2.	Vicinity Map.....	2-3
Figure 2-3.	Project Location Map.....	2-4
Figure 2-4.	San Diego River Floodplain	2-5
Figure 2-5.	Existing Approved Reclamation Plan	2-7
Figure 2-6.	Existing Approved Reclamation Plan Cross-Sections.....	2-8
Figure 2-7.	Existing Site Conditions	2-10
Figure 2-8a.	Existing Approved Reclamation Plan Revegetation Plan	2-12
Figure 2-8b.	Existing Approved Reclamation Plan Revegetation Plan	2-13
Figure 2-9.	Public Facilities Map.....	2-15
Figure 2-10.	Community Planning Context.....	2-25
Figure 2-11.	Mission Valley Community Plan Land Use Map.....	2-27
Figure 2-12.	Serra Mesa Community Plan Land Use Map.....	2-29
Figure 2-13.	Existing Zoning.....	2-30
Figure 3-1.	Boundary of Existing CUP 5073.....	3-2
Figure 3-2.	Quarry Falls Specific Plan Land Use Plan	3-7
Figure 3-3.	Quarry Falls Illustrative Land Use Plan.....	3-8
Figure 3-4.	Quarry Falls Planning Districts	3-9
Figure 3-5.	Proposed Zoning.....	3-12
Figure 3-6.	Park District Plan.....	3-14
Figure 3-7.	Quarry Falls Open Space, Parks, Recreation and Community Amenities Plan	3-15
Figure 3-8.	Quarry Falls Park Conceptual Plan.....	3-16
Figure 3-9.	Civic Center.....	3-18
Figure 3-10.	Community Recreation Center	3-18
Figure 3-11.	Ridgetop District Plan.....	3-20
Figure 3-12.	Foothills District Plan.....	3-21
Figure 3-13.	Terrace District Plan.....	3-23
Figure 3-14.	Creekside District Plan	3-24
Figure 3-15.	Village Walk District Plan	3-26
Figure 3-16.	Quarry District Plan.....	3-27
Figure 3-17.	Quarry Falls Vehicular Circulation Plan	3-29
Figure 3-18.	North Side of Friars Road.....	3-30
Figure 3-19.	Quarry Falls Boulevard – Mission Center Road to Via Alta.....	3-30
Figure 3-20.	Quarry Falls Boulevard – Via Alta to Qualcomm Way.....	3-31
Figure 3-21.	Quarry Falls Boulevard – Qualcomm Way to Franklin Ridge Road	3-31
Figure 3-22.	Qualcomm Way.....	3-32
Figure 3-23.	Community Lane	3-32
Figure 3-24.	Creekside Park Lane.....	3-33
Figure 3-25a.	Russell Park Way.....	3-33
Figure 3-25b.	Russell Park Way.....	3-34
Figure 3-26.	Via Alta and Franklin Ridge Road.....	3-34
Figure 3-27.	Mission Center Road.....	3-35
Figure 3-28.	Pedestrian Circulation	3-37

TABLE OF CONTENTS

Figure 3-29	<i>Quarry Falls Bikeways</i>	3-39
Figure 3-30.	<i>Conceptual Landscape Plan</i>	3-40
Figure 3-31.	<i>Quarry Falls Entries and Monuments Locations</i>	3-44
Figure 3-32.	<i>Quarry Falls Monuments and Entries</i>	3-45
Figure 3-33.	<i>Individual Project Entries</i>	3-45
Figure 3-34.	<i>Civic Center and Foothills District Transition Area</i>	3-47
Figure 3-35.	<i>Quarry District and Terrace District Transition Area</i>	3-48
Figure 3-36.	<i>Community Recreation Center and Terrace District Transition Area</i>	3-49
Figure 3-37.	<i>Open Space Slope Adjacent to Franklin Ridge Road</i>	3-51
Figure 3-38.	<i>Revegetated Mined Slopes</i>	3-52
Figure 3-39.	<i>Quarry Falls Phasing Plan</i>	3-55
Figure 3-40.	<i>Quarry Falls Vesting Tentative Map – Grading</i>	3-65
Figure 3-41.	<i>Proposed Adjusted Reclamation Plan</i>	3-67
Figure 3-42.	<i>Existing and Proposed Batch Plants Locations</i>	3-68
Figure 3-43.	<i>Proposed Batch Plant/Site Plan</i>	3-69
Figure 3-44.	<i>Locations of Proposed Off-Site Improvements</i>	3-70
Figure 5.2-1.	<i>Existing Study Area Roadway Classifications</i>	5.2-3
Figure 5.2-2.	<i>Locations of Transportation Phasing Plan Improvements</i>	5.2-56
Figure 5.2-3.	<i>Quarry Falls Pedestrian Trails and Facilities</i>	5.2-62
Figure 5.2-4.	<i>Quarry Falls Bicycle Facilities</i>	5.2-63
Figure 5.3-1a.	<i>Views of the Project Site from Friars Road</i>	5.3-2
Figure 5.3-1b.	<i>Views of the Project Site from Friars Road</i>	5.3-3
Figure 5.3-1c.	<i>Views of the Project Site from Friars Road</i>	5.3-4
Figure 5.3-2.	<i>Views of the Project Site from Qualcomm Way</i>	5.3-5
Figure 5.3-3a.	<i>Views of the Project Site from Phyllis Place</i>	5.3-6
Figure 5.3-3b.	<i>Views of the Project Site from Phyllis Place</i>	5.3-7
Figure 5.3-4.	<i>Views of the Project Site from Mission Center Road</i>	5.3-9
Figure 5.3-5.	<i>Views of the Project Site from the South Mesa</i>	5.3-10
Figure 5.3-6.	<i>Location of Vantage Points for Photo Simulation</i>	5.3-16
Figure 5.3-7.	<i>Photo Simulation – Views from Vantage Points to the South</i>	5.3-18
Figure 5.3-8.	<i>Views Looking South from Phyllis Place</i>	5.3-19
Figure 5.3-8a.	<i>Photo Simulation – View from Phyllis Place</i>	5.3-20
Figure 5.3-9.	<i>Photo Simulation – Views from I-805</i>	5.3-22
Figure 5.3-10.	<i>Photo Simulation – Views Traveling West on Friars Road</i>	5.3-23
Figure 5.3-11.	<i>Photo Simulation – Views Traveling East on Friars Road</i>	5.3-24
Figure 5.3-12.	<i>Photo Simulation – Views at Friars Road and Mission Center Road</i>	5.3-25
Figure 5.3-13.	<i>Photo Simulation – Views Looking North from Qualcomm Way</i>	5.3-26
Figure 5.6-1.	<i>Biological Map</i>	5.6-2
Figure 5.6-2.	<i>Proposed Project Biology Impacts</i>	5.6-14
Figure 5.6-3.	<i>On-Site Wetlands Impacts</i>	5.6-15
Figure 5.6-4.	<i>Off-Site Wetlands Impacts</i>	5.6-16
Figure 5.6-5.	<i>Proposed Habitat Preservation Area</i>	5.6-17

TABLE OF CONTENTS

<i>Figure 5.9-1.</i>	<i>Existing Discharge Location - West</i>	<i>5.9-2</i>
<i>Figure 5.9-2.</i>	<i>Existing Discharge Location - East</i>	<i>5.9-3</i>
<i>Figure 5.9-3.</i>	<i>Off-Site Areas Affecting Site Hydrology</i>	<i>5.9-5</i>
<i>Figure 5.9-4.</i>	<i>Quarry Falls Drainage Plan Basin Map</i>	<i>5.9-8</i>
<i>Figure 5.12-1.</i>	<i>Proposed Water System</i>	<i>5.12-23</i>
<i>Figure 5.12-2.</i>	<i>Proposed Sewer System</i>	<i>5.12-24</i>
<i>Figure 5.12-3.</i>	<i>Proposed Drainage Plan</i>	<i>5.12-26</i>
<i>Figure 5.12-4a.</i>	<i>Solar Access Study</i>	<i>5.12-35</i>
<i>Figure 5.12-4b.</i>	<i>Solar Access Study</i>	<i>5.12-36</i>
<i>Figure 5.13-1.</i>	<i>Surface Drainage and Best Management Practices Map</i>	<i>5.13-5</i>
<i>Figure 8.1.</i>	<i>General Location of Cumulative Projects</i>	<i>8-2</i>
<i>Figure 10-1.</i>	<i>Reduced Density Alternative Land Use</i>	<i>10-35</i>
<i>Figure 10-2.</i>	<i>Road Connection to Phyllis Place Alternative</i>	<i>10-41</i>

TABLE OF CONTENTS

TABLES

Table ES-1.	<i>Summary of Environmental Impacts and Mitigation Measures</i>	ES-6
Table ES-2.	<i>Summary of NOP Comments and Scoping Meeting Comments</i>	ES-11
Table 2-1.	<i>Fire Station Response Times</i>	2-16
Table 2-2.	<i>2006-2007 Capacity and Enrollment for the SDUSD Schools Serving the Project Area</i>	2-21
Table 2-3.	<i>Potential Student Generation – Quarry Falls</i>	2-22
Table 2-4.	<i>Quarry Falls Parks and Recreation Land Use Summary</i>	2-24
Table 3-1.	<i>Quarry Falls Land Use Summary</i>	3-10
Table 3-2.	<i>Quarry Falls Zones and Development Intensity</i>	3-11
Table 3-3.	<i>Park District – Land Use Summary</i>	3-14
Table 3-4.	<i>Quarry Falls Parks and Recreation Land Use Summary</i>	3-19
Table 3-5.	<i>Ridgetop District – Land Use Summary</i>	3-20
Table 3-6.	<i>Foothills District – Land Use Summary</i>	3-21
Table 3-7.	<i>Terrace District – Land Use Summary</i>	3-23
Table 3-8.	<i>Creekside District – Land Use Summary</i>	3-24
Table 3-9.	<i>Village Walk District – Land Use Summary</i>	3-26
Table 3-10.	<i>Quarry District - Land Use Summary</i>	3-27
Table 3-11.	<i>Quarry Falls Phasing Summary</i>	3-56
Table 3-12.	<i>Development Project Review Process</i>	3-58
Table 3-13.	<i>Summary of City Zones Applied to Quarry Falls</i>	3-60
Table 3-14.	<i>List of Off-Site Improvements</i>	3-71
Table 5.1-1.	<i>Quarry Falls Development Phasing with Mining/ Asphalt and Concrete Plant Operation Phases</i>	5.1-27
Table 5.1-2.	<i>Proposed Modifications to City Base Zones for the Quarry Falls Project</i>	5.1-31
Table 5.2-1.	<i>Existing Roadway Segment Conditions</i>	5.2-6
Table 5.2-2.	<i>Existing Arterial Segment Conditions</i>	5.2-8
Table 5.2-3.	<i>Existing Intersection Conditions</i>	5.2-11
Table 5.2-4.	<i>Existing Ramp Meter Conditions</i>	5.2-13
Table 5.2-5.	<i>Existing Peak Hour Freeway Mainline Conditions</i>	5.2-15
Table 5.2-6.	<i>Total Driveway Trip Generation</i>	5.2-20
Table 5.2-7.	<i>External Cumulative Trip Generation</i>	5.2-21
Table 5.2-8a.	<i>Project Phase 1 Through Horizon Year Traffic Impacts Summary – Roadway Segments</i>	5.2-35
Table 5.2-8b.	<i>Project Phase 1 Through Horizon Year Traffic Impacts Summary – Aerial Locations</i> <i>Eastbound AM</i>	5.2-38
Table 5.2-8b.	<i>Project Phase 1 Through Horizon Year Traffic Impacts Summary – Aerial Locations</i> <i>Westbound AM</i>	5.2-39
Table 5.2-8b.	<i>Project Phase 1 Through Horizon Year Traffic Impacts Summary – Aerial Locations</i> <i>Eastbound PM</i>	5.2-40
Table 5.2-8b.	<i>Project Phase 1 Through Horizon Year Traffic Impacts Summary – Aerial Locations</i> <i>Westbound PM</i>	5.2-41
Table 5.2-8c.	<i>Project Phase 1 Through Horizon Year Traffic Impacts Summary – Intersections AM</i>	5.2-42
Table 5.2-8c.	<i>Project Phase 1 Through Horizon Year Traffic Impacts Summary – Intersections PM</i>	5.2-45

TABLE OF CONTENTS

Table 5.2-8d.	<i>Project Phase 1 Through Horizon Year Traffic Impacts Summary – Freeway Ramps Calculated Delay</i>	5.2-48
Table 5.2-8e.	<i>Project Phase 1 Through Horizon Year Traffic Impacts Summary – Freeway Segments</i>	5.2-49
Table 5.2-9.	<i>Transportation Phasing Plan</i>	5.2-50
Table 5.4-1.	<i>Ambient Air Quality Standards</i>	5.4-2
Table 5.4-2.	<i>Ambient Background Concentrations</i>	5.4-4
Table 5.4-3.	<i>Vulcan Materials Company Mission Valley 2004 Emissions Inventory</i>	5.4-5
Table 5.4-4.	<i>Screening-Level Criteria for Air Quality Impacts</i>	5.4-7
Table 5.4-5.	<i>Total Operational Emissions</i>	5.4-8
Table 5.4-6.	<i>CO “Hot Spots” Evaluation</i>	5.4-12
Table 5.4-7.	<i>Maximum Daily Construction Emissions</i>	5.4-14
Table 5.4-8.	<i>Comparison of Maximum Daily Construction Emissions with ARB Emissions Budget</i>	5.4-15
Table 5.4-9.	<i>Equipment Requirements of the Current Reclamation Plan</i>	5.4-19
Table 5.4-10.	<i>Estimated Construction Emissions - Current Reclamation Plan</i>	5.4-19
Table 5.4-11.	<i>Estimated Construction Emissions – Proposed Reclamation Plan</i>	5.4-20
Table 5.5-1.	<i>City of San Diego Noise Standards (dB Leq)</i>	5.5-3
Table 5.5-2.	<i>On-Site Traffic Noise Impact Analysis</i>	5.5-10
Table 5.5-3.	<i>Typical Hierarchy of Structural Noise Mitigation</i>	5.5-11
Table 5.6-1.	<i>Biological Resources On-Site</i>	5.6-3
Table 5.6-2.	<i>Plant Species Observed</i>	5.6-6
Table 5.6-3.	<i>Wildlife Species Observed/ Detected</i>	5.6-7
Table 5.6-4.	<i>Potentially Occurring Sensitive Plant Species</i>	5.6-9
Table 5.7-1.	<i>Off-Site Hazardous Materials Sites</i>	5.7-11
Table 5.7-2.	<i>Industrial Use Regulations</i>	5.7-14
Table 5.7-3.	<i>Emission Estimates - Concrete and Hot Mix Asphalt Plants</i>	5.7-15
Table 5.13-1.	<i>Changes to Impervious Areas</i>	5.13-3
Table 5.13-2.	<i>Anticipated and Potential Pollutants</i>	5.13-7
Table 5.13-3.	<i>Pollutants and Associated BMPs</i>	5.13-11
Table 8-1.	<i>Cumulative Traffic Impacts Summary Table</i>	8-10
Table 8-2.	<i>Vehicle Greenhouse Gas Emissions</i>	8-30
Table 8-3.	<i>Summary of Estimated Operational Greenhouse Gas Emissions</i>	8-31
Table 8-4.	<i>Per Capita Operation GHG Emissions</i>	8-32

TABLE OF CONTENTS

Table 10-1.	<i>Alternatives Comparison Summary of Roadway Segments Impact Significance</i>	10-9
Table 10-2.	<i>Alternatives Comparison Summary of Arterial Impacts Significance</i>	10-12
Table 10-3.	<i>Alternatives Comparison Summary of Intersection Impacts Significance</i>	10-16
Table 10-4.	<i>Alternatives Comparison Summary of Calculated Ramp Metering Impacts Significance</i>	10-20
Table 10-5.	<i>Summary of Freeway Segments Impacts Significance</i>	10-21
Table 10-6.	<i>Proposed Project and No Project/Continuation of Existing Plan Alternative Development Intensity Comparison</i>	10-28
Table 10-7.	<i>Reduced Density Alternative Land Uses and Intensity</i>	10-34
Table 10-8.	<i>Transportation Phasing Plan With Phyllis Place Road Connection</i>	10-42
Table 10-9.	<i>On-Site Noise Impact Analysis Comparison – Proposed Project and Alternative 4</i>	10-49
Table 10-10.	<i>Comparison of Alternatives to Proposed Project</i>	10-53
Table 11-1.	<i>Transportation Phasing Plan</i>	11-3

LIST OF ACRONYMS AND ABBREVIATIONS

LIST OF ACRONYMS AND ABBREVIATIONS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACOE.....	Army Corps of Engineers
ADD	Assistant Deputy Director
ADT.....	Average Daily Traffic
AAOZ.....	Airport Approach Overlay Zone
AEOZ.....	Airport Environs Overlay Zone
AG.....	Annual Grasslands
AM/am.....	Morning
AMSL.....	Above Mean Sea Level
APCD	San Diego Air Pollution Control District
ARB.....	Air Resources Board
Ave.	Avenue
BI.....	Building Inspector
Bld.	Boulevard
BMP(s).....	Best Management Practice(s)
CA	California
CAL-OSHA	California Occupational Safety and Health Administration
Caltrans.....	California Department of Transportation
CC-3-5	City of San Diego Commercial-Community Zone <i>(intended to accommodate development with a high intensity, pedestrian orientation)</i>
CDFG.....	California Department of Fish and Game
CEQA.....	California Environmental Quality Act
CFR.....	Code of Federal Regulations
CO.....	Carbon Monoxide
CO-1-1.....	City of San Diego Commercial – Office Zone
CPUC.....	California Public Utilities Commission
cfs	Cubic Feet per Second
CSS.....	Coastal Sage Scrub
Ct.....	Court
CUP.....	Conditional Use Permit
cy	Cubic Yards
DEH	County Department of Environmental Health
DEV.....	Developed
DID.....	Mission Valley Development Intensity District
DIF.....	Development Impact Fee
DIS.....	Disturbed
DMG	California Division of Mines and Geology
Dr.	Drive
Drwy.	Driveway

LIST OF ACRONYMS AND ABBREVIATIONS

DSD	City of San Diego Development Services Department
DTSC	California Department of Toxic Substance Control
du/acre	Dwelling Units Per Acre
DW	Disturbed Wetlands
EAS	City of San Diego Environmental Analysis Section
EB/eb	Eastbound
EDU	Equivalent Dwelling Unit
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMF	Electromagnetic Fields
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
EPA	Environmental Protection Agency
ESD	Environmental Services Department
ESL	Environmentally Sensitive Lands Ordinance
FAA	Federal Aviation Administration
ft.	Feet
HMD	Hazardous Materials Division
HOV	High Occupancy Vehicle
I	Introduced Species from Outside Locality
I-	Interstate, as in I-805, I-15
IA	Implementing Agreement
IL-3-1	City of San Diego Industrial-Light Zone <i>(allows a mix of light industrial, office, and commercial uses)</i>
ISO	California Independent System Operator
kV	Kilovolt
lbs/day	Pounds per Day
lbs/ton	Pounds per Ton
LDR	City of San Diego Land Development Review Division
LDC	City of San Diego Land Development Code
L _{eq}	Equivalent Continuous Noise Level
LOS	Level of Service
LRT	Light Rail Transit
MC	Mixed Chaparral
mgd	Million Gallons per Day
MHPA	Multi Habitat Planning Area
min./mins.	Minute(s)
MMC	Mitigation Monitoring Coordination
MND	Mitigated Negative Declaration

LIST OF ACRONYMS AND ABBREVIATIONS

mph	Miles per Hour
MRZ(s)	Mineral Resource Zone(s)
MSCP	Multiple Species Conservation Program
MTBE	Methyl Tertiary Butyl Ether
MTS	Metropolitan Transit System
MVCP	Mission Valley Community Plan
MVPD-MV-M	Mission Valley Planned District Multiple Use Zone
MV-CO	Mission Valley Planned District – Commercial Office Zone
MV-CR	Mission Valley Planned District – Commercial Recreation Zone
MV-CV	Mission Valley Planned District - Visitor Commercial Zone
MV-M	Mission Valley Planned District - Multiple Use Zone
MVPDO	Mission Valley Planned District Ordinance
MVR	Mission Valley Planned District – Residential Zone
MW	Mega Watt
MWD	Metropolitan Water District of Southern California
MWWD	Metropolitan Wastewater Department
N	Native to Locality
N/A	Not applicable
NB/nb	Northbound
NCCP	Natural Community Conservation Program
ND	Negative Declaration
NDDB	Natural Diversity Data Base
NOI	Notice of Intent
NOP	Notice of Preparation
Nos	Numbers
NO _x	Nitrogen Oxides
NPDES	National Pollution Discharge Elimination System
NTP	Notice to Proceed
O ₃	Ozone
OCA	Off-site Consequences Analysis
OP-2-1	City of San Diego Open Space – Park Zone
PCC	Portland Cement Concrete
PCD	Planned Commercial Development
PDO	Planned Development Ordinance
PDP	Planned Development Permit
PEIR	Program Environmental Impact Report
PFFP	Public Facilities Financing Program
PI	Principal Investigator
PM/pm	Afternoon
PM ₁₀	Particulate Matter of 10 microns in diameter or smaller
PM ₂₅	Particulate Matter less than 2.5 microns in diameter
ppm	Parts per Million
PRV	Pressure Reducing Valve

LIST OF ACRONYMS AND ABBREVIATIONS

PZ.....	Pressure Zone
RAQS.....	Regional Air Quality Strategy
Rd.	Road
RE	Resident Engineer
REC(s)	Recognized Environmental Condition(s)
RM-1-1	City of San Diego Residential Zone <i>(1 dwelling unit for each 3,000 square feet of lot area)</i>
RM-1-3	City of San Diego Residential Zone <i>(1 dwelling unit for each 2,000 square feet of lot area)</i>
RM-2-4	City of San Diego Residential Zone <i>(1 dwelling unit for each 1,750 square feet of lot area)</i>
RM-3-7	City of San Diego Residential Zone <i>(1 dwelling unit for each 1,000 square feet of lot area)</i>
RM-3-8	City of San Diego Residential Zone <i>(1 dwelling unit for each 800 square feet of lot area)</i>
RM-3-9	City of San Diego Residential Zone <i>(1 dwelling unit for each 600 square feet of lot area)</i>
RM-4-10	City of San Diego Residential Zone <i>(1 dwelling unit for each 400 square feet of lot area)</i>
ROCs	Reactive Organic Compounds
ROG	Reactive Organic Gas
RPZ.....	Runway Protection Zone
RS-1-7	City of San Diego Single-Single Family Residential Zone <i>(minimum 5,000 square foot lots)</i>
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB/sb.....	Southbound
SCH.....	State Clearinghouse
SCE	Southern California Edison
SCIS	South Coastal Information Center
SDAPCD.....	San Diego Air Pollution Control District
SDG&E.....	San Diego Gas and Electric
SDIA.....	San Diego International Airport
SDP	Site Development Permit
SDUSD.....	San Diego Unified School District
sec.....	Second(s)
SFHA.....	Special Flood Hazard Area
SIP.....	State Implementation Plan
SMARA	State Surface Mining and Reclamation Act
SMCP.....	Serra Mesa Community Plan
SO _x	Sulfur Monoxide
Sp./sp.	Species
SR	State Route, as in SR-163
St.....	Street

LIST OF ACRONYMS AND ABBREVIATIONS

SWRCB.....	State Water Resources Control Board
SWPPP	Storm Water Pollution Prevention Plan
TAC(s)	Toxic Air Contaminant(s)
TDM.....	Transportation Demand Management
TDS.....	Total Dissolved Solids
TIS.....	Traffic Impact Study
TOD	Transit Oriented Development
TPHd.....	Total Petroleum Hydrocarbons – Diesel Fuel
TPHg.....	Total Petroleum Hydrocarbons - Gasoline
UFC.....	Uniform Fire Code
U.S./US	United States
USFWS	United States Fish and Wildlife Service
UST(s).....	Underground Storage Tank(s)
V/C.....	Vehicle to Capacity Ratio
veh/hr.....	Vehicles per Hour
veh/hr/lane	Vehicles per Hour per Lane
VTM.....	Vesting Tentative Map
WB/wb.....	Westbound
WMP.....	Wetlands Management Plan
WQTR.....	Water Quality Technical Report
Wy.	Way

EXECUTIVE SUMMARY

This Program Environmental Impact Report (Program EIR) has been prepared for the Quarry Falls project, a private development project located in the Mission Valley and Serra Mesa communities of the City of San Diego. This document analyzes the potential environmental effects associated with implementation of the project (including direct and indirect impacts, secondary impacts, and cumulative effects). Prepared under the direction of the City of San Diego's Environmental Review Section, this Program EIR reflects the independent judgment of the City of San Diego.

Purpose and Scope of the Program EIR

This Program EIR has been prepared in accordance with, and complies with, all criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970 as amended (PRC 21000 et seq.), State CEQA Guidelines (CAC 15000 et seq.), and City of San Diego's EIR Preparation Guidelines. Per Section 21067 of CEQA and Sections 15367 and 15050 through 15053 of the State CEQA Guidelines, the City of San Diego is the *Lead Agency* under whose authority this document has been prepared. As an informational document, this Program EIR is intended for use by the City of San Diego decision-makers and members of the general public in evaluating the potential environmental effects of the proposed Quarry Falls project.

In accordance with CEQA Guidelines Section 15168 and as determined by the City of San Diego, this document constitutes a "Program EIR". A Program EIR is "*an EIR that may be prepared on a series of actions that can be characterized as one larger project and are related either:*

- *Geographically;*
- *As logical parts in the chain of contemplated actions;*
- *In connection with issuance of rules, regulations, plans, or general criteria to govern the conduct of a continuing program; or*
- *As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."*

The Quarry Falls project proposes a series of related actions which identify future build-out of the project. Implementation of those actions is evaluated in this Program EIR. Future construction projects would be submitted for review by the City, and, if found to be in substantial conformance with the approved project, no additional analysis under CEQA would be required. In the event that any future actions require discretionary review, in accordance with CEQA Guidelines Sections 15168(c) and 15162 through 15164, those projects would be examined in light of this Program EIR to determine whether an additional environmental document must be prepared. Specifically, CEQA requires that:

- If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. If subsequent environmental review results in additional impacts and the identification of new mitigation measures, those mitigation measures would be applied to that later activity.

- If the City finds that, pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the City can approve the activity as being within the scope of the original review contained in this Program EIR, and no new environmental document would be required.
- When future discretionary actions associated with implementing the Quarry Falls project occur, the City must incorporate feasible mitigation measures developed in this Program EIR into those subsequent actions. All mitigation measures included in this Program EIR would be incorporated into the current project as specified in this Program EIR.

In this manner, this Program EIR functions as a “first tier” EIR. “Tiering” refers to using the analysis of general matters contained in the broader EIR (such as a Program EIR) with later EIRs and Negative Declarations which could be required for future discretionary actions associated with build-out of Quarry Falls; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or Negative Declaration solely on the issues specific to the later project. It should be noted, however, that this Program EIR analyzes, in detail, the specific impacts of overall project implementation. Therefore, this Program EIR is not broad and general, but specific to the overall Quarry Falls project and its associated actions.

This Program EIR provides decision-makers, public agencies, and the public in general with detailed information about the potential significant adverse environmental impacts of the proposed Quarry Falls project. By recognizing the environmental impacts of the proposed project, decision-makers will have a better understanding of the physical and environmental changes that would accompany the approval of the project. The Program EIR includes recommended mitigation measures which, when implemented, would provide the Lead Agency with ways to substantially lessen or avoid significant effects of the project on the environment, whenever feasible. Alternatives to the proposed project are presented to evaluate alternative development scenarios that can further reduce or avoid significant impacts associated with the project.

The Quarry Falls project proposes a Specific Plan, Master Planned Development Permit (PDP), Vesting Tentative Map (VTM), and associated actions which provide guidance for future development of Quarry Falls. It is intended that this Program EIR, once certified, serve as the primary environmental document for those future actions. According to Section 15162 of the CEQA Guidelines, when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effect;
 - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- or

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
- (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternative which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In accordance with CEQA Guidelines Section 15082(a), a Notice of Preparation (NOP), dated August 3, 2005, was prepared for the project and distributed to all Responsible and Trustee Agencies, as well as other agencies and members of the public who may have an interest in the project. The purpose of the NOP was to solicit comments on the scope and analysis to be included in the Program EIR for the proposed Quarry Falls project. A copy of the NOP and letters received during its review are included in Appendix A1 to this Program EIR. In addition, comments were also gathered at a public scoping session held for the project on September 19, 2005 (see Appendix A2). Based on an initial review of the project and comments received, the City of San Diego determined that the Program EIR for the proposed project should address the following environmental issues:

- Land Use
- Transportation/Traffic Circulation/Parking
- Visual Effects and Neighborhood Character
- Air Quality
- Noise
- Biological Resources
- Health and Safety
- Historical Resources
- Hydrology
- Geologic Conditions
- Paleontological Resources
- Public Utilities
- Water Quality
- Mineral Resources
- Growth Inducement
- Cumulative Effects

Project Location And Setting

The regional and local setting of the project is discussed in Section 2.0, *Environmental Setting*, of this Program EIR. The proposed Quarry Falls project is located in the Mission Valley and Serra Mesa communities of the City of San Diego, within San Diego County. The majority of the 230.5-acre project site (approximately 225 acres) is located in the Mission Valley community, with approximately six acres located in the Serra Mesa community; both communities are near the geographic center of the City of San Diego. The project is bordered on the south by Friars Road, on the north by Phyllis Place (within the Serra Mesa Community Plan area), on the east by Interstate 805 (I-805), and on the west by Mission Center Road.

Project Description

The Quarry Falls project site is the location of an on-going resource extraction operation for the mining and processing of sand and gravel, which has been operating on the site for more than 50 years. A Conditional Use Permit (CUP) was originally issued by the City of San Diego in 1962. Current mining activities that occur on approximately 210 acres of the 230.5-acre site are operating under approved CUPs; the northern approximately six acres located within the Serra Mesa community are outside the limits of the approved CUPs, and no mining is occurring in that area. Associated with the approved CUPs are approved Reclamation Plans. Following mining, the Reclamation Plans show that the site would be reclaimed as a flat pad, with a gradient ranging between one and four percent, rimmed by steep mined slopes. The slopes would be at a 1 ½:1 ratio with eight-foot benches every 30 feet. Slope heights would range from 75 feet to more than 200 feet. Revegetation of the mined slopes and central pad area would occur in accordance with City requirements.

Asphalt and concrete plants are in operation on the project site and are located in the central portion of the site. The aggregate plant processes mined material primarily for use on-site or for sale to outside customers. Some aggregate is imported to the site to supplement production or because products produced in the on-site aggregate plant do not meet specifications. The asphalt plant combines aggregate, asphalt oil, and recycled asphalt pavement (RAP) to produce an asphalt product for sale to outside customers. The concrete plant combines aggregate, cement, various mixtures, and water to produce ready-mix concrete for sale to outside customers.

The purpose of the Quarry Falls project is to develop urban uses and parks and open spaces on the existing 230.5-acre mining site where sand and gravel resources are approaching depletion. As an end use of the mining operations, an integrated mix of land uses surrounding a system of parks, open space, and activity areas would occur in a phased manner as depletion of resources occurs and mining ceases. Proposed land uses would be linked with an internal pedestrian and trail system and connected to adjacent areas by an internal roadway network.

Land uses proposed as part of Quarry Falls include approximately 31.8 acres of public parks, civic uses, open space and trails; a maximum of 4,780 residential units offered as a variety of “for sale” and/or “for rent” and built as condominiums, town homes, apartments and/or flats, row homes, courtyard units, lofts, live/work units, carriage units (dwelling units on one or more floors located above a private garage), senior housing and assisted care units; a maximum of 603,000 square feet of retail space; and a maximum of 620,000 square feet of office/business park uses. Additional land uses provided within Quarry Falls include an option for a school.

Actions associated with the project include an amendment to the Mission Valley Community Plan, a Specific Plan, Rezones, a Master Planned Development Permit (PDP), a Site Development Permit (SDP), a Vesting Tentative Map (VTM), a CUP/Reclamation Plan Amendment, and an amendment to the Mission Valley Public Facilities Financing Plan (PFFP). Because the Mission Valley Community Plan is part of the City’s Progress Guide and General Plan, the Mission Valley Community Plan Amendment would also result in an amendment to the Progress Guide and General Plan. The project would also require a California Department of Fish and Game (CDFG) Section 1602 Streambed Alteration Agreement.

The proposed project is described in detail in Section 3.0, *Project Description*, of this Program EIR.

Summary Of Environmental Impacts And Mitigation

Section 5.0 of this Program EIR presents the *Environmental Analysis* of the proposed project. Based on the analysis contained in Section 5.0 of this EIR, the proposed Quarry Falls project would result in significant impacts to: Land Use (direct and cumulative), Transportation/Traffic Circulation/Parking (direct and cumulative), Visual Effects and Neighborhood Character (direct and cumulative), Air Quality (direct), Noise (direct), Biological Resources (direct), Health and Safety (direct), Historical Resources (direct), Paleontological Resources (direct), and Public Utilities (direct and cumulative). Mitigation measures have been identified which would reduce direct impacts to below a level of significance for all significant impacts except Land Use (traffic circulation), Transportation/Traffic Circulation/Parking and Visual Effects and Neighborhood Character. Cumulative impacts associated with Land Use (traffic circulation), Transportation/Traffic Circulation/Parking, Visual Effects and Neighborhood Character, and Public Utilities (solid waste) would not be fully mitigated by the project.

Table ES-1, *Summary of Environmental Impacts and Mitigation Measures*, summarizes the potential environmental impacts of the Quarry Falls project by issue area, as analyzed in Section 5.0, *Environmental Analysis*, of this Program EIR. The table also provides a summary of the mitigation measures proposed to avoid or reduce significant adverse impacts. The significance of environmental impacts after implementation of the recommended mitigation measures is provided in the last column of Table ES-1. Responsibilities for monitoring compliance with each mitigation measure are provided in Section 11.0, *Mitigation Monitoring and Reporting Program*, of this Program EIR.

Table ES-1.
Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Land Use The proposed project is consistent with goals of the Mission Valley Community Plan (MVCP) and the Mission Valley Planned District Ordinance (MVPDO). As required, a traffic study has been prepared for the project. Traffic generated from the proposed project would result in significant impacts to the circulation system. Noise impacts associated with on-going quarry operations would be incompatible with development of the project site in areas where sensitive receptors would be located.</p>	<p>Mitigation measures for traffic impacts are identified in Section 5.2, <i>Transportation/Traffic Circulation/Parking</i>. However, as presented in Section 5.2, mitigation measures required for the project would not fully mitigate the project's traffic circulation impacts.</p> <p>Mitigation measures for noise impacts are identified in Section 5.5, <i>Noise</i>.</p>	<p>Mitigation measures would not fully mitigate impacts, and land use impacts associated with traffic circulation would remain significant and unmitigable. Project approval would require the decision-makers to adopt a Statement of Overriding Considerations.</p> <p>Implementation of mitigation measures identified in Section 5.5 would reduce impacts to below a level of significance.</p>
<p>Transportation/Traffic Circulation/Parking The project would result in significant direct and cumulative impacts to street segments, intersections, freeway segments, and freeway ramps. Tables 5.2-8a-e, <i>Project Phase A Through Horizon Year Traffic Impacts Summary Table</i>, provide a summary of the project's impacts before and after mitigation to roadways segments, arterials, intersections, ramps, and freeway segments from project start through Horizon Year.</p>	<p>Table 5.2-9, <i>Transportation Phasing Plan</i>, summarizes the mitigation measures for project impacts to roadway segments and intersections and identifies the phase for which each measure is to be implemented. The location for each improvement is identified on Figure 5.2-2, <i>Locations of Transportation Phasing Plan Improvements</i>.</p>	<p>Implementation of mitigation measures identified in Section 5.2 would reduce many of the significant traffic impacts to roadway segments and intersections. Significant, unmitigable impacts would remain for some roadway/arterial segments, intersections, freeway ramps and freeway segments. The implementation of the project would also create temporary impacts, some of which would be subsequently mitigated to below a level of significance by future improvements made by the project, while others would be reduced to below a level of significance by the build-out of improvements identified in the Mission Valley Public Facilities Financing Plan. Arterial widening, traffic signal coordination and other traffic improvements, and freeway interchange improvements would offset ramp and freeway impacts; however, these impacts would remain significant and unmitigable. The adoption of a Statement of Overriding Considerations would be required for the project's significant and unmitigable impacts.</p>
<p>Visual Effects and Neighborhood Character The approved CUPs and Reclamation Plans result in substantial landform alterations. The modifications proposed by the project represent a change in the topography and ground relief features of the site from the approved Reclamation Plans by replacing the flat pad bordered by mined slopes up to 220 feet in height with terraced pads and manufactured slopes up to 120 feet in height. Landform alterations associated with the project</p>	<p>No mitigation measures are available to avoid the landform alterations associated with the project or the project's change to the visual character of the project site and surrounding area. Adoption of the No Project/No Build Alternative would avoid the project related changes to landform and visual character, as this alternative would leave the site as anticipated with the approved Reclamation Plans and no new development would occur.</p>	<p>The project's impacts associated with visual effects and neighborhood character would remain significant and not mitigated. Project approval would require the decision-makers to adopt a Statement of Overriding Considerations.</p>

EXECUTIVE SUMMARY

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>would be considered significantly adverse.</p> <p>The proposed project would develop an existing mining site. Views of the project site from public roadways would change substantially with the introduction of residential/office/retail buildings, landscaping, parks, and roadways. This is considered a significant impact to the visual character of the project site and surrounding area. Whether the change is adverse or beneficial is subjective.</p>	<p>Adoption of other project alternatives would reduce the magnitude of the change, but would not avoid the impact.</p>	
<p>Air Quality Construction emissions of PM₁₀ are considered significant but temporary.</p>	<p>Mitigation Measure 5.4.1 (MM 5.4.1) presented in Section 5.4, <i>Air Quality</i>, would reduce project impacts to below a level of significance.</p>	<p>Mitigated to below a level of significance.</p>
<p>Noise Future development proposed on-site would potentially be affected by traffic noise associated with the internal street network. Construction noise could result in significant impacts to occupied housing within Quarry Falls, as well as outdoor instructional use associated with development of a school within Quarry Falls. The on-going mining operations and concrete and asphalt plants may continue to operate during the initial phase of residential development. Significant noise impacts could occur if residential units are occupied while mining operations are being completed, and before and after the concrete and asphalt plants are relocated. Operation of the proposed relocated asphalt and concrete plants would result in potentially significant noise impacts to residents, if development occurs within 1580 feet of the relocated concrete and asphalt plants.</p>	<p>Mitigation Measures 5.5-1 – 5.5-9 (MM 5.5-1 – 5.5-9) presented in Section 5.5, <i>Noise</i>, would reduce project impacts to below a level of significance.</p>	<p>Mitigated to below a level of significance.</p>
<p>Biological Resources The proposed project would result in direct impacts to a total of 14.08 acres of sensitive habitat. This includes the direct loss of 0.06 acre on-site of disturbed wetland, 0.12 acre off-site of disturbed wetland, 1.08 acres of coastal sage scrub (Tier II), 0.28 acre of mixed chaparral (Tier IIIA), and 12.54 acres of non-native grassland (Tier IIIB). The impacts to these habitats are considered significant but mitigable. Impacts to the California gnatcatcher species would also occur as a result of the direct loss of</p>	<p>The loss of sensitive habitat would be mitigated with the purchase of upland habitat credits through the City of San Diego Habitat Acquisition Fund (Fund #10571). The project proposes to purchase a total of 7.49 acres of credit from the City of San Diego Habitat Acquisition Fund and pay the required fees. Prior to the issuance of any authorization to proceed, the ADD of LDR shall ensure that the applicant has provided verification of the payment into the City of San Diego's Habitat Acquisition fund as</p>	<p>Mitigated to below a level of significance.</p>

EXECUTIVE SUMMARY

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>coastal sage scrub vegetation, which provides habitat to the bird species. However, the California gnatcatcher is considered an adequately protected species within the City's MSCP area and outside of a MHPA. Therefore, the project's impact to the California gnatcatcher is considered less than significant and no mitigation is required. Implementation of Quarry Falls would not result in significant indirect impacts.</p>	<p>mitigation for impacts to 1.08 acre of Coastal Sage Scrub, 0.28 acre of Mixed Chaparral, and 12.54 acres of Non-Native Grasslands. The total payment shall be calculated based on the current Habitat Acquisition Fund fee at the time of grading permit issuance – currently \$35,000/acre – plus a 10 percent administration fee.</p> <p>Additionally, the project would implement Mitigation Measures 5.6-1 – 5.6-4 (MM 5.6-1 – MM 5.6-4) presented in Section 5.6, <i>Biology</i>. Implementation of these measures would mitigate the project's impacts to biological resources to below a level of significance.</p>	
<p>Health and Safety</p> <p>There are potential hazardous materials due to the use of underground storage tanks (USTs) present on the site that may pose a health risk.</p>	<p>Implementation of Mitigation Measure 5.7 (MM 5.7) presented in Section 5.7, <i>Health and Safety</i>, has been identified to reduce hazardous materials impacts to a level below significant.</p>	<p>Mitigated to below a level of significance.</p>
<p>Historical Resources</p> <p>No cultural resources were identified on the project site as a result of the field survey and record search. Therefore, no known cultural resources would be adversely affected by implementation of the proposed project. However, the project site is located in an area of high sensitivity for cultural resources, and earth-moving activities would have the potential to affect unknown resources located within the undisturbed areas of the project site and where off-site sewer improvements would be constructed. Potential impacts to unknown cultural resources are considered to be significant.</p>	<p>Mitigation Measures for impacts to Historical Resources (MM 5.8) are presented in Section 5.8, <i>Historical Resources</i>, of the Program EIR.</p>	<p>Mitigated to below a level of significance.</p>
<p>Geological Conditions</p> <p>The proposed project would not result in significant impacts associated with geologic conditions.</p>	<p>No mitigation is required.</p>	

EXECUTIVE SUMMARY

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Hydrology Development of Quarry Falls would not result in significant impacts to the rate and volume of surface runoff or drainage of the site. No mitigation measures are recommended.</p> <p>The natural drainage pattern has been disturbed as a result of on-going mining and reclamation activities. The proposed project would increase impervious surfaces at the site; however, a storm water detention system would be implemented and no change to peak runoff would occur, resulting in no adverse impacts on downstream properties or environmental resources.</p>	<p>Implementation of the proposed storm water detention system would preclude significant potential impacts to hydrology. No mitigation is required.</p>	
<p>Paleontological Resources Development of the Quarry Falls project would have the potential to impact paleontological resources both on-site and at off-site sewer improvements. Potential impacts to paleontological resources are regarded as significant.</p>	<p>Implementation of Mitigation Measures 5.11-1a – 5.11-1f (MM 5.11-1a – MM 5.11-1f) presented in Section 5.11, <i>Paleontological Resources</i>, would reduce impacts to below a level of significance.</p>	<p>Mitigated to below a level of significance.</p>
<p>Public Utilities The project would not result in significant impacts to water, sewer, storm water drainage, and energy. The project would contribute to significant impacts associated with solid waste. Solid waste impacts are considered significant.</p>	<p>Mitigation Measures (MM 5.12-1a – MM 5.12-1b) are provided in Section 5.12, <i>Public Utilities</i>, to reduce the project's contribution to significant impacts associated with solid waste.</p>	<p>Implementation of Mitigation Measures MM 5.12-1a and 5.12-1b would mitigate the project's direct impacts associated with Solid Waste to below a level of significance. However, the project's potential cumulative impact on the future solid waste disposal capacity remains cumulatively significant and not mitigated. Project approval would require the decision-makers to adopt a Statement of Overriding Considerations.</p>
<p>Water Quality Development of Quarry Falls would not result in significant water quality impacts associated with an increase in impervious surface area or alteration of the drainage pattern. No mitigation measures are recommended.</p> <p>Property modifications associated with the proposed project are not expected to substantially affect the quality of storm water runoff leaving this site compared to existing conditions, because the project would implement BMPs to minimize the impacts of post-construction activities on the quality and quantity of storm water to the maximum extent practicable. In addition, BMPs would be implemented to</p>	<p>Implementation of the City's Standard Permanent Storm Water Best Management Practices (BMPs) and compliance with all requirements of the State Water Resources Control Board Order No. R9-2007-001 would preclude significant potential impacts to water quality. No mitigation is required.</p>	

EXECUTIVE SUMMARY

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>control the construction sources of potential storm water pollutants.</p>		
<p>Mineral Resources The proposed project would allow for development of the site as aggregate resources are depleted. Therefore, the project would not result in a loss of significant mineral resources and no impact to mineral resources would occur.</p>	<p>Development of Quarry Falls would not result in significant impacts to mineral resources. No mitigation is required.</p>	

Potential Areas of Controversy

Pursuant to CEQA Guidelines Section 15123(b)(2), an EIR shall identify areas of controversy known to the Lead Agency, including issues raised by the agencies and the public, and issues to be resolved, including the choice among alternatives and whether and how to mitigate for significant effects. The NOP for the Program EIR was distributed on April 3, 2005, for a 30-day public review and comment period. In addition, a Public Scoping Meeting was held on September 19, 2005. Comments received in response to the NOP and at the public scoping session present issues to be address in the Program EIR.

Presented in Table ES-2, *Summary of NOP Responses and Scoping Meeting Comments*, is a summary of the comments received as part of the City scoping process. (Please see Appendix A1, *NOP Responses*, and Appendix A2, *Scoping Meeting Recordation*, for copies of the NOP response letters and a transcript of the public scoping session.)

**Table ES-2.
Summary of NOP Comments and Scoping Meeting Comments**

Issue Raised	Response
State Clearinghouse and Planning Unit – August 4, 2005	
This letter provides dates of review and documents details for the NOP.	No environmental issues were raised.
U.S. Fish and Wildlife Service – September 2, 2005	
<p>This letter identifies concerns about potential impacts to vernal pools and other wetlands and riparian habitats, and requests the DEIR contain:</p> <ol style="list-style-type: none"> 1. a complete discussion on the purpose and need for the project and each alternative 2. alternatives that reduce biological impacts 3. a discussion of the project’s consistency with the goals of the MSCP; and 4. that a biological technical report that includes survey methods, survey results, impact analysis, and proposed mitigation be prepared. 	<p>Section 3.0, <i>Project Description</i>, provides a detailed discussion on the purpose and need of the project. Section 10.0, <i>Alternatives</i>, identifies and evaluates alternatives for the project relative to biology, including a Sensitive Biological Resources Avoidance Alternative.</p> <p>A biological survey report was prepared for the project and is summarized in Section 5.6, <i>Biological Resources</i>. There are no vernal pools occurring on site. On- and off-site impacts to sensitive habitat, including a total of 0.18 acre of disturbed wetlands, are evaluated in the report and mitigation is identified.</p>
Department of Fish and Game – September 1, 2005	
<p>This letter requests:</p> <ol style="list-style-type: none"> 1. a complete assessment of the flora and fauna within and adjacent to the project area; 2. a discussion of direct, indirect, and cumulative impacts relative to biological resources, as well measures to offset such impacts; 3. a range of alternatives that avoid or minimize impacts to sensitive biological resources; 4. mitigation measures for adverse biological impacts; and 5. the project assure a “no net loss” of wetland habitat values or acreage. 	<p>The biological survey report prepared for the project is summarized in Section 5.6, <i>Biological Resources</i>, and includes a complete assessment of flora and fauna within and surrounding the project site, a discussion of the project’s impacts on biological resources, and mitigation measures to reduce those impacts. Mitigation for biological impacts was developed in collaboration with the City of San Diego, CDFG, and the biological consultant.</p> <p>Section 10.0, <i>Alternatives</i>, identifies and evaluates alternatives for the project relative to biology, including a Sensitive Biological Resources Avoidance Alternative.</p>

EXECUTIVE SUMMARY

Issue Raised	Response
Department of Toxic Substances Control – August 26, 2005	
This letter identifies the need for the DEIR to address hazardous wastes/substances at the project site and in the surrounding area, for any investigation to be summarized in the document, and for a regulatory agency to oversee investigations, samplings, and/or remedial actions.	Potential project impacts relative to human health, public safety, and hazardous materials are discussed in Section 5.7, <i>Health and Safety</i> , and mitigation measures are identified. Additionally, a Phase I Environmental Site Assessment was completed and is summarized in Section 5.7.
Department of Transportation – September 2, 2005	
This letter requests a traffic study be prepared for the proposed project that analyzes near- and long-term effects to state facilities and cumulative traffic impacts, and that mitigation measures are included. Any work performed within Caltrans right-of-way would require an encroachment permit from Caltrans and must be addressed in the environmental document. Additionally, different routes to reach surrounding areas and the State highway network should be investigated.	A traffic impact analysis was prepared for the proposed project and is summarized in Section 5.2, <i>Transportation/Traffic Circulation/Parking</i> , of the Draft EIR. The analysis evaluates existing conditions, Phase A (2010), Phase B (2012), Phase C (2014), Phase D (Project Build-out – 2022), and Horizon Year (2030). Cumulative impacts were also analyzed. Impacts were identified for project area roadways, intersections, and freeway segments. The project applicant would be required to coordinate with Caltrans for freeway improvements and access rights for improvements within Caltrans' right-of-way. Section 10.0, <i>Alternatives</i> , identifies and evaluates several project alternatives including different circulation routes.
San Diego County Archaeological Society – August 7, 2005	
This letter acknowledges receipt of the NOP and requests to be included on the distribution list of the DEIR, as well as to receive a copy of the cultural resources technical report.	A copy of the Program EIR and all cultural reports will be sent to the San Diego County Archaeological Society, as requested.
Department of Health Services – August 16, 2005	
This letter acknowledges receipt of the NOP and states that the water system permit would need to be amended, if the project would require new supply wells or modify the existing domestic water treatment system. It also states that the EIR needs to sufficiently address all water issues or else an additional environmental document would be necessary.	A Water Study and a Water Supply Assessment have been prepared for the project and are included as Appendices I and L to the EIR, respectively. These studies are summarized and water is discussed in Section 5.12, <i>Public Utilities</i> , of the EIR.
Native American Heritage Commission – August 15, 2005	
This letter indicates that no known Native American cultural resources are present in the project area; however, provisions should be included should archaeological resources be discovered during construction of the project.	A cultural resources study was conducted for the project and is summarized in Section 5.8, <i>Historical Resources</i> . Mitigation has been included for those areas of the project site which have not been disturbed by mining and reclamation but would be disturbed by the proposed grading of the project.
Randy Berkman – August 25, 2005	
This email response identifies a list of questions concerning the issue areas of traffic, water quality, public utilities, air quality, and land use.	The EIR addresses the issues of traffic in Section 5.2, <i>Transportation/Traffic Circulation/Parking</i> ; water quality in Section 5.13, <i>Water Quality</i> ; public utilities in Section 5.12, <i>Public Utilities</i> ; air quality in Section 5.4, <i>Air Quality</i> ; and Land Use in Section 5.1, <i>Land Use</i> .
Don Knoell (Chair of Quarry Falls Subcommittee for the Serra Mesa Planning Group) – August 15, 2005	
This email response requests a copy of the Scope of Work for the program EIR.	A link to an electronic copy of the project's Scope of Work was provided.

SUMMARY OF PROJECT ALTERNATIVES

Alternatives Considered But Rejected

The *Alternatives* section (Section 10.0) of this Program EIR includes a discussion of alternatives which were considered early in the project design process but which have been rejected. These include an Alternative Land Use Plan, Alternative Locations, Sensitive Biological Resources Avoidance Alternative, and Avoidance of Unmitigated Traffic Impacts Alternative. These *Alternatives Considered but Rejected* are briefly summarized below.

Alternative Land Use Plan

Conventional development of the project site with solely residential land uses or solely commercial land uses has been considered but rejected. Such alternative land use plans would not implement the Mission Valley Community Plan's designation for a multiple use project on the site and would not allow the site to develop as an Urban Village, with integrated land uses and enhanced pedestrian and bicycle access proximate to transit opportunities, as envisioned by the City of Villages Strategy and the Strategic Framework Plan. Additionally, different land use mixes at similar intensities as the proposed project would not eliminate the significant impacts associated with development of the site and have not been considered.

Alternative Locations

The Program EIR evaluates several possible alternative locations for the project: within the Mission Valley Community Plan area; on other similar mining sites where resource extraction is nearing completion; in other areas of the City, including Otay Mesa; and in other areas within San Diego County. Relative to alternative sites within Mission Valley, there are only two other areas (Levi-Cushman Specific Plan area and Qualcomm Stadium) within Mission Valley of sufficient size that could develop in a manner similar to that proposed by the Quarry Falls project. However, because existing or planned developments have already been considered for alternative sites and/or the alternative sites are owned by others, the alternative locations would not be available for the Quarry Falls project.

Two existing sand and gravel sites within the City, located in Mission Gorge and Carroll Canyon, were evaluated as potential alternative sites. These sites are where resource extraction is on-going but where redevelopment is likely to occur within the next 20 – 25 years. These sites are actively pursuing entitlements for future development to a mix of uses, making acquisition of the property beyond the financial resources of the owners of Quarry Falls.

Otay Mesa is currently undergoing an update to the community plan to determine the appropriate mix of uses. Approval of that community plan (or similar alternatives to the plan) may provide opportunities for future residential and mixed-use development. The majority of land is privately held; however, the ability to acquire a contiguous site of comparable size (200+ acres) would not be certain. The timing for approval of the community plan update coupled with the need to develop a multi-modal transit system would occur a number of years beyond the schedule for the development of Quarry Falls and, therefore, would not meet the objectives for development of the project.

Relative to other sites within the County, the project requires a large land mass to aggregate the types and intensities of development to form a viable Urban Village. Additionally, such a site must be accessible by public transit. While there are areas in other cities that remain undeveloped, many are constrained by

sensitive biological resources, limiting development potential, or are planned for other uses in accordance with that city's General Plan.

In accordance with CEQA Guidelines Section 15126.6(f)(2), alternative locations for the proposed project would be considered if “*any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessens any of the significant effects of the project would need to be considered for inclusion in the EIR.*” Moving the Quarry Falls project to an alternative site in the community or other areas of the City would not avoid or substantially lessen the project's impact and could result in greater environmental effects. Additionally, large landholdings that could accommodate the project could be further removed from existing infrastructure and lack access to transit.

Sensitive Biological Avoidance Alternative

As presented in Section 5.6, *Biological Resources*, of this Program EIR, the proposed project would result in impacts to habitat regarded as sensitive by the City. These areas occur in the northern portion of the project site where the Ridgetop District would be located. The project includes measures which would mitigate impacts to biological resources to below a level of significance.

Modification to the project's grading in the Ridgetop District was studied to determine if there was an alternative grading scheme to avoid impacting coastal sage scrub, mixed chaparral and disturbed wetland vegetation. Although grading could be modified in the Ridgetop District, avoidance of all impacts to sensitive biological resources is not possible. In order for circulation roads and development proposed for other areas of the project to be constructed, drainage flowing into the disturbed wetland and being released onto the site must be controlled within a storm drain system. Therefore, the wetland area and adjacent vegetation would need to be removed and the drainage controlled by an on-site storm drain system. This alternative would not result in any substantial environmental benefits and, therefore, has been rejected from further consideration.

Avoidance of Unmitigated Traffic Impacts Alternative

The proposed project would result in significant, unmitigated impacts to traffic and circulation, as discussed in Section 5.2, *Transportation/Traffic Circulation/Parking*, of this Program EIR. In order to avoid unmitigated traffic impacts, traffic generated under this alternative would be held to 13.8 percent of the traffic generated by the proposed project (equivalent to 9,147 new daily driveway trips). Due to the reduced number of trips associated with this alternative, the mix of land uses proposed by the project would not be feasible. Instead, 400 single-family homes, 35,000 square feet of neighborhood retail uses, and 45,000 square feet of office space could be constructed on the project site. No multi-family residential or civic uses would occur. This alternative would not be in conformance with the Mission Valley Community Plan which envisions an urban, high-density mixed-use development and the City's Strategic Framework Element.

This alternative does not provide for an infill project that allows for higher density housing in proximity to public services, transit, and other urban amenities. It would not construct roadway improvements to serve Mission Valley; these improvements would be necessary with or without the proposed project. This alternative would construct only 400 homes and would not provide for an increase in housing to serve the housing needs of the City. Therefore, this alternative would not meet the project objectives and has been rejected from further evaluation.

Alternatives Considered

Alternatives considered for the Quarry Falls project, including a discussion of the “No Project” alternative, are addressed in detail in Section 10.0, *Alternatives*. Relative to the requirement to address a “No Project” alternative, CEQA Guidelines Section 15126.6(e) states that:

- (A) *When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the “no project” alternative will be the continuation of the existing plan, policy or operation into the future.*
- (B) *If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the “no project” alternative is the circumstance under which the project does not proceed.*

For the Quarry Falls project, two No Project alternatives have been evaluated. The first is the No Project/No Build alternative, which is the continuation of the mining operations under the approved CUP and ultimate implementation of the approved Reclamation Plans. The second No Project alternative describes what would reasonably be expected to occur if the proposed project is not approved, based on build-out under the land uses and development intensities of the adopted community plans and consistent with available infrastructure and community services.

Therefore, the following project alternatives are addressed in this Program EIR:

- Alternative 1 – No Project/No Build Alternative: Continuation of Approved Conditional Use Permit/ Implementation of Approved Reclamation Plans
- Alternative 2 – No Project/Continuation of Existing Plan Alternative: Build-out Under Community Plans; with and without Phyllis Place Connection
- Alternative 3 – Reduced Density Alternative; with and without Phyllis Place Connection
- Alternative 4 – Phyllis Place Connection

Alternative 1 – No Project/No Build: Continuation of Approved Conditional Use Permit/ Implementation of Approved Reclamation Plans

Because the project site is functioning under approved CUPs, the No Project/No Build Alternative would be the continued operation of the CUPs until resources are depleted, with phased implementation of the approved Reclamation Plans. The on-going mining occurs in the eastern portion of the site, and mine facilities are generally located in the central portion of the site. Additionally, on-going removal and recompaction of existing fills are occurring at the site. The recompaction involves excavating existing fill to expose native soils and replacing the excavated soils as properly compacted engineered fill. Topographically, the Quarry Falls project site has elevations ranging from approximately 60 feet above mean sea level (AMSL) to 120 feet AMSL where mining has occurred. Stockpiles occur at various locations throughout the site, and fill placement is on-going. Based on the approved Reclamation Plans for the site, at the completion of mining and reclamation, site elevations will range from 62 feet AMSL along the southern boundary of the property to approximately 220 AMSL at the northwest corner of the site.

Development proposed for the Quarry Falls project would not occur under the No Project/No Build Alternative. Mining would continue on the project site, the adopted Reclamation Plans would continue to be implemented in a phased manner, and asphalt and concrete plants would continue to operate in accordance with the existing CUPs. The No Project/No Build Alternative does not mean that development

on the property would never occur; only that such development would not occur at this time and future applications would need to be submitted and reviewed for any future development.

For the most part, the No Project/No Build Alternative would result in avoiding or reducing impacts associated with the proposed project. The No Project/No Build Alternative would not eliminate existing traffic impacts in the community; it would, however, result in substantially less traffic contributing to those impacts especially after the Reclamation Plans are fully implemented. Relative to air quality, this alternative would result in less carbon monoxide, nitrous oxide, reactive organic compounds, and sulfur oxide emissions, although none of the emissions would be at levels of significance with the proposed project. The No Project/No Build Alternative would result in no significant impacts to biological and visual and neighborhood character impacts (beyond those that exist today), because additional grading beyond the current limits of the CUPs and Reclamation Plans would not occur. Because the No Project/No Build Alternative would not result in development of the project site, impacts to public utilities would also not occur. This alternative would also not develop the project site, but would implement the Reclamation Plans, leaving the site as a large flat pad, with a gradient ranging between one and four percent, rimmed with steep slopes and re-landscaped with native and naturalized plant material.

Alternative 2 – No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative – With and Without Phyllis Place Connection

The proposed project is located in the Mission Valley and Serra Mesa communities. The No Project/Continuation of Existing Plan Alternative would occur as a mixed-use project, similar to the proposed project, for that area within the Mission Valley Community Plan; however, the intensity of development would be reduced. Additionally, this alternative would develop the northern six acres with single-family homes in accordance with the Serra Mesa Community Plan and the underlying RS-1-7 Zone. The most conservative land use mix for the Community Plan Alternative is based upon a maximum development intensity using driveway trip generation rates. This alternative satisfies the CEQA Guidelines requirement to ensure the provision of a range of reasonable alternatives to a project and to analyze the No Project alternative for the continuation of the existing plan.

The land use plan under this alternative would look similar to that of the project, except that there would be single-family units in the northern portion of the project, where no development would occur under the proposed project. The residential neighborhoods under this alternative would be similar to many of the low-medium and medium density multi-family developments which have occurred in older areas of Mission Valley. The Village Walk District would be the location of the retail commercial center and would be a more traditional shopping center with surface parking lots; no residential units would occur in the Village Walk District under this alternative. Employment uses would be located in the Quarry District, but parking would be in surface parking lots; structured parking would not be necessary, due to the lower intensity of office development. Park areas would be reduced to reflect the reduced amount of residential density. Circulation would be similar to that shown for the proposed project. If a connection to Phyllis Place were to occur under this alternative, the alignment of the street connection would be in an area where single family homes would be developed within the Serra Mesa community. ~~no street connection would occur between Friars Road and Phyllis Place.~~ Similar to the proposed project, this alternative would be connected by trails and pedestrian accessways. Also similar to the proposed project, the approved CUPs would involve amendments to modify the grading shown on the approved Reclamation Plans and to relocate the asphalt/concrete plant to the southeast corner of the project site as an interim use.

The No Project/Continuation of Existing Plan Alternative would implement the intent of the Mission Valley and Serra Mesa Community Plans by developing the project site with multiple uses and single family homes. This alternative would not result in the intensity of development envisioned for an Urban Village as defined by the City of Villages Strategy and Strategic Framework Plan. This alternative would result in less impacts to traffic, when compared to the proposed project; however, all traffic impacts would not be avoided; slightly different traffic impacts would occur based upon development intensity and whether the road connection to Phyllis Place occurs. Measures would be required to mitigate traffic impacts associated with this alternative. Even with implementation of mitigation measures, some traffic impacts would remain significant and unmitigated. This alternative would result in greater impacts to biological resources due to grading and construction on the northern six acres where the proposed project does not anticipate development. The No Project/ Continuation of Existing Plan Alternative would result in less impacts to population driven environmental issues, such as public utilities (solid waste). Visual effects and neighborhood character impacts would be reduced, due to a reduced intensity of development, but not to a level below significance.

Alternative 3 - Reduced Density Alternative; With and Without Phyllis Place Connection

This alternative evaluates a reduced density project alternative that would provide for an Urban Village, as envisioned by the City of Villages Strategy and the Strategic Framework Element, but would reduce the intensity of development to reduce the amount of overall traffic generated by the project. Therefore, for the Reduced Density Alternative; - With and Without Phyllis Place Connection, development would occur as a mixed-use project, similar to the proposed project, for that area within the Mission Valley Community Plan, but at a reduced density. Similar to the proposed project, no development would occur within the area located in the Serra Mesa community.

The land use plan would look similar to that of the project, with about 1,060 fewer residential units. Total retail space would be reduced by more than 40 percent, and the resulting commercial center would be less urban in character, with fewer two-story structures and more surface parking. Office development would be reduced by approximately 20 percent. Fewer parks would be required to serve the reduced population base anticipated under this alternative. Circulation would be the same as that shown for the proposed project; no street connection would occur between Friars Road and Phyllis Place. Similar to the proposed project, this alternative would be connected by trails and pedestrian accessways. Also similar to the proposed project, the approved CUPs would involve amendments to modify the grading shown on the approved Reclamation Plans and to relocate the asphalt/concrete plants to the southeast corner of the project site as an interim use.

Build-out under the Reduced Density Alternative – With and Without Phyllis Place Connection would implement the intent of the Mission Valley Community Plan by developing the project site with multiple uses; no development would occur on the six acres of the project site located in the Serra Mesa Community Plan area. This alternative would result in fewer impacts to traffic when compared to the proposed project; however, all traffic impacts would not be avoided. Measures would be required to mitigate traffic impacts associated with this alternative. Even with implementation of mitigation measures, some traffic impacts would remain significant and unmitigated. Impacts to air quality would also be less; however, both this alternative and the proposed project would not result in significant air quality impacts. This alternative without a road connection would result in the same level of impacts to biological resources; whereas with a

road connection, there would be a slight increase in impacts requiring a slight increase in mitigation. Both scenarios would result in essentially the same level of impact to hydrology, and water quality, although slightly more grading would occur with a road connection, because the same amount of grading would occur. The Reduced Density Alternative – With or Without Phyllis Road Connection would result in slightly less impacts to population-driven environmental issues, such as public utilities (solid waste), because 1,060 less residential units would be constructed under this alternative. Visual effects and neighborhood character impacts would be reduced, but not to a level below significance.

Alternative 4 – Road Connection to Phyllis Place

The Road Connection to Phyllis Place Alternative would provide the street connection recommended by the Mission Valley Community Plan. In order to accommodate this connection, Franklin Ridge Road would be extended northward to a signalized intersection at Phyllis Place. This alignment requires a modification to the existing grading plan to provide additional fill material in this area in order to create the appropriate grade transition for the roadway. An existing SDG&E high-pressure gas line would be raised within its existing alignment and easement to achieve a preferred depth of three feet from finished elevation. The road connection would bisect the proposed linear park at Phyllis Place. Minor modification to the proposed grading plan would generate the necessary additional fill material and provide the opportunity to expand the park area to address the loss of a small portion of the park due to the road connection.

This alternative would implement the Mission Valley Community Plan by providing a connection between Friars Road and Phyllis Place; however, it would result in creating a conflict with the Serra Mesa Community Plan, which does not call for the street connection. This alternative would impact roadway segments and intersections similar to the proposed project. However, due to the different distribution of traffic associated with the Phyllis Place connection, some impacts in the Mission Valley community would be eliminated or reduced. More impacts to freeway segments would occur under this alternative. This alternative would also result in greater impacts to biological resources, due to construction of the road through sensitive habitat. This alternative would result in some improvement to fire and police access and eliminate the need for a secondary emergency access from Kaplan Drive. Other impacts associated with this alternative would be the same or very similar to those associated with the proposed project.

Environmentally Superior Alternative

CEQA requires that the EIR identify the Environmentally Superior Alternative among all of the alternatives considered, including the proposed project. If the No Project Alternative is selected as environmentally superior, then the EIR shall also identify an Environmentally Superior Alternative among the other alternatives.

Through a comparison of potential impacts from each of the proposed alternatives and the proposed project, the No Project/No Build Alternative could be considered environmentally superior because it would result in the least amount of environmental impacts. The No Project/No Build Alternative would not develop the project site; instead, the site would remain as a reclaimed mining site until such time as a project to develop the site is brought forward. The No Project/No Build Alternative would not accomplish any of the objectives of the project.

The No Project/Continuation of Existing Plans Alternative could also be considered the Environmentally Superior Alternative, because it would result in a reduction of those impacts associated with the proposed

project that are density driven. This alternative would implement the intent of the Mission Valley and Serra Mesa Community Plans by developing the project site with multiple uses and single family homes. The inclusion of the road connection under this alternative would also implement the intent of the Mission Valley Community Plan relative to providing a road connection between Friars Road and Phyllis Place; however, it would be inconsistent with the Serra Mesa Community Plan. -This alternative would result in fewer impacts to traffic, when compared to the proposed project; however, all traffic impacts would not be avoided and some traffic impacts would remain significant and unmitigated. This alternative would result in greater impacts to biological resources due to grading and construction on the northern six acres where the proposed project does not anticipate development. The No Project/Continuation of Existing Plans Alternative would result in fewer impacts to population-driven environmental issues, such as public utilities (solid waste). Impacts associated with the visual environment would be reduced, due to a reduced intensity of development, but not to a level below significance. This alternative would accomplish most of the project goals. It would not, however, result in the intensity of development envisioned for Urban Villages as defined by the City of Villages Strategy and Strategic Framework Plan and would result in greater impacts to biological resources.

Because either of the No Project Alternatives could be considered environmentally superior to the proposed project, CEQA requires that the EIR also identify an Environmentally Superior Alternative among the other alternatives. For the Quarry Falls project, the Reduced Density Alternative— With or Without Phyllis Road Connection is identified as the environmentally superior among the other project alternatives.

The Reduced Density Alternative – With or Without Phyllis Road Connection would accomplish the project's main objectives and would result in fewer trips and less impacts to population-driven environmental issues than the proposed project; therefore, this alternative could also be considered the Environmentally Superior Alternative to the proposed project. Build-out under the Reduced Density – With or Without Phyllis Road Connection Project Alternative would implement the intent of the Mission Valley Community Plan by developing the project site with multiple uses; no development would occur on the six acres of the project site located in the Serra Mesa Community Plan area. The inclusion of the road connection under this alternative would also implement the intent of the Mission Valley Community Plan relative to providing a road connection between Friars Road and Phyllis Place, however it would be inconsistent with the Serra Mesa Community Plan. Greater impacts to biological resources would occur, as additional grading and loss of vegetation would result from the road connection. Although this alternative would not contribute as much traffic to the community as the proposed project, impacts similar to the proposed project for traffic and circulation within the community would remain significant and not fully mitigated, requiring that the decision-makers adopt a Statement of Overriding Considerations should they choose to approve this alternative. Impacts to air quality would also be less; however, both this alternative and the proposed project would not result in significant air quality impacts. This alternative would result in the same level of impacts to biological resources, hydrology, and water quality, because the same amount of grading would occur. The Reduced Density Alternative – With or Without Phyllis Road Connection would result in slightly less impacts to population driven environmental issues, such as public utilities (solid waste), because 1,060 less residential units would be constructed under this alternative. Impacts associated with visual effects and neighborhood character would be reduced, but not to a level below significance. This alternative would not result in the same intensity of development envisioned for Urban Villages as defined by the City of Villages Strategy and Strategic Framework Plan. Compared to the proposed project, this alternative would not create the same amount of housing in an area where transit is readily available, would

result in less affordable housing units being added to the City's affordable housing stock, and would provide the community with less public park land.

1.0 INTRODUCTION

1.1 Purpose and Legal Authority

This Program Environmental Impact Report (EIR) is an informational document intended for use by the City of San Diego decision-makers and members of the general public in evaluating the potential environmental effects of the proposed Quarry Falls project. This document has been prepared in accordance with, and complies with, all criteria, standards and procedures of the California Environmental Quality Act (CEQA) of 1970 as amended (PRC 21000 et seq.), State CEQA Guidelines (CAC 15000 et seq.), and City of San Diego's EIR Preparation Guidelines. Per Section 21067 of CEQA and Sections 15367 and 15050 through 15053 of the State CEQA Guidelines, the City of San Diego is the *Lead Agency* under whose authority this document has been prepared.

In accordance with CEQA Guidelines Section 15168 and as determined by the City of San Diego, this document constitutes a "Program EIR". A Program EIR is "*an EIR that may be prepared on a series of actions that can be characterized as one larger project and are related either:*

- *Geographically;*
- *As logical parts in the chain of contemplated actions;*
- *In connection with issuance of rules, regulations, plans, or general criteria to govern the conduct of a continuing program; or*
- *As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."*

For the Quarry Falls project, the Specific Plan, Master Planned Development Permit (PDP), Vesting Tentative Map (VTM) and associated actions identify future build-out of the project. Implementation of those actions is evaluated in this Program EIR.

The City of San Diego has established a Substantial Conformance Review (SCR) process to determine if a later project submittal is consistent with the previously approved project actions. This process includes a review of the subsequent submittal against the approved exhibits, permit conditions, environmental documentation, applicable land use policies, and the public record for prior action(s) (*Substantial Conformance Review*, City of San Diego Information Bulletin 500, June 2007). Process One SCRs require a decision by staff. Process Two SCRs require a decision by City Staff and input from the recognized Community Planning Group. (In the case of Quarry Falls, the Mission Valley Unified Planning Committee is the recognized Community Planning Group for Mission Valley.) Process Two SCRs are appealable to the City of San Diego Planning Commission.

Applications for future construction and development permits within Quarry Falls would be acted on in accordance with one of five decision processes established in Division 5, Article II, Chapter 11 of the City's Land Development Code (LDC). Applications for construction permits, which are consistent with the LDC base zone use categories, development regulations applied to the district or subdistrict by the Quarry Falls Specific Plan, and setback deviations as described in the Specific Plan would be processed pursuant to Process One, *Substantial Conformance Review*. Projects that are consistent with the additional land use designations included in the Specific Plan, require a transfer of trips between districts or land uses, and/or

deviations in height as described in the Specific Plan shall be processed pursuant to Process Two, *Substantial Conformance Review*.

The Quarry Falls Specific Plan outlines three other approval processes, based on Division 5, Article II, Chapter 11 of the LDC, that could occur with future construction projects. Separately regulated uses as defined in the LDC (effective May 17, 2005) and identified in the Specific Plan would be processed as a Process Three discretionary approval – *Hearing Officer action*. Applications which are not consistent with the Master PDP approved in concert with the Quarry Falls Specific Plan but would meet the intent of the design guidelines presented in the Specific Plan would require approval of a separate Site Development Permit (SDP), PDP, or amendment to the Master PDP, and would be processed pursuant to Process 4– *Planning Commission action*. For projects which require a subsequent rezone or which are not consistent with the Specific Plan land use designation and/or development intensity, an amendment to the Specific Plan and/or Rezone would be required. A Specific Plan Amendment and Rezone are actions processed in accordance with Process Five – *City Council action*.

In the event that any future actions require discretionary review, in accordance with CEQA Guidelines Sections 15168(c) and 15162 through 15164, those projects would be examined in light of this Program EIR to determine whether an additional environmental document must be prepared. Specifically, CEQA requires that:

- If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. If subsequent environmental review results in additional impacts and the identification of new mitigation measures, those mitigation measures would be applied to that later activity. Additionally, if as part of the subsequent review, the City has updated mitigation measures, the updated measures would be applied to any future Quarry Falls projects that are required to have subsequent environmental review under CEQA.
- If the City finds that, pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the City can approve the activity as being within the scope of the original review contained in this Program EIR, and no new environmental document would be required.
- When future discretionary actions associated with implementing the Quarry Falls project occur, the City must incorporate feasible mitigation measures developed in this Program EIR into those subsequent actions. All mitigation measures included in this Program EIR would be incorporated into the current project as specified in this Program EIR.

In this manner, this Program EIR functions as a “first tier” EIR. “Tiering” refers to using the analysis of general matters contained in the broader EIR (such as a Program EIR) with later EIRs and Negative Declarations which could be required for future discretionary actions associated with build-out of Quarry Falls; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or Negative Declaration solely on the issues specific to the later project. It should be noted, however, that this Program EIR analyzes, in detail, the specific impacts of overall project implementation. Therefore, this Program EIR is not broad and general, but specific to the overall Quarry Falls project and its associated actions.

This Program EIR provides decision-makers, public agencies, and the public in general with detailed information about the potential significant adverse environmental impacts of the proposed Quarry Falls project. By recognizing the environmental impacts of the proposed project, decision-makers will have a better understanding of the physical and environmental changes that would accompany the approval of the project. The Program EIR includes recommended mitigation measures which, when implemented, would lessen project impacts, and provide the Lead Agency with ways to substantially lessen or avoid significant effects of the project on the environment, whenever feasible. Alternatives to the proposed project are presented to evaluate alternative development scenarios that can further reduce or avoid significant impacts associated with the project.

The proposed Quarry Falls Specific Plan, Master PDP, and Vesting Tentative Map provide guidance for future development of Quarry Falls. It is intended that this Program EIR, once certified, serve as the environmental clearance for those future actions. According to Section 15162 of the CEQA Guidelines, when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effect;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environment effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR;
 - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c) Mitigation measures or alternatives previously found not be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d) Mitigation measures or alternative which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

1.1.1 Authority and Intended Uses of the Program EIR

Acting as the Lead Agency, the City of San Diego has determined that the Quarry Falls project has the potential to create significant adverse environmental impacts. The City of San Diego Development Services Department, Environmental Analysis Section (EAS), reviewed the proposed

development and has required that a Program EIR be prepared as part of the project's environmental review process, in accordance with CEQA.

The analysis and findings in this document reflect the independent conclusions of the City of San Diego. Based on an environmental initial study conducted for the project, comments received at the public scoping session held on September 19, 2005 (see Appendix A3, *Scoping Meeting Recordation*), and the comments received in response to the Notice of Preparation (NOP) (see Appendix A1, *NOP Responses*), this Program EIR discusses the potential significant adverse effects of the project on a number of environmental issues. Where environmental impacts have been determined to be potentially significant, this Program EIR presents mitigation measures directed at reducing those adverse environmental effects and makes a determination relative to the ability of the mitigation measures to reduce impacts to below a level of significance. In the event potentially significant impacts cannot be mitigated to below a level of significance, the Program EIR states that project approval would require that the decision-maker adopt Findings and a Statement of Overriding Considerations in accordance with Sections 15091 and 15093 of the CEQA Guidelines.

In addition, feasible alternatives to the proposed project were developed - including the No Project/No Build Alternative: Continuation of Approved Conditional Use Permit/Implementation of Approved Reclamation Plan, the No Project/Continuation of Existing Plan Alternative: Build-out Under Community Plans, a Reduced Density Project Alternative, and a Phyllis Place Connection Alternative. The impacts of those project alternatives compared to that of the project provide a basis for consideration by decision-makers.

1.1.2 Availability and Review of the Draft Program EIR

After completion of the Draft Program EIR, a Notice of Completion (NOC) is published to inform the public and interested and affected agencies of the availability of the Draft Program EIR for review and comment. In addition, the Draft Program EIR is distributed directly to affected public agencies and to interested organizations for review and comment.

The Program EIR and all related technical studies are available for review or can be purchased for the cost of reproduction at the offices of the City of San Diego, Development Services Department, Land Development Review Division, located on 1222 First Avenue, Fifth Floor, San Diego, California 92101. Copies of the Draft EIR are also available at the following public libraries:

San Diego Public Library
Central Library
820 E Street
San Diego, CA 92101

Mission Valley Branch Library
2123 Fenton Parkway
San Diego, CA 92108

*Serra Mesa-Kearny Mesa
Branch Library*
9005 Aero Drive
San Diego, CA 92123

Agencies, organizations, and individuals have been invited to comment on the information presented in the Draft Program EIR during a 45-day public review period. Specifically, comments addressing the scope and adequacy of the environmental analysis have been solicited. Respondents have also been asked to provide or identify other feasible alternatives and/or additional environmental information that is germane to the project, but which they feel may not have been addressed in the analysis. Following the public review period, responses to the public review

comments relevant to the adequacy of the Program EIR are prepared and compiled into the Final Program EIR. The San Diego City Council, prior to any final decision on the project, will consider the Final Program EIR for certification.

1.2 Scope and Content of Program EIR

1.2.1 Scope of Program EIR

A Notice of Preparation (NOP), dated August 3, 2005, was prepared for the project and distributed to all Responsible and Trustee Agencies, as well as other agencies and members of the public who may have an interest in the project. The purpose of the NOP was to solicit comments on the scope and analysis to be included in the Program EIR for the proposed Quarry Falls project. A copy of the NOP and letters received during its review are included in Appendix A1 to this Program EIR. In addition, comments were also gathered at a public scoping session held for the project on September 19, 2005. A transcript of the public scoping meeting is included in Appendix A2. Based on an initial review of the project and comments received, the City of San Diego determined that the Program EIR for the proposed project should address the following environmental issues:

- Land Use
- Transportation/Traffic Circulation/Parking
- Visual Effects and Neighborhood Character
- Air Quality
- Noise
- Biological Resources
- Health and Safety
- Historical Resources
- Hydrology
- Geologic Conditions
- Paleontological Resources
- Public Services and Facilities
- Public Utilities
- Water Quality
- Mineral Resources
- Growth Inducement
- Cumulative Effects

Public Services and Facilities are addressed in *Environmental Setting* (Section 2) of this Program EIR.

1.2.2 Format of Program EIR

Under each issue area presented above, Section 5.0, *Environmental Analysis*, of this Program EIR includes a description of the existing conditions relevant to each environmental topic; presentation of threshold(s) of significance, based on the City of San Diego Development Services Department's CEQA *Significance Determination Thresholds*, for the particular issue area under evaluation; identification of an issue statement; an assessment of any impacts associated with implementation of the project; a summary of the significance of any project impacts; and recommendations for mitigation measures and mitigation monitoring and reporting, as appropriate, for each significant issue area. *Cumulative Effects* are presented under a separate discussion section (Section 8.0) based on issues which were found to be potentially cumulatively significant. A section titled *Effects Not Found To Be Significant* (Section 9.0) presents a brief discussion of the environmental effects of the project which were evaluated as part of the Initial Study process and were found not to be potentially significant. The Program EIR also includes mandatory CEQA discussion areas (Sections 6.0 and 7.0), which present a discussion of *Growth Inducement* and *Significant Irreversible Environmental Changes*, respectively, as well as a discussion of project *Alternatives* (Section 10.0) which could avoid or reduce potentially significant environmental impacts associated with implementation of the project. Based

on this general format, the following presents an outline of the various sections of the Program EIR for the Quarry Falls project:

- **Executive Summary.** An overview of the Program EIR, a description of the proposed project and a summary of impacts and mitigation measures are provided in this section. Areas of controversy, as well as any issues to be resolved, are also presented.
- **Section 1.0: Introduction.** The purpose of the Program EIR and a discussion of the public review process are provided in this section. This section also includes the scope and format of the Program EIR.
- **Section 2.0: Environmental Setting.** This section provides a description of the project location and the environment of the project site, as well as the vicinity of the project site, as it exists before implementation of the proposed project. A summary of the project's relationship to the Mission Valley Community Plan, the Serra Mesa Community Plan, the Mission Valley Planned District Ordinance, and existing zoning is also included as part of the Environmental Setting. This section also provides ~~a discussion~~ an analysis and evaluation of public services and facilities serving the project area.
- **Section 3.0: Project Description.** This section outlines the physical and operational characteristics of the project.
- **Section 4.0: History of Project Changes.** This section chronicles the physical changes that have been made to the project design in response to environmental concerns raised during the City's review of the project.
- **Section 5.0: Environmental Analysis.** The existing environmental setting, potential environmental impacts, and recommended mitigation measures are discussed in this section. Unavoidable significant adverse impacts after mitigation are also identified. For the Quarry Falls project, one environmental issue area—*Agricultural Resources*—was determined during the Initial Study not to be potentially significant and, therefore, is not analyzed in Section 5.0 of this Program EIR. A brief discussion of Agricultural Resources and why this area was determined not to be potentially significant is presented in Section 9.0, *Effects Found Not to be Significant*.
- **Section 6.0: Growth Inducement.** This section discusses the project's potential to foster economic or population growth in the adjacent areas or in the City, either directly or indirectly.
- **Section 7.0: Significant Irreversible Environmental Changes.** This section describes potentially significant irreversible environmental changes that may be expected with the development of the proposed project.
- **Section 8.0: Cumulative Effects.** This section describes past, present, and reasonably anticipated future projects in the surrounding area, which, in concert with build-out of the Mission Valley and Serra Mesa communities, may potentially contribute to significant cumulative impacts in the area. The impacts of these related projects considered in conjunction with the

proposed project are analyzed in this section.

- **Section 9.0: Effects Not Found to be Significant.** This section identifies the issues where potential impacts were considered to be less than significant during the initial study process and describes the reasons why these possible significant environmental effects were deemed not to be significant.
- **Section 10.0: Alternatives.** Projects or development scenarios which may occur on the site and meet most of the project's objectives were developed as alternatives to the proposed project and are described in this section. Alternative sites where the proposed project may be feasibly constructed are also discussed. Specifically, the *Alternatives* section of this Program EIR addresses the following project alternatives:

Alternatives Considered But Rejected

- Alternative Land Use Plan
- Alternative Locations
- Sensitive Biological Resources Avoidance Alternative
- Avoidance of Unmitigated Significant Traffic Impacts Alternative

Alternatives Considered

- No Project/No Build Alternative: Continuation of Approved Conditional Use Permit/Implementation of Approved Reclamation Plan
 - No Project/Continuation of Existing Plan Alternative: Build-out Under Community Plans Alternative; with and without Phyllis Place Connection
 - Reduced Density Alternative; with and without Phyllis Place Connection
 - Road Connection to Phyllis Place Alternative
- **Section 11.0: Mitigation Monitoring and Reporting Program.** This section documents the various mitigation measures required as part of the project.
 - **Section 12.0: References.** A list of the reference materials consulted in the course of the Program EIR's preparation is included in this section.
 - **Section 13.0: Individuals and Agencies Consulted.** Agencies and individuals contacted during preparation of the Program EIR are identified in this section.
 - **Section 14.0: Certification Page.** Persons and agencies responsible for the preparation of the Program EIR are identified in this section.

The *Technical Appendices* are printed under separate cover as an accompaniment to this Program EIR. The appendices contain the various supporting documents used in preparing the Program EIR, including:

- Appendix B, *Quarry Falls Traffic Impact Study*
- Appendix C, *Air Quality Technical Report*
- Appendix D, *Noise Impact Analysis*
- Appendix E1, *Biological Survey Report*
- Appendix E2, *Wetland Habitat Enhancement, Mitigation and Monitoring Plan for the Quarry Falls Project*
- Appendix F, *Cultural Resources Study for the Quarry Falls Project*
- Appendix G, *Drainage Study*
- Appendix H1, *Preliminary Geotechnical Investigation Report*
- Appendix H2, *Addendum Geotechnical Report*
- Appendix H3, *Revised Addendum Geotechnical Report*
- Appendix H4, *Evaluation of Settlement of Buried Utilities*
- Appendix I, *Water Study*
- Appendix J, *Sanitary Sewer Study*
- Appendix K, *Final Water Quality Technical Report*
- Appendix L, *Water Supply Assessment Report*
- Appendix M1, *Phase I Environmental Assessment*
- Appendix M2, *Report of Soil Sampling and Analysis Imported Sediment*
- Appendix M3, *Underground Storage Tank Closure Report*
- Appendix N, *Letters and Responses to Services Providers*
- Appendix O, *FAA Determinations of No Hazard to Air Navigation*
- Appendix P, *Letters of Comment and Responses*

1.2.3 Incorporation by Reference

As permitted by Section 15150 of the CEQA Guidelines, this Program EIR has referenced several technical studies, analyses, and reports. Information from the documents, which has been incorporated by reference into this Program EIR, has been briefly summarized; the relationship between the incorporated part of the referenced document and the Program EIR is described. The documents and other sources which have been used in the preparation of this Program EIR are identified in Section 12.0, *References*. In accordance with Section 15150(b) of the CEQA Guidelines, the location where the public may obtain and review these referenced documents and other sources used in the preparation of the Program EIR is also identified (Section 1.1.2).

1.3 Evaluation of Environmental Effects

The environmental analysis contained in this Program EIR has been developed to adequately address the environmental issues identified as needing further analysis. Additionally, this Program EIR addresses issues raised by comments on the NOP and those received at the September 19, 2005 public scoping session, as presented under *Potential Areas of Controversy* in the *Executive Summary*. Those issues include: traffic, biology, hazardous materials, water quality, public utilities, air quality, and land use.

The environmental impact analysis presented in Section 5.0 seeks to determine the significance of potential impacts and to develop appropriate mitigation for impacts which have been determined to be significant. In order to facilitate the analysis of each issue, a standard format was developed to analyze each issue thoroughly. This format is presented below, with a brief discussion of the information included within each topic.

1.3.1 Existing Conditions

This introductory discussion of each issue section describes the existing environmental conditions related to each issue analyzed in the Program EIR. In accordance with Section 15125 of the CEQA Guidelines, both the existing local and regional settings are discussed as appropriate and as they exist prior to implementation of the proposed project and during the preparation of this Program EIR. This section provides the baseline conditions with which environmental changes created by the project would be compared and analyzed. The existing environmental conditions section is the baseline setting for documenting the nature and extent of environmental changes or impacts anticipated to result from project implementation.

1.3.2 Impact Analysis

This section presents an evaluation of the impacts that would result from implementation of the proposed project. The analysis is comprised of five subsections described below; specifically Threshold of Significance, Impact Analysis, Significance of Impacts, Mitigation Measures, and Significance of Impacts following Implementation of Mitigation Measures.

Threshold of Significance

Pursuant to Section 15064.7 of the CEQA Guidelines, a threshold of significance is an identifiable quantitative, qualitative or performance level criteria with which non-compliance would normally mean the effect would be determined to be significant and compliance with the thresholds would mean the effect normally would be determined to be less than significant. The City of San Diego Development Services Department has developed significance thresholds, referred to as “*California Environmental Quality Act Significance Determination Thresholds—Development Services Department*” (January 2007) which provide the basis for distinguishing between impacts which are determined to be significant (i.e., impact exceeds the threshold of significance) and those which are typically less than significant. This Program EIR uses the Development Services Department’s Thresholds of Significance to determine the significance of potential impacts for the issue areas evaluated: Land Use, Transportation/Traffic Circulation/Parking, Visual Effects and Neighborhood Character, Air Quality, Noise, Biological Resources, Health and Safety, Historical Resources, Hydrology, Geologic Conditions, Paleontological Resources, Public Utilities, Water Quality, and Mineral Resources.

Impact Analysis

For the Quarry Falls project, the analysis of environmental impacts is based on certain baseline conditions resulting from the approved CUPs and Reclamation Plans. Mining activities have occurred on the property for more than 50 years, extracting and processing the Stadium Conglomerate material for use in construction and road building projects. As a result, the majority of the property is disturbed. As mining of resources is completed, the site would be reclaimed in accordance with the approved Reclamation Plans (CUP Nos. 5073 and 82-0005). The previously approved Reclamation Plans would leave the site as a single pad with a four percent slope rimmed by mined slopes up to heights of more than 200 feet in some areas.

The impact analysis presented in this Program EIR begins with a specific “issue question” intended to clearly focus the discussion of the specific environmental issues. The analysis then identifies specific project-related direct and indirect, short term and long term, and unavoidable impacts. [In

this Program EIR, a discussion of cumulative impacts is presented in a separate section titled *Cumulative Effects* (Section 8.0).] Section 15126.2 of the CEQA Guidelines requires that a Program EIR “*identify and focus on the significant environmental effects of the proposed project.*” “*Effects*” and “*impacts*” have the same meaning under CEQA and are used interchangeably within this Program EIR. A “*significant effect*” or “*significant impact*” on the environment means “*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project*” (Section 15382 of the CEQA Guidelines). With respect to each potential effect, an analysis has been conducted in the Program EIR to determine if and to what extent:

- The project causes the identified “*impact*,” and
- The impact produces a substantial, or potentially substantial, change in the physical conditions within the area affected by the project (i.e., “*significant*”); and
- The changed conditions are “*adverse.*”

In accordance with Section 15145 of the CEQA Guidelines, if, after thorough investigation, a lead agency finds that a particular impact is too speculative, the agency should so note its conclusion and terminate discussion of the impact. Therefore, impacts found to be speculative in nature are not evaluated in this Program EIR.

Significance of Impacts

The *Significance of Impacts* subsection provides a concise and brief conclusionary statement as to whether or not a project impact would constitute a significant environmental effect.

Mitigation Measures

This section identifies those mitigation measures which are required to reduce potential impacts to below a level of significance and indicates whether the measures have already been incorporated into the project design.

As applicable, mitigation measures are discussed in the following terms:

- Describe specific technical requirements and details for all mitigation measures.
- Assess the effectiveness of each measure; i.e., the extent to which the magnitude of impact will be reduced.
- If the proposed mitigation could result in a significant impact, disclose the potential impact and provide mitigation (e.g., remedial grading may result in significant biological impacts which require mitigation).

Significance of Impact Following Mitigation

This conclusion statement addresses the level of significance following implementation of any recommended mitigation measures.

1.4 Responsible and Trustee Agencies

State law requires that all EIRs, including Program EIRs, be reviewed by trustee and responsible agencies. A *Trustee Agency* is defined in Section 15386 of the State CEQA Guidelines as “a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the

State of California.” Per Section 15381 of the CEQA Guidelines, “the term *Responsible Agency*’ includes all public agencies other than the Lead Agency which have discretionary approval power over the project.” For the Quarry Falls project, several State agencies, including the California Department of Fish and Game (CDFG), the California Department of Conservation, and the California Department of Transportation – District 11 (Caltrans), would be regarded as Responsible and/or Trustee Agencies.

1.4.1 California Department of Fish and Game

Pursuant to Section 1602 of the State of California Fish and Game Code, the CDFG has the authority to reach an agreement with a private party proposing to affect ~~an intermittent or permanent streambed (including wetlands habitat)~~ any perennial, intermittent, and ephemeral rivers, streams, and lakes in the State. The CDFG generally relies upon the technical data gathered as part of the CEQA documentation (EIR) and attempts to satisfy their permit concerns in these documents. In accordance with the policy of “no net loss of wetland habitat,” the CDFG requires mitigation for all impacts to wetlands, regardless of acreage. Because the project would affect a CDFG jurisdictional area, an application for a Streambed Alteration Agreement would be submitted following certification of the EIR. (Biological impacts, including impacts to wetland habitat, are addressed in Section 5.6, *Biological Resources*, of this Program EIR.)

1.4.2 California Department of Transportation

The proposed project would result in impacts to State freeways under the control of Caltrans. Project features may necessitate encroachment into freeway easements, and mitigation measures would require contributions to freeway improvements and access rights for improvements within Caltrans’ rights-of-way. Therefore, the project applicant would be required to coordinate with Caltrans for these improvements.

1.4.3 California Department of Conservation

The Department of Conservation provides services and information that promote environmental health, economic vitality, informed land-use decisions and sound management of California’s natural resources. Particularly relevant to the Quarry Falls project is the Office of Mine Reclamation which administers the Surface Mining and Reclamation Act of 1975 (SMARA). SMARA addresses the need for a continuing supply of mineral resources, while at the same time preventing or minimizing impacts to public health, property, and the environment. SMARA is applicable to surface mining activities that affect more than one acre. The City of San Diego is considered a “lead agency” responsible for implementing SMARA, which is done through the CUP process.

Because the project proposes an amendment to existing Conditional Use Permits (CUPs) involving resource mining and extraction, the project is subject to SMARA, requiring that the amended Reclamation Plan be sent to the Office of Mine Reclamation at least 90 days before the decision date for the project. The SMARA review has been conducted coincident to the public review period of this Program EIR and prior to action on the project by the City Council.

2.0 ENVIRONMENTAL SETTING

2.1 Regional Setting

This Program EIR addresses potential environmental impacts associated with the proposed Quarry Falls project, which is located in the Mission Valley and Serra Mesa communities of the City of San Diego, within San Diego County (see Figure 2-1, *Regional Map*). The City of San Diego covers approximately 206,989 acres in the southwestern section of San Diego County, in southern California. The City is located approximately 17 miles north of the United States-Mexico border and is bordered on the north by the City of Del Mar, the City of Poway, and unincorporated San Diego County land. On the east, the City of San Diego is bordered by the cities of Santee, El Cajon, La Mesa, and Lemon Grove, as well as unincorporated County of San Diego land. To the south, San Diego is bordered by the cities of Coronado, Chula Vista, and National City. The Pacific Ocean is the City of San Diego's western border.

The majority of the 230.5-acre project site (approximately 225 acres) is located in the Mission Valley community, with approximately six acres located in the Serra Mesa community; both communities are near the geographic center of the City of San Diego. The Mission Valley community is comprised of a wide, flat San Diego River floodplain with steep slopes and mesas along its northern and southern boundaries. Formed through the erosive actions of the San Diego River, the Valley is characterized by a topography that gently slopes from about 600 feet above mean sea level (AMSL) on the eastern end of the community to sea level at the western end. The Mission Valley community occupies approximately 2,418 net acres. The Mission Valley community planning area is generally bounded by Friars Road and the northern slopes of the Valley on the north, the eastern banks of the San Diego River on the east, the southern slopes of the Valley on the south, and Interstate 5 (I-5) on the west (Figure 2-2, *Vicinity Map*). The Serra Mesa community is located immediately to the north of Mission Valley and encompasses approximately 6,596 acres. Serra Mesa is characterized by relatively flat mesas with intervening canyons. Serra Mesa is generally east of SR-163 and south of Aero Drive. The community plan context relevant to the proposed project is presented in Section 2.7, *Planning Context*. *Land Use* is addressed in detail in Section 5.1.

2.2 Project Location

As shown in Figure 2-3, *Project Location Map*, the Quarry Falls project site is bordered on the south by Friars Road, on the north by Phyllis Place within the Serra Mesa Community Plan area, on the east by I-805, and on the west by Mission Center Road. The northernmost approximately six acres of the project site are within the Serra Mesa community, with the remaining approximately 225 acres within the Mission Valley community. Primary local access into Quarry Falls is provided by Friars Road, which serves as an east-west travelway through Mission Valley. Mission Center Road on the west and Qualcomm Way on the east provide direct access off Friars Road into Quarry Falls. There is no improved vehicular access to the project site from Phyllis Place, located north of the project site and within the Serra Mesa community.

The project site is located between low density development in the Serra Mesa community to the north and the more dense urban land uses within Mission Valley to the south. The stark backdrop of the I-805 freeway slope is to the east, while natural elements of the San Diego River occur further south, approximately ¼-mile from the project site. Figure 2-4, *San Diego River Floodplain*, shows the location of Quarry Falls relative to the 100-year and 500-year flood plain for the San Diego River.

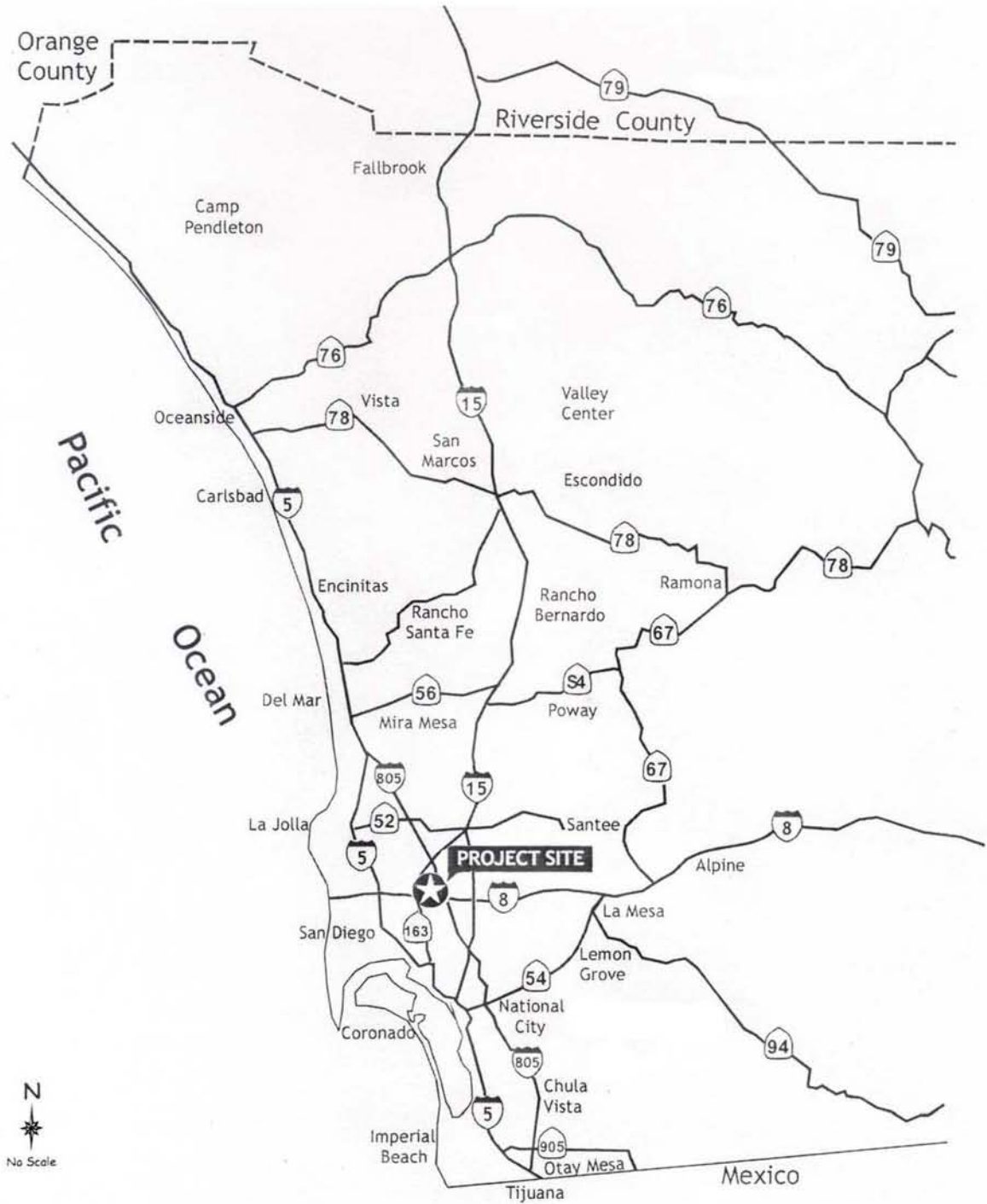


Figure 2-1.
Regional Map

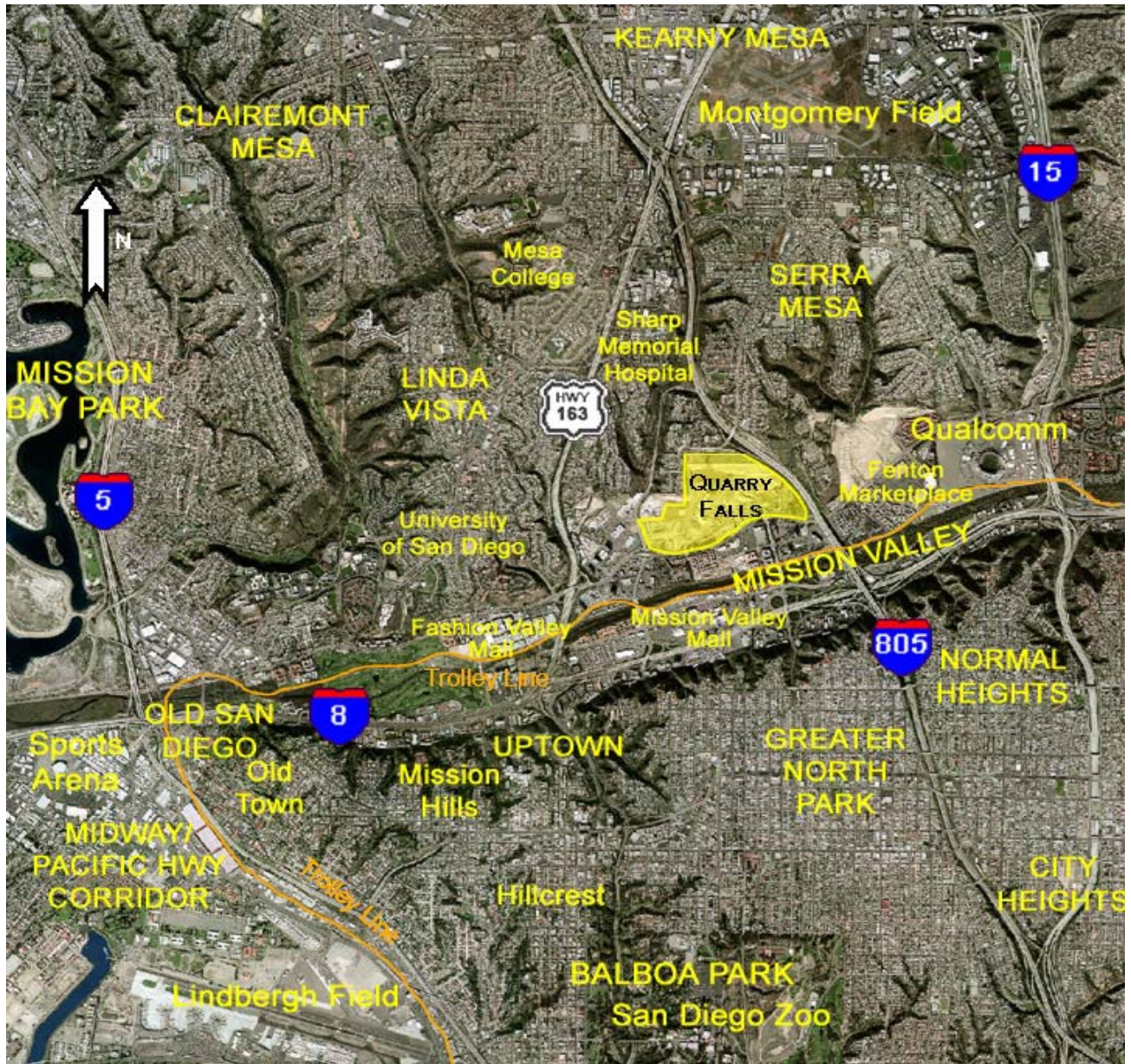


Figure 2-2.
Vicinity Map

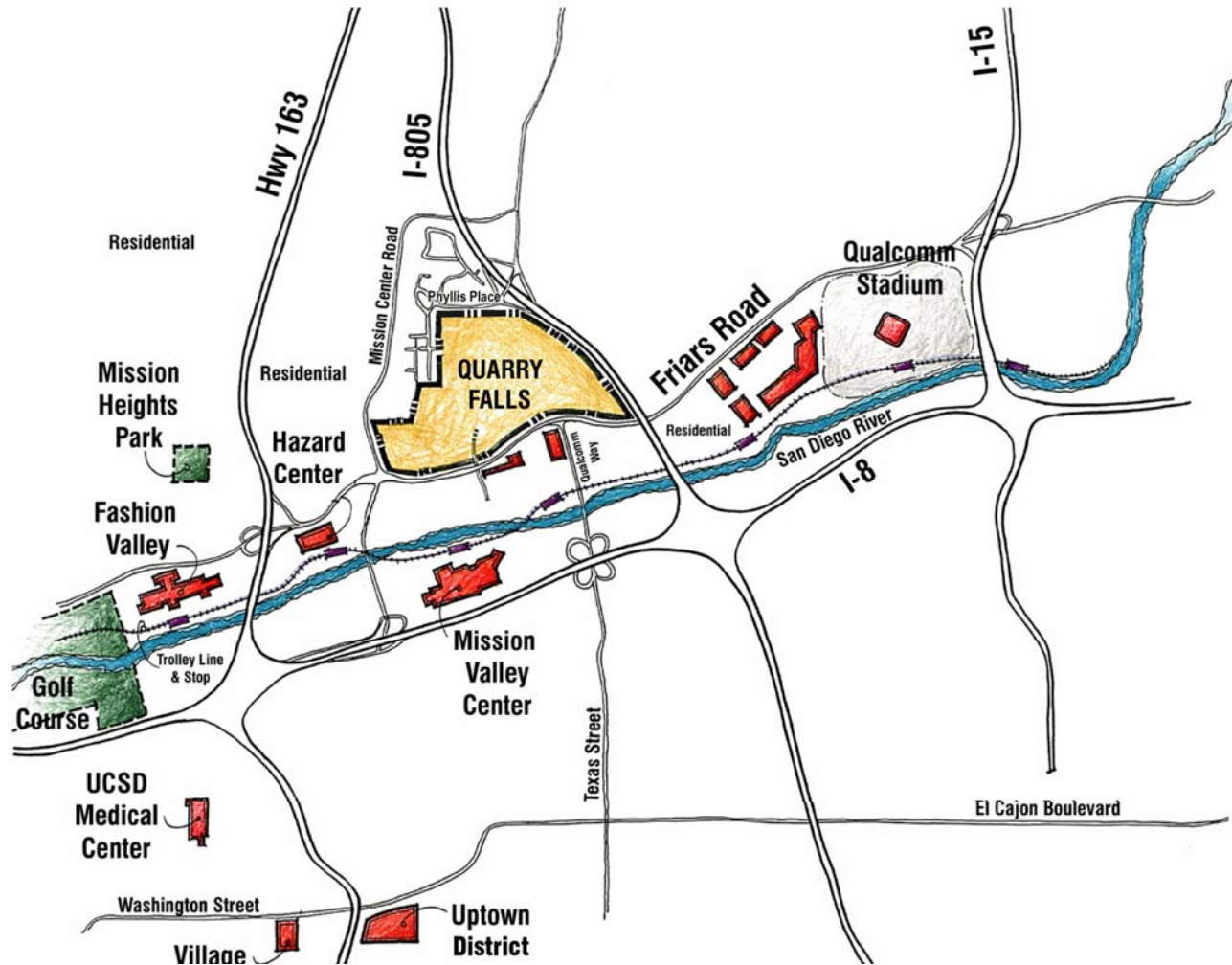


Figure 2-3.
Project Location Map

2.3 Existing Site Conditions

The Quarry Falls project site is currently the location of a resource extraction mining operation. The entire site has undergone or will undergo a considerable degree of modification as a result of the existing mining activities. The previously approved Reclamation Plan would leave the site as a single flat pad with a four percent slope rimmed by mined slopes; mined slopes would be more than 220 feet in height in some areas. As part of the approvals for Quarry Falls, the Reclamation Plan is proposed to be modified to allow terracing of the site up to the mined slopes, creating building pads for the proposed development. (Grading and visual effects of the proposed project are addressed in Section 5.3, *Visual Effects and Neighborhood Character*.)

Owned by the Grant family since the late 1920s/early 1930s, mining operations have occurred on the site since 1937. In the late 1960s/early 1970s, approximately 34 acres of the original ownership was transferred to Caltrans to facilitate the construction of a new north/south route – I-805. Portions of the original land holdings were also relinquished for construction of Friars Road and Mission Center Road. Sand and gravel resources mined from the site have played a role in the development history of the City and County of San Diego. Resources mined from the site were used in the construction of the Mission Valley Light Rail Transit. Resources from the site have also been used to build facilities such as Qualcomm Stadium, the Convention Center, and most recently, Petco Park. Today, more than half of the resources produced from the mining operations are used for the active construction of projects in downtown San Diego. The proposed Quarry Falls Specific Plan represents an urban re-use of the reclaimed site.

2.3.1 Topography

The Quarry Falls project site is in an area that transitions between the mesa top landform of the Serra Mesa community to the north and the broad valley of the Mission Valley community to the south. As mining operations continue on-site, the site topography is in a state of flux. Resources are being mined, altering the site conditions. The *Existing Approved Reclamation Plan* (Figure 2-5) and the *Existing Approved Reclamation Plan Cross-Sections* (Figure 2-6) show the final topography as a large flat pad with a four percent slope in the central portion of the site, rimmed by steep mined slopes ranging in heights of approximately 75 feet to more than 200 feet. Site elevations resulting from the approved Reclamation Plan range from 62 feet AMSL to 220 feet AMSL. The project proposes a modification to the approved Reclamation Plan such that the site topography which would have resulted from the approved Reclamation Plan would not be realized. Instead, the proposed modifications to the Reclamation Plan would leave the site with varying elevations and internal site contours. The proposed Reclamation Plan amendment is discussed in greater detail in Section 3.0, *Project Description*, of this Program EIR.

2.3.2 Biological Resources

The majority of the project site has been disturbed as a result of on-going mining operations and reclamation activities, and native vegetation communities are limited. Where disturbance has not occurred, vegetation consists of coastal sage scrub, mixed chaparral, disturbed wetlands, non-native grassland, and eucalyptus. The Quarry Falls project site is located within the boundaries of the City of San Diego Multiple Species Conservation Program (MSCP) Subarea Plan. However, none of the project area is within the Multi Habitat Planning Area (MHPA) boundary. *Biological Resources* are addressed in Section 5.6 of this Program EIR.

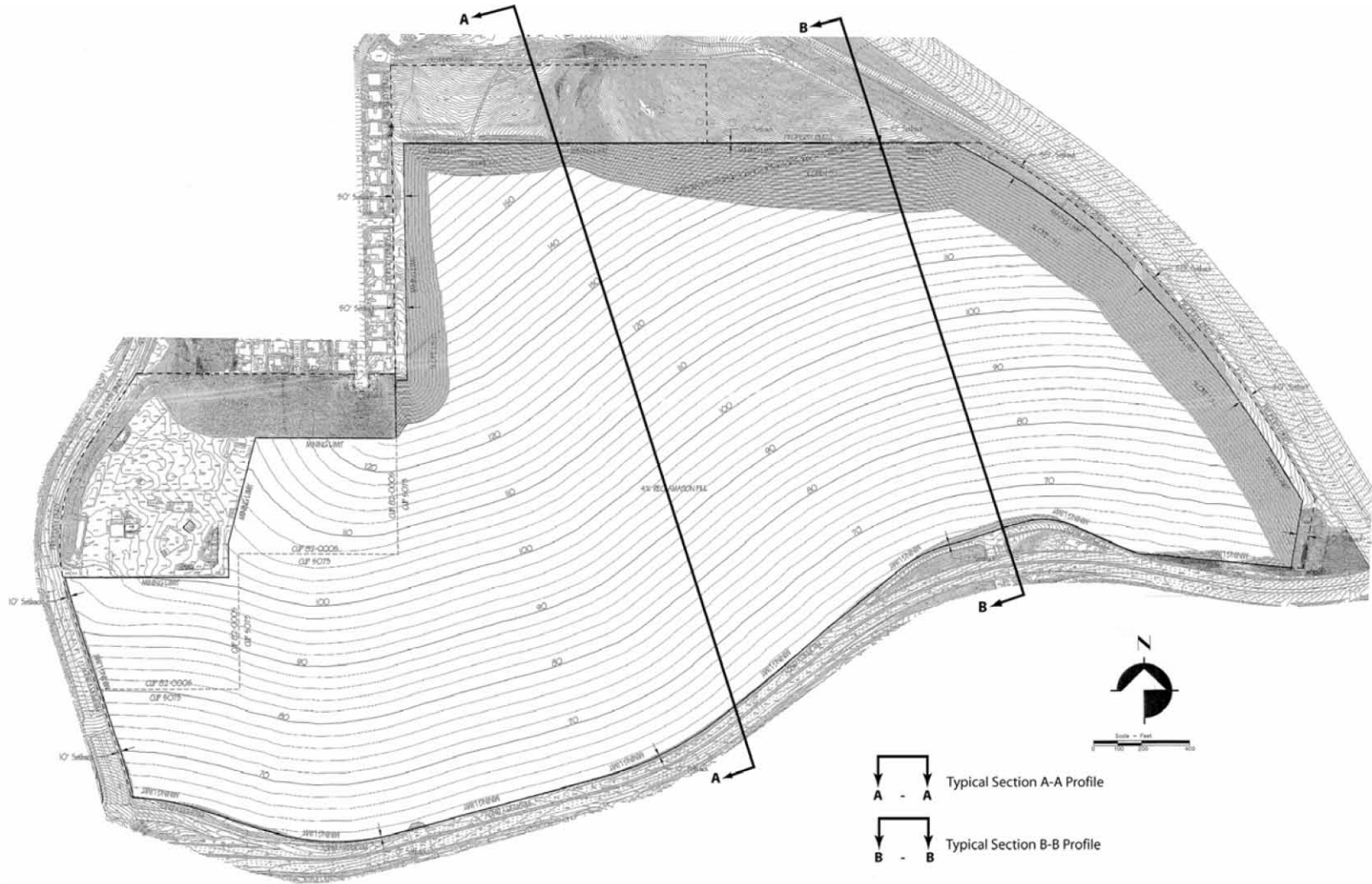


Figure 2-5.
Existing Approved Reclamation Plan

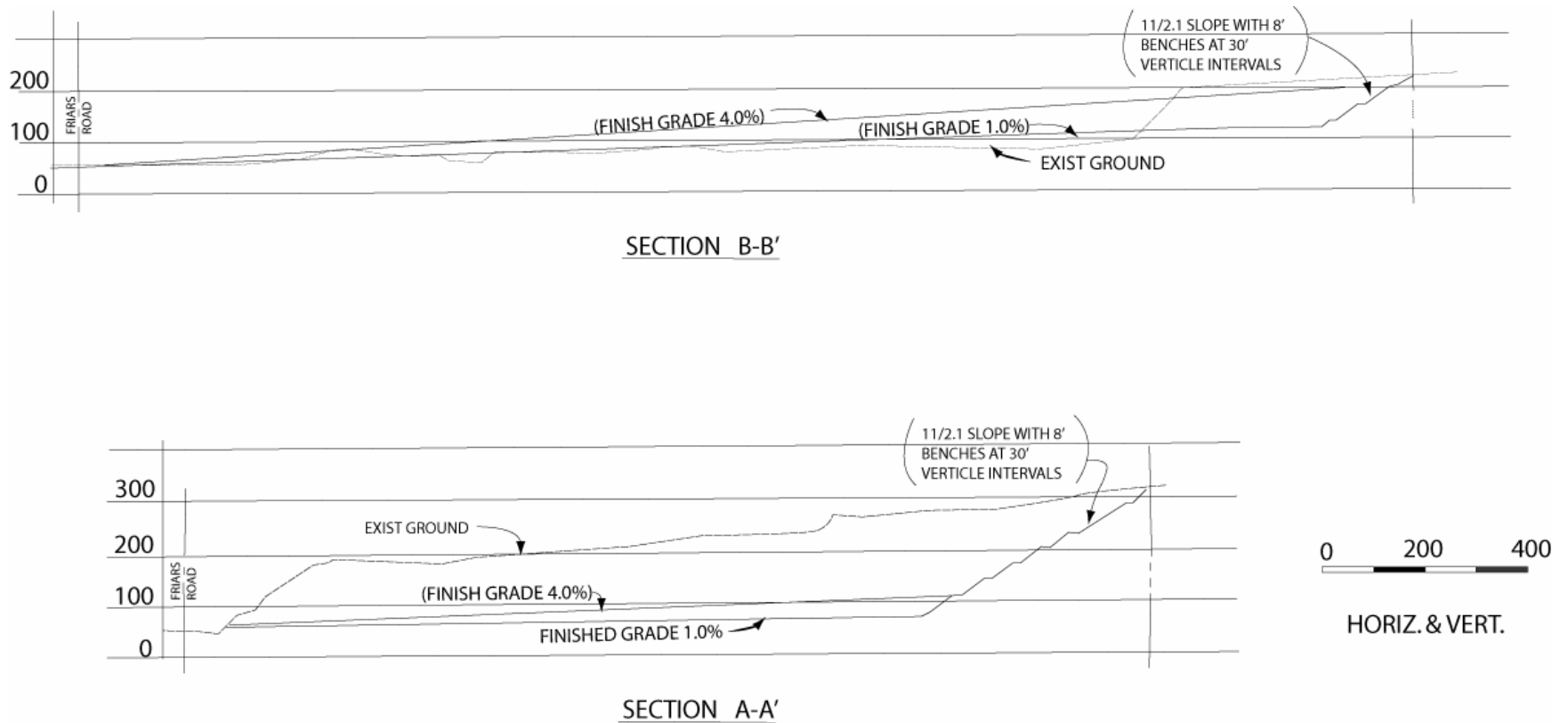


Figure 2-6.
Existing Approved Reclamation Plan Cross-Sections

2.3.3 Cultural Resources

While the project site is located in an area of high sensitivity for archaeological resources, because of the on-going sand and gravel mining operations, resource potential is limited. Results of the records search indicate that no previously recorded cultural resources are located within the project area. *Historical Resources* are addressed in Section 5.8 of this Program EIR.

2.3.4 Geologic Conditions

The project site is comprised of deposits of the Mission Valley Formation overlying deposits of Stadium Conglomerate. Additionally, on-going filling of the mining pit and removal and recompaction of existing fill is occurring. Groundwater does not occur at the project site, and the project site is not subject to geologic hazards not common to other developed areas in San Diego County. *Geological Conditions* are addressed in Section 5.10 of this Program EIR.

2.3.5 Paleontological Resources

The Mission Valley and Stadium Conglomerate Formations underlay the project site and are associated with the Eocene deposits of the San Diego embayment. These formations contain significant fossil-bearing strata, and the fossil organisms they may contain are representative of both marine invertebrates and terrestrial vertebrates. The Mission Valley Formation is assigned a high paleontological resource sensitivity due to the diverse fossil assemblages it has yielded. The Stadium Conglomerate Formation is assigned a high to moderate paleontological resource sensitivity due to variable fossiliferous nature and the potential to yield benthic foraminifera and mammal assemblages. *Paleontological Resources* area addressed in Section 5.11 of this Program EIR.

2.3.6 Visual Resources

The Quarry Falls project site is situated in the north-central portion of the Mission Valley community, with the northern approximately six acres of the project site within the Serra Mesa community (see Figure 2-7, *Existing Site Conditions*). As previously stated, the project site is the location of an on-going mining operation occurring under CUPs 5073 and 82-0005. Sand and gravel extraction is occurring or has occurred on approximately 209 acres of the 230.5-acre site. The terrain is being modified on a daily basis as mining proceeds and reclamation occurs in a phased manner. Steep mined slopes rim the central mining area, with asphalt and concrete batch plants located generally in the central area of the site. A portion of a remnant mesa top extends into the project site from the north, and no mining has occurred in that area. This portion of the site sits more than 200 feet above the on-going mining operations. Visual Resources are addressed in Section 5.3, *Visual Effects and Neighborhood Character*, of this Program EIR.

2.4 Existing Uses

Existing uses on the project site are mining and related activities (see Figure 2-7, *Existing Site Conditions*). Mining activities have occurred on the property for more than 50 years, extracting and processing the Stadium Conglomerate material for use in construction and road building projects. As a result, the majority of the property is disturbed as illustrated in Figure 2-7, *Existing Site Conditions*.



Figure 2-7.
Existing Site Conditions

2.0 ENVIRONMENTAL SETTING

Some of the mined material is stored in stock piles on-site and marketed as bulk aggregate. However, most of the materials processed on site are conveyed directly into the on-site concrete and asphalt batch plants. Once mining operations have ceased on the property, the site would be reclaimed in accordance with the approved Reclamation Plans (CUP Nos. 5073 and 82-0005) (see Figure 2-5, *Existing Approved Reclamation Plan*).

In addition to reclaiming the excavated areas, reclamation of the site includes disposing of a significant amount of excess or residual material (“fines” and overburden), because only a portion of the material excavated actually results in aggregate products. As reclamation proceeds, the excess material is used to build up final grades of the excavated area. The exact proportion of fines and overburden varies by location, and some of this material is sold as off-site fill material. Therefore, it is not possible to determine the exact amount of fill material that would be compacted on-site. For this reason, the approved Reclamation Plan indicates a gradient range between one and four percent over the surface of the excavated areas (see Figure 2-6, *Existing Approved Reclamation Plan Cross-Sections*). The approved Reclamation Plan would result in the walls of the excavated areas tapered as a terraced slope with a gradient of 1 ½ : 1. Terracing would occur every 30 vertical feet with eight-foot wide benches. The reclaimed site and would be planted pursuant to City requirements (see Figures 2-8a and 2-8b, *Existing Approved Reclamation Plan Revegetation Plan*).

The aggregate plant processes mined material primarily for use on-site or for sale to outside customers. Some aggregate is imported to the site to supplement production or because products produced in the on-site aggregate plant do not meet specifications. The asphalt plant combines aggregate, asphalt oil, and recycled asphalt pavement (RAP) to produce an asphalt product for sale to outside customers. The concrete plant combines aggregate, cement, various mixtures, and water to produce ready mix concrete for sale to outside customers. Asphalt oil, RAP, cement, and various mixtures must be imported to the site. Aggregate and asphalt is picked up by customers or delivered by contract trucking firms. Concrete is picked up by customers or delivered by company-owned mixer trucks. The existing operations use well water for dust control, ready mix batching, and material washing at the site. The well is located near the San Diego River, just off Station Village Lane. Use of well water would cease once mining operations terminate.

When resource materials are depleted, the sand and gravel related processing facilities would be dismantled and removed from the property. As described in Section 3.3.6, *Conditional Use Permit Amendment*, the project proposes amending the existing CUPs to re-locate the concrete and asphalt plants to the southeast corner of the site as an interim use under the Quarry Falls Specific Plan prior to the build-out of the project. The Quarry Falls project also includes modifications to the existing Reclamation Plans to reflect changes in grading, which would allow for approximately 2.4 million cubic yards of fill material to be retained on-site resulting in significantly fewer truck trips and transport of materials off-site than was assumed with the original Reclamation Plan.

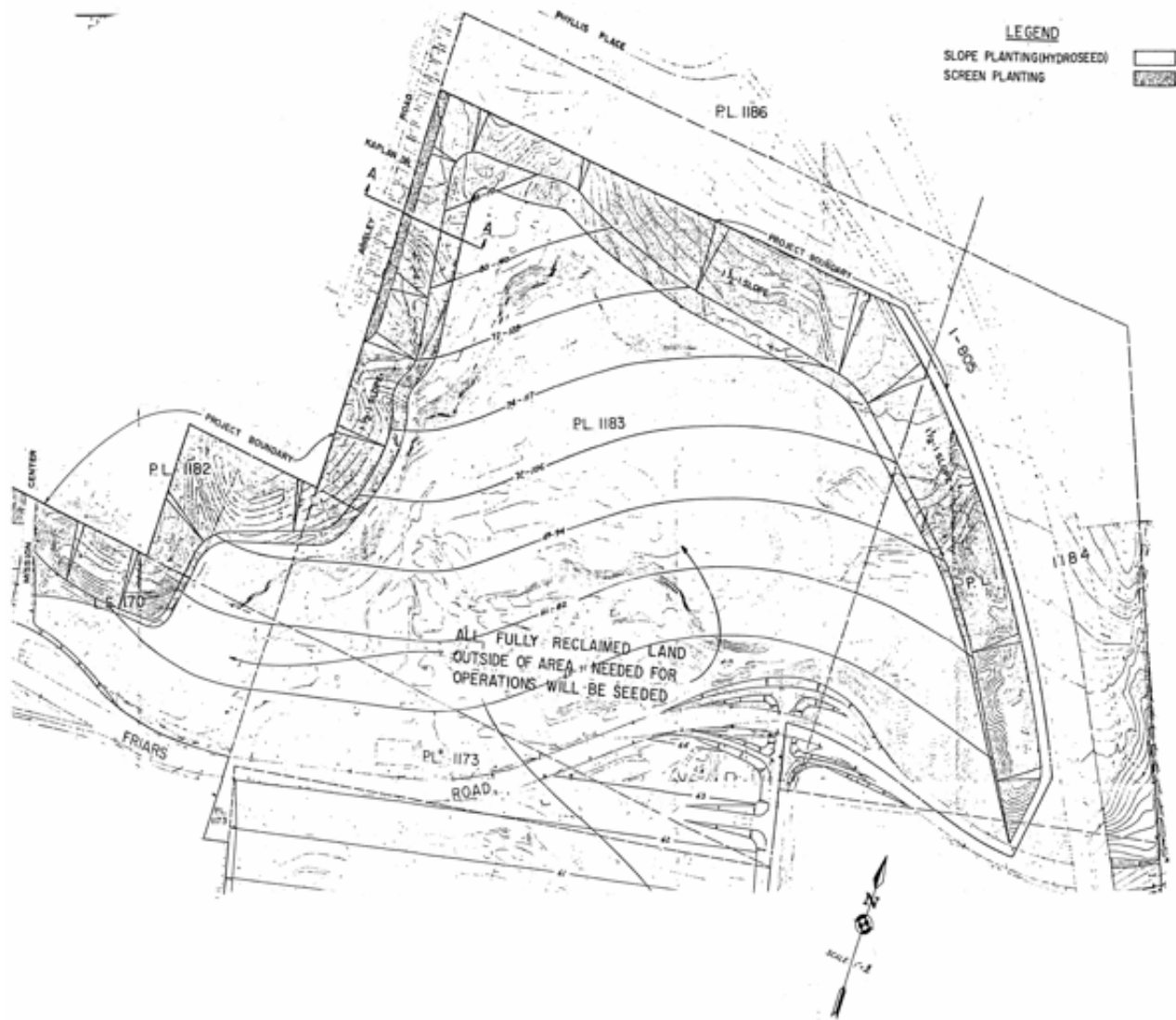


Figure 2-8a.
Existing Approved Reclamation Plan Revegetation Plan

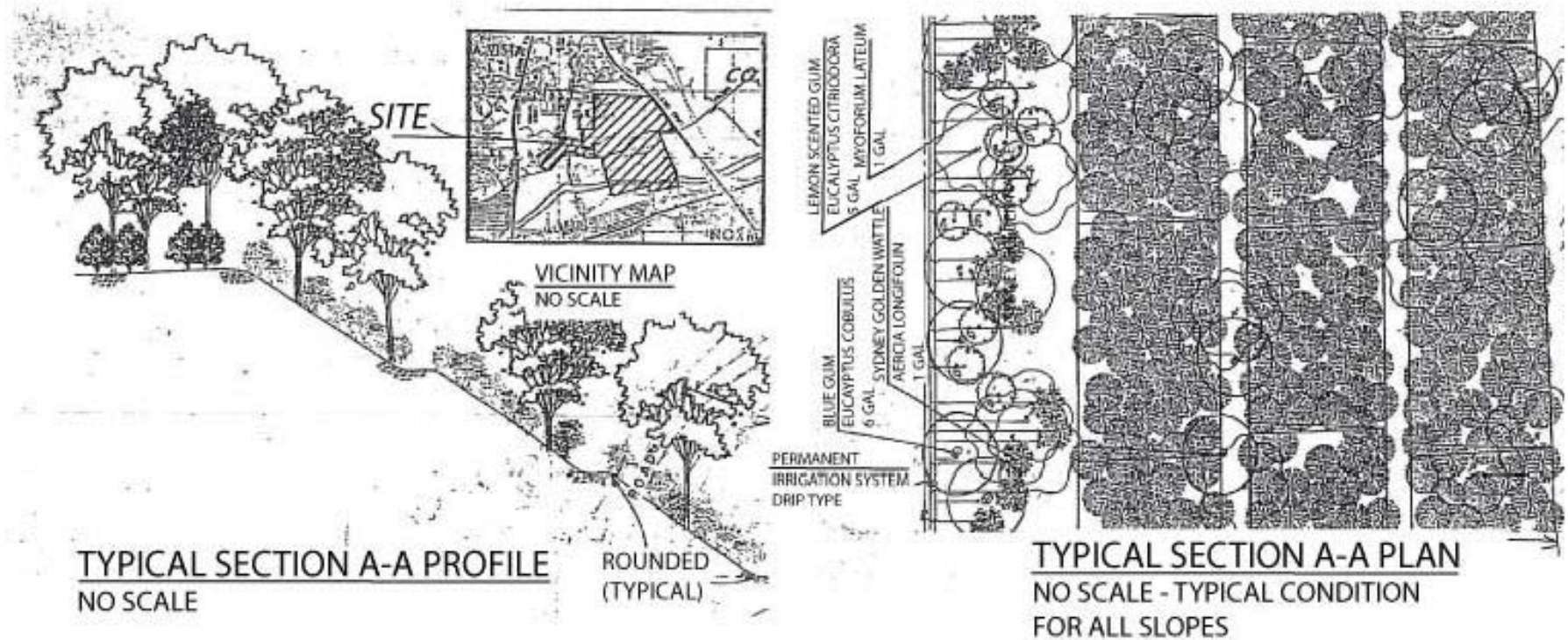


Figure 2-8b.
Existing Approved Reclamation Plan Revegetation Plan

2.5 Surrounding Land Uses

Quarry Falls is situated between the mix of urban uses in the Mission Valley community and the predominantly single family residential development in Serra Mesa. The Abbotts Hill residential neighborhood of Serra Mesa is located to the north and along a portion of the western border of Quarry Falls. Abbotts Hill is characterized by single family, single story detached homes. Improvements over the years have added a second story to some homes. Phyllis Place within the Serra Mesa community forms the northern boundary of Quarry Falls and provides a vehicular connection for the Abbotts Hill neighborhood to the interstate highway system with direct access to I-805. The Assembly of God Church and associated senior housing are also located immediately north of Quarry Falls across Phyllis Place. The I-805 freeway passes through and over Mission Valley southeast of Quarry Falls, with freeway ramps connecting Phyllis Place to I-805.

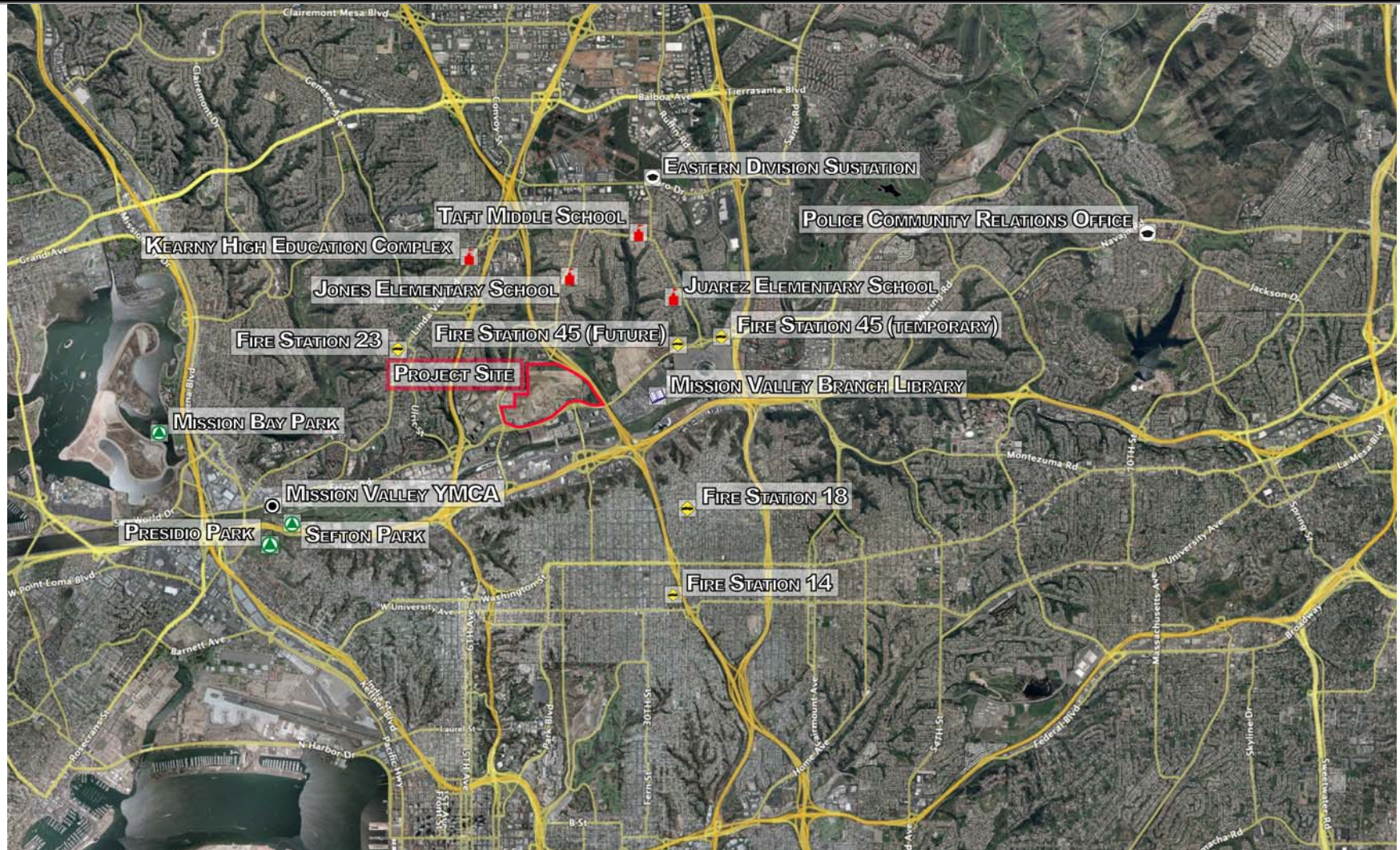
Within the Mission Valley community, office uses and the mixed use neighborhoods of Mission City are located east of Quarry Falls, along Friars Road. The San Diego River lies less than ¼ -mile south of Quarry Falls. Rio Vista West, a mixed use development which is part of the First San Diego River Improvement Project Specific Plan, is located to the south of Friars Road, between the San Diego River and Quarry Falls. Immediately to the west of Quarry Falls is the Mission Valley Heights Specific Plan area and commercial development within the Friars Mission Center retail center. Mission Valley Heights is nearly built out and provides light industrial and office developments. The Friars Mission Center retail center accommodates a full-service market, a bank, a variety of fast-food restaurants and a food court, and other retail establishments.

2.6 Existing Public Services and Facilities

Public services are those amenities which serve residents on a community-wide basis. These services include fire protection, police protection, emergency medical, libraries, schools and parks, as well as their maintenance. Future residents and employees of and visitors to the Quarry Falls project would require use of these services.

For many communities within the City of San Diego, the City collects Development Impact Fees (DIF) to assist in funding public services and facilities in a particular community. DIF are a method for assessing new development for its impact on infrastructure and public services through a fee system. Impact fees are collected at the time of building permit issuance. Funds collected are deposited in a special interest bearing account and can only be used for the identified facilities serving the community in which they are collected. As sufficient funds are collected, the City proceeds with construction programs. New developments within the Mission Valley community are required to pay DIF in accordance with the Public Facilities Financing Plan (PFFP) for the Mission Valley community. Additionally, development projects, including Quarry Falls, are required to pay school fees in accordance with the requirements of San Diego City Schools and as mandated by State law to accommodate the needs of public schools in serving existing and projected student generation.

The following is a discussion of the public services and facilities which serve the Mission Valley community based on correspondence and telephone conversations with service providers (see Appendix N, *Letters/Responses to Service Providers*). Figure 2-9, *Public Facilities Map*, shows the location of public facilities which would serve Quarry Falls.



Note: The Mission Valley YMCA is a private recreational facility.

Figure 2-9.
Public Facilities Map

2.6.1 Fire Protection Services

The Quarry Falls project site is located within the service area of the City of San Diego Fire-Rescue Department. According to the City of San Diego Progress Guide and General Plan, the main objective of providing fire service to City residents is to prevent fires from occurring and to suppress fires when they do occur. Provision of fire protection service depends on adequate equipment, number of qualified personnel, effective alarm systems, adequate funding of the Department's budget, and the siting of fire stations. Guidelines for providing the optimum degree of security against fire loss include locating fire stations to provide rapid response times within urbanized areas.

There are four fire stations in the project vicinity that would serve the project site. Fire Station 45, located approximately 1.75 miles east of the project site at Qualcomm Stadium, 9499 Friars Road, houses one engine company comprised of four firefighters, one of which is also a paramedic. Fire Station 45 is a temporary fire station in the parking lot of Qualcomm Stadium that will remain in place until a permanent station can be built at the 9400 block of Friars Road. Fire Station 14 is located at 4011 32nd Street, approximately three miles from Quarry Falls and houses one engine company, one truck company, and one Battalion Chief. There are eight firefighters currently stationed there, two of which are paramedics. Fire Station 18 is located at 4676 Felton Street approximately four miles from the project site, and Fire Station 23 is located at 2190 Comstock Street approximately two miles from the project site. Each of these stations houses one engine company comprised of four firefighters, one of which is also a paramedic.

One new fire station is planned in the project vicinity. The new station would be located in the 9400 block of Friars Road, approximately 1.1 miles from the project site, and would replace the temporary station located at Qualcomm Stadium. The new station would comprise a four or five base station including a medical unit, a rescue unit, and fire trucks.

To provide adequate fire protection to the communities of San Diego, the Fire Department uses the national standards of arriving at fires within five minutes of a call. Table 2-1, *Fire Station Response Times*, shows the response time to the project site for the various fire stations in the project area.

Table 2-1.
Fire Station Response Times

Fire Station	Locations	Distance to Project Site	Response Time to Project Site
Fire Station 14	4011 32 nd Street	3 miles	6.0 minutes
Fire Station 18	4676 Felton Street	4 miles	5.7 minutes
Fire Station 23	2190 Comstock Street	2 miles	6.3 minutes
Fire Station 45	9499 Friars Road	1.75 miles	4.5 minutes

The Quarry Falls project would increase the call volume for the engine companies responsible for this area (Appendix M: September 12, 2005, letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels). According to the City of San Diego Fire Prevention Bureau, with the temporary station in Mission Valley, the response time to the Quarry Falls site during the day is 4.5 minutes, which is below the national standard (Appendix M: February 17, 2006 letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels).

2.0 ENVIRONMENTAL SETTING

The City's Fire-Rescue Department has evaluated the proposed Quarry Falls project relative to response times and facility needs. Because the anticipated or planned road networks within the development are not in San Diego Fire-Rescue Department's data base, two intersections were used to estimate response times. Additional time must be added to the response times for each intersection since they are outside the development. The response times are calculated using ERMS (Emergency Response Management System) programming and are routed point to point and to include standard chute/turnout time. All engines and trucks have one firefighter paramedic.

The first location is the intersection was the Friars Road west bound off ramp to Qualcomm. The response times to this intersection are:

- Engine 45 from temporary Fire Station 45 at Qualcomm Stadium - *4.5 minutes*
- Engine 18 from Fire Station 18 at Felton Street & Adams Avenue - *5.7 minutes*
- Engine 14 from Fire Station 14 at 32nd Street & Lincoln Street - *6.0 minutes*
- Engine 23 from Fire Station 23 at Linda Vista Road & Comstock Street - *6.3 minutes*
- Truck 14 from Fire Station 14 at 32nd Street & Lincoln Street - *6.0 minutes*
- Battalion 2 Chief from Fire Station 5 at 9th & University Avenue - *6.3 minutes*

Additionally, for FY 2006, Engine 18 responded to 2,785 incidents and Engine 14 responded to 3,566 incidents, which exceed the national standard for workload capacity of 2,500 incidents per engine.

The second location is the 5700 block of Mission Center Road. The response times to this location are:

- Engine 5 from Fire Station 5 at 9th & University Avenue - *5.3 minutes*
- Engine 23 from Fire Station 23 at Linda Vista Road & Comstock Street - *5.4 minutes*
- Engine 45 from Fire Station 45 Temp at Qualcomm Stadium - *6.0 minutes*
- Engine 8 from Fire Station 8 at Goldfinch Street & West Washington Street - *6.2 minutes*
- Truck 28 from Fire Station 28 at Aero Drive & Kearny Villa Road - *6.8 minutes*
- Battalion 2 Chief from Fire Station 5 at 9th & University Avenue - *5.3 minutes*

For FY 2006, Engine 5 responded to 3,260 incidents, which exceeds the national standard for workload capacity of 2,500 incidents per engine.

Based on the City's Fire-Rescue Department's evaluation, the project would result in an increased demand for service. The magnitude of the demand can only be approximated based on the number of incidents generated per 1,000 people. New development within the Mission Valley community are required to pay Development Impact Fees (DIF) in accordance with the Public Facilities Financing Plan (PFFP) for the Mission Valley Community to assist in funding public services and facilities such as the construction of an additional fire station within Mission Valley.

2.6.2 Emergency Medical Services

Emergency medical services are provided throughout the City of San Diego, including the project site, through a public/private partnership. The private partner is Rural Metro Corporation, which provides some personnel and some ambulances. The City's Emergency Medical Services (EMS) serves as the public partner.

EMS has ambulances, paramedics, and emergency medical technicians (EMTs) who respond to emergency calls. There are four levels of calls. Level 1 is the most serious (i.e., heart attack, shortness of breath, etc.), and the closest fire engine and an advance life support ambulance respond to this type of call. The fire crew has to respond within eight minutes of being dispatched; pursuant to City contract requirements, the ambulance has to meet a 12 minute response time. A Level 2 call is the next most serious; however, these calls are either triaged up to a Level 1 call or down to a Level 3 call. No fire station staff or equipment would respond to a Level 2 call, only the advance life support ambulance. The response time for a Level 2 call is 12 minutes. For a Level 3 call (i.e., someone having extended flu-like symptoms), either a basic or advance life support ambulance would respond. A basic ambulance is staffed with two EMTs, whereas an advance life support ambulance is staffed with one paramedic and one EMT. The response time for a Level 3 call is 18 minutes. The last type of call is a Level 4 call, which is not an emergency (i.e., the patient could have driven themselves to a hospital). A basic ambulance would respond to a Level 4 call within 18 minutes of being dispatched.

Medic 6, which is housed in Fire Station 18, is the nearest emergency medical unit to the project site (approximately four miles away). Medic 6 has an ambulance; the ambulance may be used city-wide and is often not sitting in the fire station. EMS is under contract to meet the 12 or 18 minute response times at least 90 percent of the time.

2.6.3 Police Protection Services

The project site is located within the service area of the City of San Diego Police Department. The Police Department practices and applies a Neighborhood Policing philosophy, which involves working together in a problem solving partnership with communities, government agencies, private groups, and individuals to fight crime and improve the quality of life for the people of San Diego.

The Eastern Division Substation, located approximately four miles from the project site at 9225 Aero Drive in Serra Mesa, would serve the project site. Eastern Division is currently comprised of 103 sworn personnel, three civilian professional staff and three Police Service Officers. Eastern Division provides police services to the following neighborhoods and communities: Kearny Mesa, Tierrasanta, Serra Mesa, Birdland, Mission Valley East, Grantville, Allied Gardens, Del Cerro, San Carlos and Lake Murray. Additionally, the Police Community Relations Office (also called the Navajo Storefront), located at 7381 Jackson Drive, approximately 9.1 miles east of the project site, is a community outreach facility that would serve the project site.

The Police Department currently utilizes a five level priority dispatch system, which includes priority E (Emergency), One, Two, Three and Four. The calls are prioritized by the phone dispatcher and routed to the radio operator for dispatch to the field units. The priority system is designed as a guide, allowing the phone dispatcher and the radio dispatcher discretion to raise or lower the call

priority as necessary based on the information received. Priority E and Priority One calls involve serious crimes in progress or those with a potential for injury.

The project is located in the Mission Valley East Neighborhood, which is located within the boundaries of police beat 315. The 2006 average response times for beat 315 on emergency calls were 7.27 minutes and 14.12 minutes for priority One calls. The citywide average response times for emergency calls were 7.28 minutes and 14.60 minutes for priority One calls. The current patrol strength at Eastern Division is 79 patrol officers. Based on the Department's Minimum Staffing Guidelines, Eastern Division currently deploys a minimum of 27 patrol officers each 24-hour period. An increase in the number of police officers assigned to Eastern Division would likely reduce the response times to calls for service.

The current budgeted staffing ratio for police officer to population is 1.67 officers per 1,000 residents based on a residential population citywide of 1,263,000 (2004 SANDAG) and a budgeted strength of 2,108 police officers. This ratio does not include the significant population increase resulting from employees who commute to work in the community or those visiting. The Quarry Falls project with 4,780 dwelling units would result in an additional permanent population increase of approximately 12,476 residents based on the City-wide averaged household size of 2.61 (2000 Census). (Note: The Police Department uses the 2000 City-wide census for projecting staffing and facility needs.) This population increase would require an additional 21 police officers.

The Quarry Falls project also includes 603,000 square feet of retail space and 620,000 square feet of office space. The developed commercial space of over 1.2 million square feet has an average daily trip population increase of approximately 48,900 (40 trips per 1,000 square feet). The increase in daily trips would increase the likelihood of traffic congestion and traffic collisions in the area.

The Department's Crime Analysis Unit conducted a study of calls for service in similar commercial spaces in the Mission Valley area, such as Rio Vista, Hazard Center, and Fenton Parkway. The study examined the number of radio calls dispatched for 2006 in these target areas and the amount of officers that were needed to handle the calls. Using the Department's current staffing method, the Crime Analysis Unit concluded these commercial spaces would generate the need for two additional police officers.

The initial costs associated with increased police officer staffing include the following: expansion to existing police facilities (when necessary), police vehicles, portable radios, firearms, and other related safety equipment. This one time, start up amount totals \$14,000 per sworn officer. Salaries and other employee benefits are not included in this figure. Based on the additional officer requirements as described above for 23 officers, the effect of the development on response time could be offset by compensating for the initial equipment costs of \$322,000.

The addition of police officers and related equipment for assignment to the Department would be adequate to remain consistent with optimal staffing. Eastern Division currently has 79 patrol officers though optimal patrol staffing is 110 officers. Adding 23 police officers to the Department would not bring the Division to capacity. In addition to increasing staffing by 23 sworn members, the Department would need to also hire eight civilian employees for support staff. The Department employs one civilian for every three sworn members for administrative and technical support.

The project would add additional police-related calls for service to the Department; therefore, without additional police officers, it is likely that police response times would increase in the project area. The effect to response times is a function of the allocation of police officers citywide and the annual budget allocation for personnel and non-personnel expenses for the Police Department. However, the 2006 emergency response time for Mission Valley is comparable to the approximate 7.3-minute city-wide average response time for emergency calls.

2.6.4 Library Services

The project site is located in the service area of the City of San Diego Library System. The function of the library system is to provide to the public at large a major source of information, research, and recreation, as well as a being a major cultural facility for the City. According to the City of San Diego Progress Guide and General Plan, the following standards apply to the City of San Diego Library System:

- The service area should be at least 18,000 to 20,000 residents before a permanent library facility is warranted with anticipated growth reaching about 30,000 within a period of 20 years after the branch is opened;
- The maximum service area is a two-mile radius. The site should be accessible by foot and automobile. Since the automobile is the prime source of transportation, it is important to locate the facilities in the vicinity of major streets; but public transportation should also be a significant locational consideration;
- Based on experience in the City of San Diego, the branch should house 2.7 volumes per square foot on opening and eventual capacity of 4.4 volumes or more.

The nearest library to the project site is the Mission Valley Branch Library located at 2120 Fenton Parkway, approximately one mile southeast of the project site. The Mission Valley Branch Library is located in the eastern portion of Mission Valley next door to Ikea at the Fenton MarketPlace. The library is 19,700 square feet in size and owns approximately 77,658 items (books, paperbacks, DVDs, CDs, etc.). The Mission Valley branch provides library materials, reference, and children's services (programs, story hours, etc.), as well as meeting room space and a computer lab that provides public access to the internet. According to coordination with the City of San Diego Public Library Department, the Mission Valley library meet the City's goal for its service area population. Because of its location in the Fenton MarketPlace, over 80 percent of the users come from outside the Mission Valley zip code area. In addition, because of its central location, Mission Valley has the longest service hours of any branch of the San Diego Public Library.

Currently, based on the January 1, 2006 SANDAG estimate, the population for Mission Valley is 17,230 people. The project would add 8,317 residents, based on SANDAG's estimate of 1.74 people per household for Mission Valley. This would bring the estimated population for Mission Valley to 25,547. This projected population is within that anticipated to be served by the Mission Valley Library.

2.6.5 School Services

The Quarry Falls project site is located within the jurisdiction of the San Diego Unified School District (SDUSD), although there are no public school facilities located within Mission Valley. As defined by SDUSD, the project site is served by Jones Elementary School, Juarez Elementary School, Taft Middle School, and Kearny High Educational Complex, all of which are located in the Serra Mesa community. Jones Elementary, a grade K-5 school, serves most of the site and is located at 2751 Greyling Drive, less than two miles northeast of the project site. A portion of the project site is also served by Juarez Elementary, a grade K-5 school, which is located approximately 2.5 miles east of the project site at 2633 Melbourne Drive. Taft Middle School, a grade 6-8 school, is located at 9191 Gramercy Drive, approximately three miles northeast of the project site. Kearny High Education Complex is located at 7651 Wellington Street, approximately three miles north of the project site. Table 2-2, *2006-2007 Capacity and Enrollment for the SDUSD Schools Serving the Project Area*, provides a summary of the capacity, current enrollment, and estimated future enrollment at each of the schools serving the project site.

**Table 2-2.
2006-2007 Capacity and Enrollment for the SDUSD Schools Serving the Project Area**

School	Capacity 2006-2007	Enrollment September 2006	No. of Portable Classrooms 2006-2007
Jones Elementary School	390	334	9
Juarez Elementary School	343	298	6
Taft Middle School	997	784	8
Kearny Mesa High Educational Complex	1,900	1,858	21

Source: San Diego City Schools, Instructional Facilities Planning Department, December 11, 2006

Pursuant to state regulations, class size has been reduced to 20 children to one teacher (20:1 ratio) in grades K-3 and in selected secondary courses. The District has installed classroom space to accommodate this action. In addition to the conventional classrooms at each school serving the project site, there are currently nine portable classrooms at Jones Elementary, six portable classrooms at Juarez Elementary, eight portable classrooms at Taft Middle School, and 21 portable classrooms at Kearny High Educational Complex.

San Diego City Schools currently has recreational joint use agreements with the City of San Diego at many sites. According to San Diego City Schools, Juarez Elementary School has a joint-use agreement. Jones Elementary School, Taft Middle School, and Kearny High Educational Complex do not currently have joint-use agreements.

Only the residential uses of the proposed project, which include a total of 4,780 dwelling units, could possibly generate school age children. According to San Diego City Schools staff, the number of students per unit in residential developments within the District varies widely depending on unit sizes, proximity to schools, sales price or rent, density, target market, and specific amenities. The San Diego City Schools Department of Instructional Facilities Planning identified comparable existing developments in order to estimate the potential number of students generated from the proposed Quarry Falls project, as described below (see Appendix M: December 11, 2006, letter from Roy MacPhail to Karen Ruggels).

The overall density of the development for Quarry Falls (more than 40 units per acre of residential land) is comparable to existing development in Mission Valley in terms of unit sizes and potential student generation. Based on Fall 2004 student generation rates for Mission Valley, there is a range from 0.000 (Mission Greens Condominiums) to 0.474 (Mission Terrace, below market-rate rental housing), with an average student per unit in Mission Valley of 0.040. Broken down by grade level, student per unit rates are 0.022 for elementary school-aged children, 0.009 for middle school-aged children, and 0.009 for high school-aged students.

Based on information provided by the School District, the provision of affordable housing units could influence the student generation rates for Quarry Falls. Based on the student generation rate from Mission Terrace complex where below market-rate rental housing is provided, if 10 percent of the residential units of Quarry Falls are income-restricted, those units could generate as many as, or more than, the 90 percent that are market-rate. The student generation rate could be approximately 0.080 students per unit. Table 2-2, *Potential Student Generation – Quarry Falls*, shows the estimated number of students that could be generated by the proposed project based on information provided by San Diego City Schools. The number of school-aged children expected from the proposed development would be accommodated by the existing elementary, middle, and high schools.

Table 2-3.
Potential Student Generation – Quarry Falls

Grade Level	Students Per Unit	Number of Students
K-5	0.022 to 0.044	105 - 210
6-8	0.009 to 0.018	43 to 86
9-12	0.009 to 0.018	43 to 86
TOTAL	0.040 to 0.080	191 to 382

Source: San Diego City Schools, Instructional Facilities Planning Department, December 11, 2006

The Quarry Falls project would be required to pay school fees in accordance with the requirements of San Diego City Schools, as would other future developments. The payment of school fees is mandated by State law to accommodate the needs of public schools in serving existing and projected student generation. School fees are addressed by Senate Bill (SB) 50, enacted on August 27, 1998, which significantly revised developer fees and mitigation procedures for school facilities so that payment of statutory fees constitutes full and complete mitigation. Additionally, the Quarry Falls project allows for the possible development of a school within Quarry Falls, which may include an elementary, middle or high school. The development of a school within Quarry Falls would not remove the obligation for payment of school fees.

While SB 50 authorizes the collection of developer fees for school facilities construction, it also established a maximum cap on such fees at \$2.63 per square foot for residential construction and \$0.42 per square foot for commercial construction (indexed for inflation). (Gov. Code, §65995, subd. (b).) The fee could increase every even-numbered year based on the Consumer Price Index. Developer fees collected pursuant to SB 50 are “deemed to be full and complete mitigation” for impacts related to the provision of adequate school facilities. (Gov. Code, §65995, subd. (h).) SB 50 also prohibits local agencies from denying land use approvals on the basis of inadequate school facilities, so long as the project proponent, if required to do so, pay the statutorily-capped developer fees. (Gov. Code, §65995, subd. (I).)

2.6.6 Parks

The City's Progress Guide and General Plan guidelines recommend a minimum 10.0 acre neighborhood park for every 3,500 to 5,000 residents located within a 0.5 mile service radius and a minimum 20.0 acre community park and a recreation center for every 18,000 to 25,000 residents located within a 1.5 mile service radius. This results in a range of 2.8 to 3.9 useable acres per 1,000 residents.

The project site is located within the Mission Valley and Serra Mesa communities; however, residential development is only proposed within the Mission Valley portion of the site. Currently, Mission Valley has only one public park—Sefton Fields—an 11-acre City-owned parcel that is proposed to be dedicated as a public park. Sefton Fields is currently owned by the City's Transportation Department and leased to Presidio Little League. No public parks are located on or adjacent to the project site. The lack of public facilities in Mission Valley has resulted in a current park deficiency for the Mission Valley community of 47.75 acres of population-based parks.

There are two resource-based parks that border Mission Valley: Presidio Park located in Old Town San Diego and Mission Bay Park located at the western end of Mission Valley. Additionally, Mission Valley YMCA, a semi-private recreational facility, is located at the western end of Mission Valley. Bicycle and pedestrian trails exist or are planned along the San Diego River corridor.

The Serra Mesa community has three neighborhood parks and two joint-use school/park sites. The nearest public park to the project site is Murray Ridge Neighborhood Park, a population-based park located 0.41 mile from the site. Murray Ridge Neighborhood Park offers a multi-purpose court, tennis courts, a horseshoe area, and picnic facilities to serve the Serra Mesa community. All other parks within Serra Mesa are located outside the City's recommended service radius to the project site.

The proposed project would develop 4,780 residential units, which would result in approximately 8,317 new residents to Mission Valley, based on SANDAG's 2006 forecast of 1.74 people per household. Based on the City's Progress Guide and General Plan guidelines of a minimum 2.8 useable acres of parkland per 1,000 residents, there is a requirement for approximately 16.64 useable acres of Neighborhood Parks and approximately 6.65 useable acres of Community Park, for a total of 23.29 useable acres of population-based parks for Quarry Falls.

Both public and private park and recreational facilities are planned as part of the proposed Quarry Falls Specific Plan. These include passive and active recreational amenities in the form of parks and trails, a Civic Center, and a Community Recreation Center. As shown by Table 2-4, *Quarry Falls Parks and Recreation Land Use Summary*, a total of 17.5 acres of public population-based park area would be provided by the project through a combination of privately owned parks with public easements and public parks. The remaining requirement for population-based community park area would be satisfied by payment of the DIF. The City has determined that based upon SANDAG's 2030 projection of additional residential units planned in Mission Valley, there would be adequate funds collected from future development and other sources to construct the community park and related facilities identified in the financing plan.

**Table 2-4.
Quarry Falls Parks and Recreation Land Use Summary**

Land Use	Area (acres)	Population-Based Park Area (acres)
Parks/Civic/ Open Space ¹	23.0	14.3
The Civic Center	4.6	3.0
The Community Recreation Center	2.1	--
Finger Parks	3.9	--
Franklin Ridge Road Pocket Park	0.2	0.2
Private / Revegetated Slopes	35.6	--
TOTAL	69.4	17.5

¹ Includes public parks and private open space with public access easements.

The City requires that the DIF be paid at time of building permit issuance. The project’s contribution to population based parks for the community as identified in Table 2-4 would be considered in determining the amount of the park portion of the DIF remaining to be paid. Other development projects in Mission Valley would be conditioned in a similar manner (i.e., payment of DIF fees for population based parks and/or construction of public park facilities).

2.7 Planning Context

Development projects within the City of San Diego are generally guided by the City’s Progress Guide and General Plan. More specifically, however, development proposals are reviewed in accordance with the plan for the community in which they are located. The project site encompasses approximately 230.5 acres, with approximately 225 acres located within the Mission Valley Community Plan area and approximately six acres within the Serra Mesa Community Plan area (see Figure 2-10, *Community Planning Context*). Therefore, in addition to the Progress Guide and General Plan, for the Quarry Falls project, both the Mission Valley and Serra Mesa community plans apply (see Section 5.1, *Land Use*, of this Program EIR for a detailed discussion of the planning documents and policies affecting development of the project site.)

2.7.1 City of San Diego Progress Guide and General Plan

The City of San Diego’s Progress Guide and General Plan sets forth a comprehensive, long-term plan for development within the City of San Diego. As such, the plan and development guidelines it identifies pertain to the project site. Elements of the Progress Guide and General Plan address the following issue areas: housing; transportation; commercial; industrial; public facilities, services, and safety; open space; recreation; redevelopment; conservation; energy conservation; cultural resources management; seismic safety; and urban design and land use. The Progress Guide and General Plan identifies the project site as General-Industrial. The Progress Guide and General Plan was most recently printed in 1989, although an amendment updating its Guidelines for Future Development was adopted in 1992.



Figure 2-10.
Community Planning Context

The *Strategic Framework Element*, adopted on October 22, 2002, represents the City's new approach for shaping the City while preserving the character of its communities and its natural resources and amenities. It provides the overall structure to guide the General Plan update, including future community plan updates and amendments and implementation of an action plan. The strategy presented in the Strategic Framework Element targets "village" areas, where a village is defined as the heart of a community. Residential, commercial, employment and civic uses are integrated in a manner that is pedestrian friendly, that offers a variety of housing types and densities, and that is supported by excellent transit service and public facilities, such as schools and parks. The Quarry Falls project site is identified as an *Urban Village Center*.

An update of the General Plan is currently underway, which, when adopted, will include incorporation of the Strategic Framework Element to replace the Guidelines for Future Development. The new General Plan is intended to provide *a vision, core values and policy guidance to balance the needs of a growing city while enhancing quality of life for current and future San Diegans*.

2.7.2 Mission Valley Community Plan

Most of the project site is governed by the Mission Valley Community Plan, which was first adopted by the San Diego City Council on June 25, 1985. Several amendments have occurred since its adoption, with the most recent amendment occurring November 18, 2003. According to the adopted Mission Valley Community Plan, the project site is designated as *Multiple Use* (see Figure 2-11, *Mission Valley Community Plan Land Use Map*).

The Mission Valley Community Plan also calls for construction of a street connection between Friars Road in the Mission Valley community and Phyllis Place in the adjacent Serra Mesa community. Specifically, the Mission Valley Community Plan states:

Public streets of adequate capacity to connect Stadium Way [Qualcomm Way] and Mission Center Road with I-805 at Phyllis Place will be needed when urban development occurs north of Friars Road, between Mission Center Road and I-805 (Mission Valley Community Plan, page 76).

The purpose of the Mission Valley Community Plan is to "provide guidance for the orderly growth of the Mission Valley Community" and includes recommendations to guide development in Mission Valley through the horizon year. The horizon year is defined as attaining the Plan's maximum occupancy capacity, which is based upon land use, development intensity, circulation and public facilities. According to the adopted Community Plan, it is anticipated that the horizon year will be reached sometime after the year 2000.

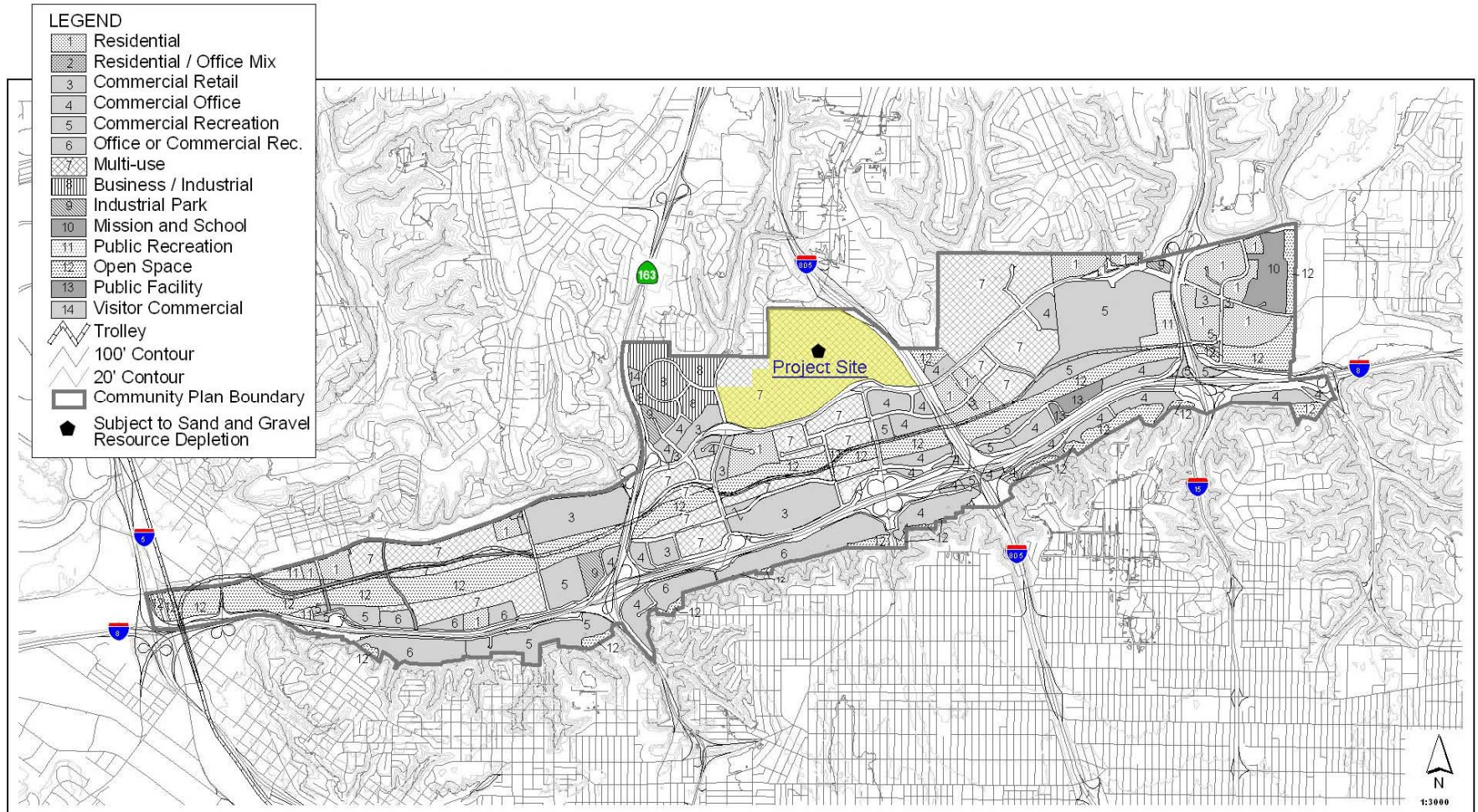


Figure 2-11.
Mission Valley Community Plan Land Use Map

2.7.3 Serra Mesa Community Plan

Approximately six acres located in the northern portion of the project site are located within the Serra Mesa Community Plan area. The Serra Mesa Community Plan was originally adopted in 1977 and encompassed the current Kearny Mesa Community Plan area north of Serra Mesa and the north slopes of Mission Valley to the south. The Kearny Mesa Community Plan was adopted in 1992, giving that area its own community plan, and the Mission Valley Community Plan that was adopted in 1985 moved the north slopes of the valley and the associated sand and gravel operations into that community's plan area. There have been several subsequent amendments to the Serra Mesa Community Plan, the most recent in May 2000, which was principally related to the zoning of open space areas. The Serra Mesa Community Plan designates the portion of Quarry Falls within Serra Mesa as *Residential* (low density) (see Figure 2-12, *Serra Mesa Community Plan Land Use Map*). Unlike the Mission Valley Community Plan, the Serra Mesa Community Plan does not identify a street connection between Friars Road in Mission Valley and Phyllis Place in Serra Mesa.

2.8 Zoning

Zoning for the Quarry Falls project site is governed by the City's Land Development Code (LDC). For properties in the Mission Valley community which do not have an approved Specific Plan in effect, the Mission Valley Planned District Ordinance (MVPDO) also applies. Should the proposed Quarry Falls Specific Plan be approved by the San Diego City Council, any subsequent project at the project site that is found to be in substantial conformance with the approved specific plan would be exempt from the requirements of the MVPDO. Within the Mission Valley community, the project site is zoned MVPD-MV-M and MVPD-MV-SP, which allows for mixed use. Located within the Serra Mesa community, the northern portion of the site is zoned RS-1-7 (see Figure 2-13, *Existing Zoning*).

2.9 Multiple Species Conservation Program (MSCP) Subarea Plan/Multi-Habitat Planning Area (MHPA)

In March 1997, the City of San Diego adopted the MSCP Subarea Plan, a comprehensive habitat conservation planning program for southwestern San Diego County. The MSCP preserves a network of habitat and open space, protecting biodiversity and enhancing the region's quality of life. An Implementing Agreement (IA) was signed in July 1997 between the City of San Diego, United States Fish and Wildlife Service (USFWS), and California Department of Fish and Game (CDFG), which identified roles and responsibilities of the parties to implement the MSCP Subarea Plan. Based on the Subarea Plan and IA, the City of San Diego was granted authorization by the USFWS and the CDFG to approve projects that serve to implement the plan.

The MHPA was developed by the City in cooperation with the wildlife agencies, property owners, developers, and environmental groups and delineates core biological resource areas and corridors targeted for open space conservation. Within the MHPA, limited development may occur. The MSCP Subarea Plan and implementing regulations provide development guidelines for areas within and adjacent to the MHPA. Section 1.4.3 of the City of San Diego MSCP Subarea Plan provides Land Use Adjacency Guidelines that addresses the potential impacts of drainage, lighting, noise, barriers, invasives, grading/land development, for development adjacent to the MHPA brush management, and toxins to the MHPA.

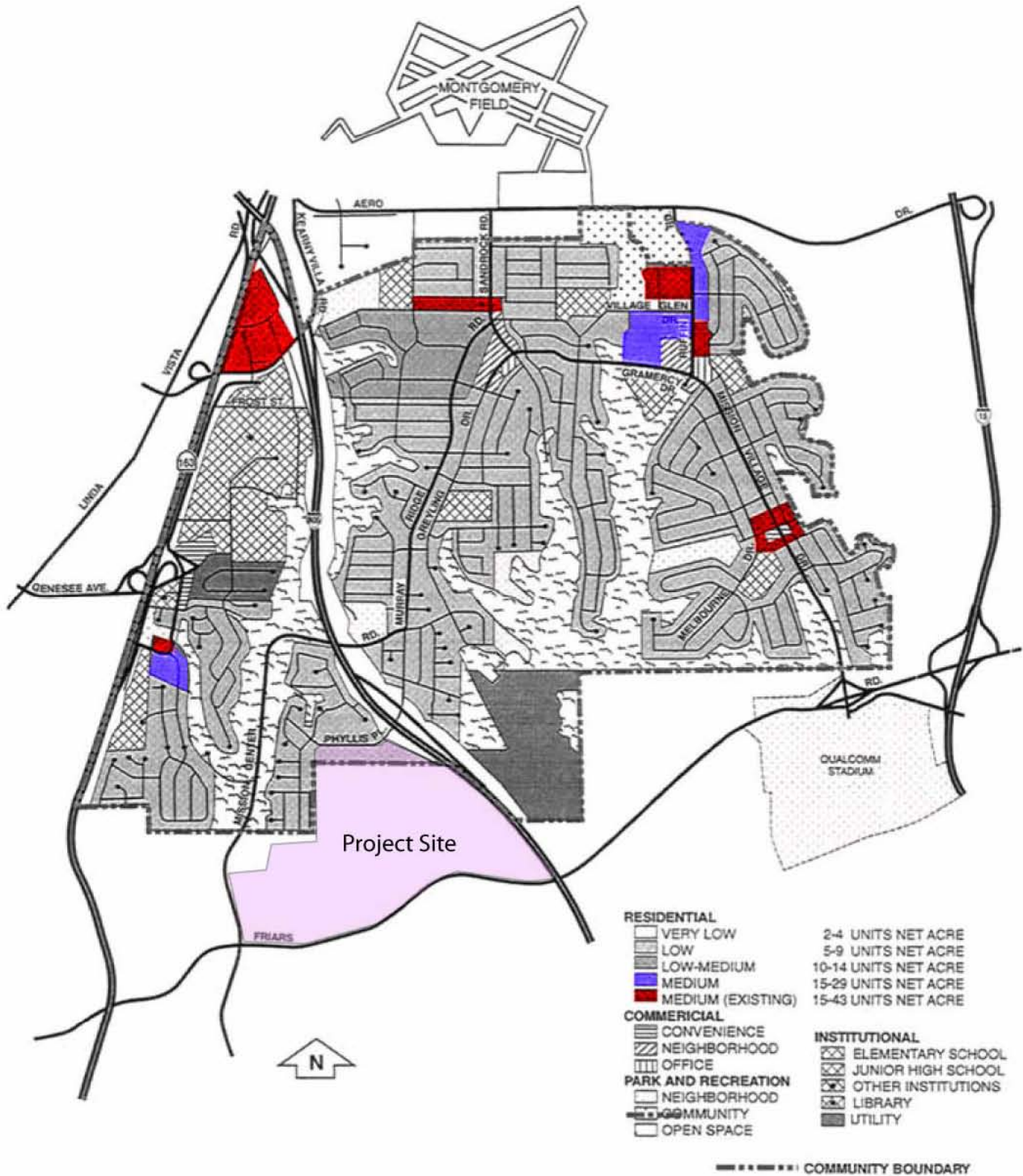


Figure 2-12.
Serra Mesa Community Plan Land Use Map

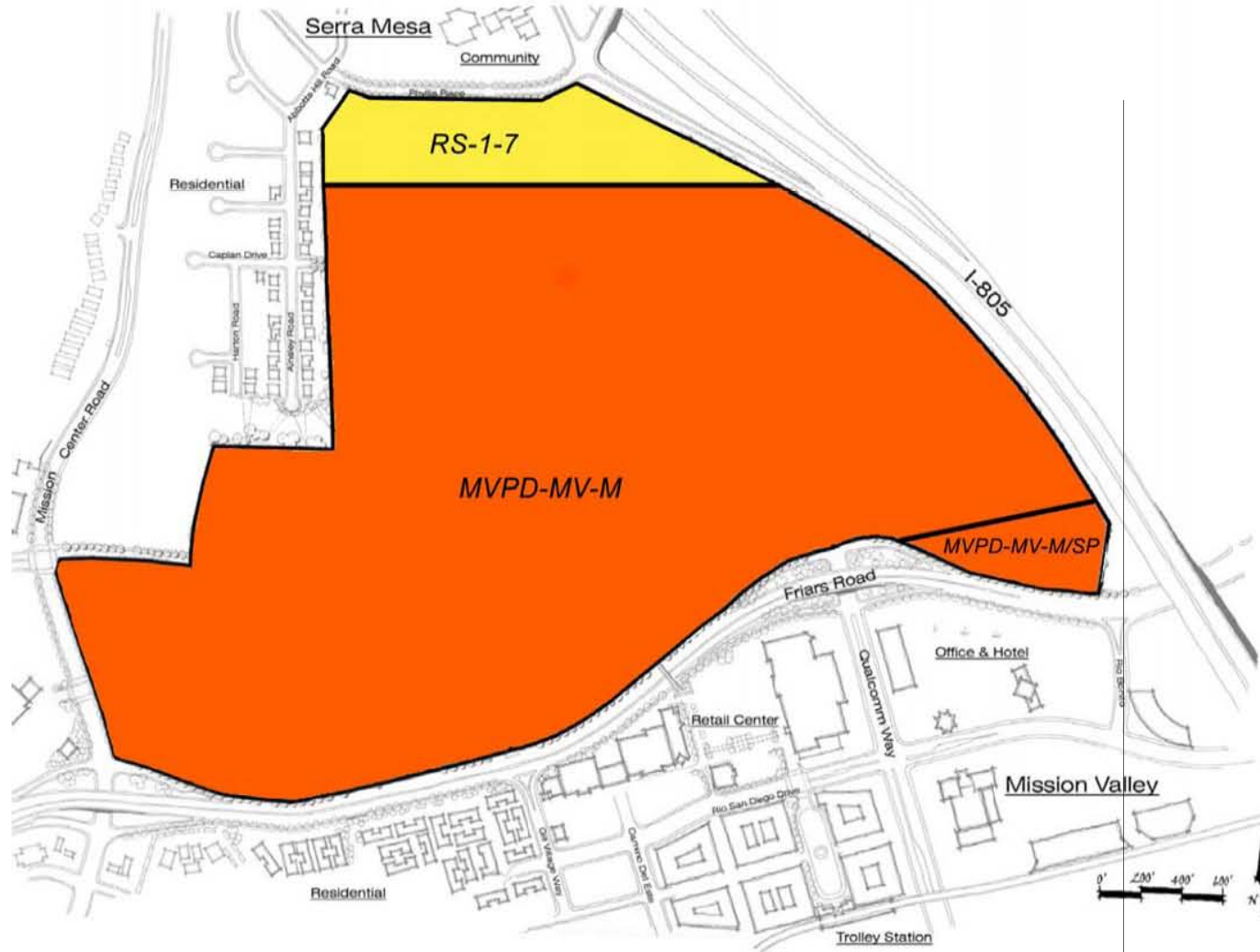


Figure 2-13.
Existing Zoning

2.0 ENVIRONMENTAL SETTING

The Quarry Falls project site is located within the City's MSCP area, which covers 206,124 acres within the City's jurisdiction; however, it is not within or adjacent to the MHPA. The nearest MHPA area to the project site is the San Diego River, located ¼ -mile to the south of the project site, and along the slopes of Murray Canyon approximately 0.5 mile northwest of the project site.

3.0 PROJECT DESCRIPTION

3.1 PROJECT BACKGROUND

This Program EIR analyzes potential environmental effects associated with the Quarry Falls project located in the Mission Valley and Serra Mesa communities within San Diego, California. The Quarry Falls project site is the location of an on-going resource extraction operation for the mining and processing of sand and gravel, which has been operating on the site for more than 50 years. A Conditional Use Permit (CUP) was originally issued by the City of San Diego in 1962. Current mining activities that occur on approximately 210 acres of the 230.5-acre site are operating under approved CUPs 5073 and 82-0315; the northern approximately six acres located within the Serra Mesa community are outside the limits of the approved CUP, and no mining is occurring in that area. An amendment to CUP 5073 was approved in 1979 to extend the expiration date of the CUP from December 31, 1982 until such time that resources are depleted. Therefore, CUP 5073 does not have an expiration date; instead, mining is allowed to continue until resources are depleted. The limits of the CUP are shown in Figure 3-1 , *Boundary of Existing CUP 5073*.

Amended CUP 5073 originally covered approximately 336 acres. Changes have occurred to the approved CUP as amended, including deleting land within the original CUP boundaries as mining is completed and development takes over. Specifically, the eastern portion of the original CUP was deleted in concert with the 1979 amendment for the I-805 Freeway along the eastern project boundary; additional areas were also removed to allow for development of the Mission Center Retail Center; and last, the southern portion of the original CUP area was removed to allow development of Rio Vista West.

Associated with the approved CUP is an approved Reclamation Plan (see Figure 2-5, *Existing Approved Reclamation Plan*). Following mining, the Reclamation Plan shows that the site would be reclaimed as a flat pad, with a gradient ranging between one and four percent, rimmed by steep mined slopes. The slopes would be at a 1 1/2: 1 ratio with eight-foot benches every 30 feet. Slope heights resulting from the approved Reclamation Plans would range from 62 feet to more than 220 feet. Revegetation of the mined slopes and central pad area would occur in accordance with City requirements and the current standards identified under the Surface Mining and Reclamation Act (SMARA) of 1975 (see Figures 2-8a and 2-8b, *Existing Approved Reclamation Plan Revegetation Plan*).

Because the mining site is surrounded by urban development and is not contiguous with large areas of native habitat, it does not function as a wildlife corridor. A lack of connectivity would also preclude a viable wildlife corridor even after revegetation of the mined site. Additionally, the site is not identified as within or adjacent to the MHPA.

CUP 82-0315 was approved in August 1982, allowing the operation of asphalt and concrete batch plants. Based on the approved permit, CUP 82-0315 remains in effect until the sand and gravel resources are depleted on the property under CUP 5073 (see Figure 2-7, *Existing Site Conditions*). Asphalt and concrete plants in operation on the project site are located in the central portion of the site. The aggregate plant processes mined material primarily for use on-site or for sale to outside customers. Some aggregate is imported to the site to supplement production or because products produced in the on-site aggregate plant do not meet specifications. The asphalt plant combines aggregate, asphalt oil, and recycled asphalt pavement (RAP) to produce an asphalt product for sale to outside customers. The concrete plant combines



— CUP No. 5073 Boundary

Figure 3-1.
Boundary of Existing CUP 5073

aggregate, cement, various mixtures, and water to produce ready mix concrete for sale to outside customers. Asphalt oil, RAP, cement, and various mixtures must be imported to the site. Aggregate and asphalt is picked up by customers or delivered by contract trucking firms. Concrete is picked up by customers or delivered by Vulcan Material Company mixer trucks.

As discussed in Section 3.3.6, *CUP/Reclamation Amendment*, CUPs 5073 and 82-0315 would be altered by project actions. The approved Reclamation Plans would be adjusted to reflect grading proposed as part of the project and to retain more material on-site for use in terracing the site (see Figure 3-41, *Proposed Adjusted Reclamation Plan*). In addition, the project proposes locating the asphalt and concrete plants to the southeast corner of the project site to continue as an interim use until 2022 (see Figure 3-43, *Existing and Proposed Batch Plant Locations*).

3.2 PURPOSE AND OBJECTIVES OF THE PROPOSED PROJECT

CEQA Guidelines require that the Project Description include a statement of the objectives sought by the proposed project and states that a clearly defined written statement of the objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the Program EIR and will aid decision-makers in preparing findings and overriding considerations, if necessary. The statement of objectives also needs to include the underlying purpose of the project. [CEQA Guidelines §15124(b)]

3.2.1 Project Purpose

The purpose of the Quarry Falls project is to develop urban uses and public parks and open space on a 230.5-acre site which includes a 210-acre mining site where sand and gravel resources are approaching depletion. As an end use of the mining operations, an integrated mix of land uses surrounding a system of parks, open spaces and activity areas would be developed in a phased manner as depletion of resources occurs and mining ceases. Proposed land uses would be linked with an internal pedestrian and trail system and connected to adjacent areas by an internal roadway network. Land uses would include parks and open space, residential, retail commercial, office/business parks, and an option for a school.

Actions associated with the project include an amendment to the Mission Valley Community Plan, a Specific Plan, Rezones, a Master Planned Development Permit (PDP), a Site Development Permit (SDP), a Vesting Tentative Map (VTM), a CUP/Reclamation Plan Amendment, and an amendment to the Mission Valley Public Facilities Financing Plan (PFFP). Because the Mission Valley Community Plan is part of the City's Progress Guide and General Plan, the Mission Valley Community Plan Amendment would also result in an amendment to the Progress Guide and General Plan. The project would also require a CDFG Section 1602 Streambed Alteration Agreement.

3.2.2 Project Objectives

The following project objectives are stated in the Draft Quarry Falls Specific Plan:

- Develop a community that responds to the natural and created attributes of the project site by placing primary focus on the creation of an interactive system of public parks and private parks with public easements and open space;

- Provide “for sale” and “for rent” multi-family and single-family residential units to serve a variety of income levels for residents of San Diego;
- Enhance employment opportunities for the City through the creation of office/business parks that are fully integrated into the Quarry Falls community;
- Provide a mixed-use area, with neighborhood, community and lifestyle retail commercial uses and residential development, to serve Quarry Falls and the surrounding areas;
- Encourage pedestrian activity through a logical connection of trails, sidewalks, and bicycle facilities;
- Unify land uses by setting forth design guidelines and an implementation program;
- Design individual development projects that positively contribute to the character of the City of San Diego and reinforce community identities through control of project design elements such as architecture, landscaping, walls, fencing, lighting, and signage;
- Demonstrate high quality design and construction;
- Develop an environment that is visually attractive and efficiently and effectively organized, including visually pleasant landscaping;
- Provide for a long-range comprehensive planning approach to the project site’s development which cannot be accomplished on a parcel-by-parcel basis;
- Attract commercial and office uses to serve community and regional needs;
- Develop land uses that would serve as a revenue source for the City of San Diego through sales taxes, property taxes, and project-related fees;
- Encourage sustainability in design to foster “green” development that reduces project energy needs and water consumption;
- Improve the water quality of site run-off through sustainable design features, such as a natural bioswale.
- Phase development with respect to the logical extension of infrastructure and services; and
- Allow for the option to construct a school to serve children within Quarry Falls and from other areas in Mission Valley, as well as areas served by the San Diego Unified School District.

3.3 PROJECT CHARACTERISTICS

To implement the Quarry Falls project, the project applicant is requesting approval of an amendment to the Mission Valley Community Plan and associated General Plan Amendment, Specific Plan, Planned Development Permit (PDP), Site Development Permit (SDP), Rezones, Vesting Tentative Map (VTM), amendments to CUPs 5073 and 82-0315, and an amendment to the Mission Valley PFFP. The elements of these various project actions are described below.

3.3.1 Mission Valley Community Plan/General Plan Amendment

The Quarry Falls project site is identified as Multiple Use development in the Mission Valley Community Plan. According to the community plan, “*multi-use development*” means a relatively large-scale real estate project characterized by:

- *Two or more significant revenue-producing uses (such as retail, office, residential (either as rentals or condominiums), hotel/ motel, and/ or recreation – which, in well-planned projects, are financially supportive of the other uses;*
- *Significant functional and physical integration of project components including uninterrupted pedestrian connections, if available, to adjacent development;*
- *Development in conformance with a coherent plan (which frequently stipulates the type and scale of uses, permitted densities, and related items); and*
- *Public transit opportunities and commitments.*

The community plan also states that multi-use is an option for developers. It may be applied for through the Planned Commercial Development (PCD) Permit or through a Specific Plan. [Note. PCD permits are now Planned Development Permits (PDPs) in the City’s Land Development Code.] In general, the Specific Plan should be used for projects of ten acres or more. Therefore, the Quarry Falls project proposes adoption of a Specific Plan (see Section 3.3.2) to establish land uses, design guidelines and development standards for the project. The Specific Plan, when adopted, would replace the current Multiple Use land use designation for this site in the Mission Valley Community Plan, resulting in an amendment to the plan. An amendment to a community plan also functions as an amendment to the City’s Progress Guide and General Plan, as community plans are an integral component of the General Plan.

The applicant has submitted a draft amendment to the Mission Valley Community Plan, which proposes changes to the community plan to address the Quarry Falls Specific Plan. Proposed changes to the community plan as part of the amendment include the following:

- **Commercial Land Uses** – The applicant proposes the addition of the *Urban Village* land use category for the Village Walk District within Quarry Falls. As described in the Draft General Plan, an Urban Village serves the region with many types of uses, including housing, in a high-density, mixed-use setting. Integration of commercial and residential use is emphasized; larger, civic uses and facilities are a significant component. Uses include housing, business/professional office, commercial service and retail.
- **Entertainment Facilities** – The applicant proposes an addition to the community plan’s discussion of Entertainment Facilities to include the amphitheater and outdoor gathering places proposed for Quarry Falls as other venues for entertainment in the community.
- **Commercial-Office** – Under the Commercial-Office land use category in the community plan, the applicant proposes adding language to reflect that commercial office space would also be built along Friars Road between Qualcomm Way and River Run Drive, as proposed by the Quarry Falls Specific Plan.

- **Sand and Gravel** – The project proposes relocating the asphalt and concrete plant operations associated with mining on the project site to the southeast corner of Quarry Falls as an interim use. Under the Amended CUP, the asphalt and concrete plants would remain in operation until 2022. At that time, this area of the Specific Plan – the Quarry District – would develop in accordance with the Specific Plan.
- **Multiple Use Development Option** – The applicant proposes that the description of a multi-use development be expanded to clearly indicate that a comprehensive plan for development should be associated with this option, and it is not the intent of the community plan that every parcel within a multi-use development include *two or more significant revenue-producing uses*.
- **Transportation Element** – Within the Development Guidelines section of the community plan’s Transportation Element, the proposed amendment would add language to address the public streets proposed as part of the Quarry Falls Specific Plan. (A description of the circulation network proposed to serve Quarry Falls is presented in Section 5.2, *Transportation/Circulation/Parking*).

The proposed Community Plan Amendment would also revise exhibits in the community plan to identify Quarry Falls as a Specific Plan area and to include new circulation element streets as proposed by the Quarry Falls project.

3.3.2 Quarry Falls Specific Plan

The project proposes development of the majority of the project site in accordance with the proposed Quarry Falls Specific Plan. The 225-acre Quarry Falls Specific Plan area is located completely within the Mission Valley Community Plan area. Any development outside the Specific Plan area and within the Serra Mesa community would be controlled through the Quarry Falls Master PDP and VTM (see discussion in Sections 3.4 and 3.7, respectively).

Development of the project site in accordance with the Quarry Falls Specific Plan would result in a range of land uses (open space, parks, civic uses, mixed use, residential, retail commercial, and office), as well as landscape features and circulation routes to serve those land uses. The project also allows for the possible development of an elementary, middle, or high school within Quarry Falls. For planning purposes, the Specific Plan area is divided up into planning *districts*, and the Specific Plan proposes development standards and architectural guidelines for build-out of each planning district.

3.3.3 Land Use Plan

Figure 3-2, *Quarry Falls Specific Plan Land Use Map*, shows the types and locations of land uses proposed for the Quarry Falls Specific Plan area. Figure 3-3, *Quarry Falls Illustrative Land Use Plan*, provides an illustrative representation of the landscaped streets, slopes, parks and open space areas associated with Quarry Falls. Figure 3-4, *Quarry Falls Planning Districts*, identifies the various planning district within Quarry Falls.



Public Open Space is publicly owned or includes an easement for general public use

Figure 3-2.
Quarry Falls Specific Plan Land Use Plan



Figure 3-3.
Quarry Falls Illustrative Land Use Plan

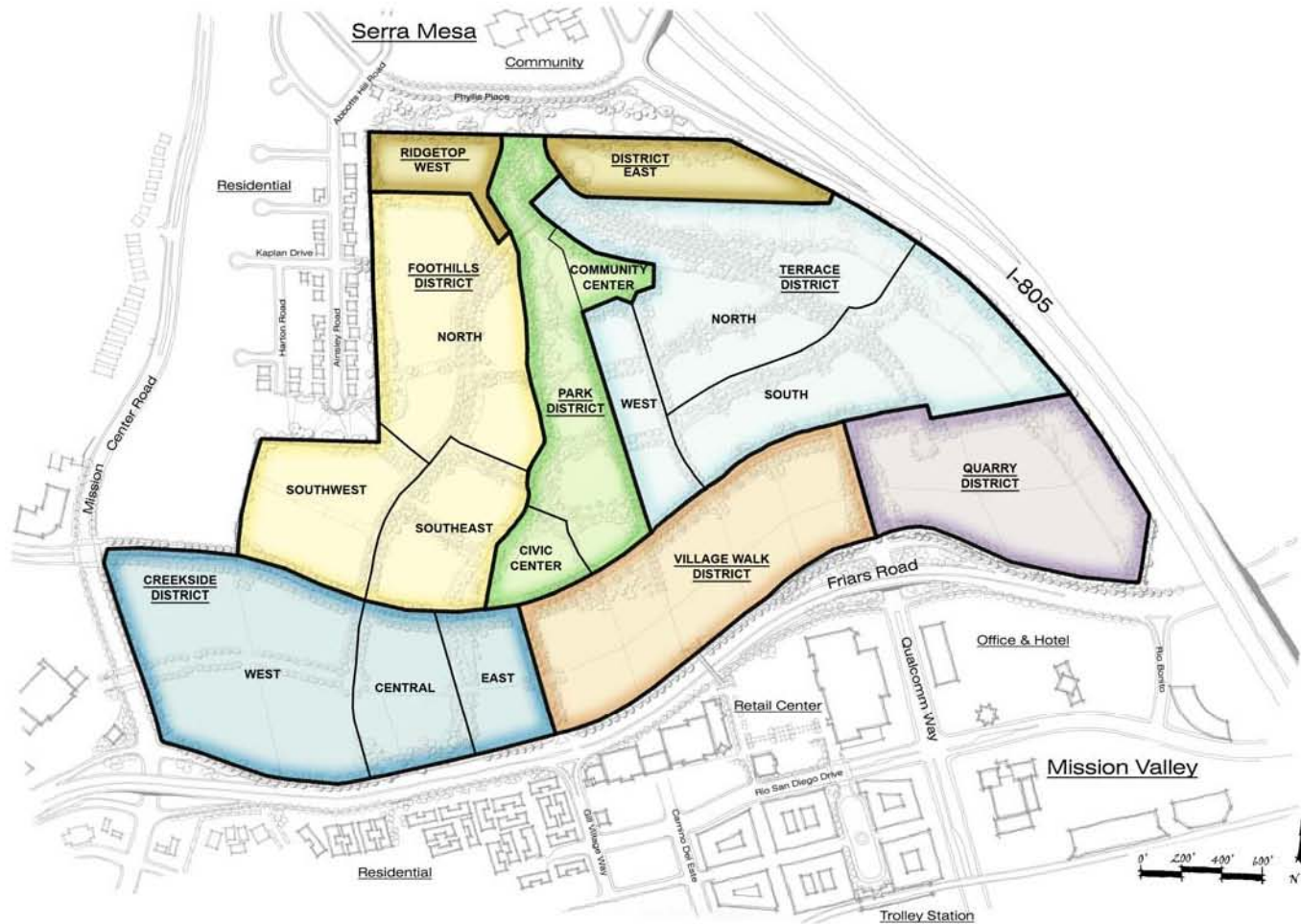


Figure 3-4.
Quarry Falls Planning Districts

3.0 PROJECT DESCRIPTION

Traversing the central portion of the Specific Plan area in a north-south direction, the Specific Plan proposes open space and parks within the Parks District that link to and connect with the various urban land uses and circulation system. The residential neighborhoods include the Ridgetop, Terrace, and Foothills districts that propose a range of types and densities. Commercial uses are proposed within the Creekside and Village Walk districts, along with additional residential development. Office development is proposed for the Quarry District located in the southeast corner of the site.

As shown in Table 3-1, *Quarry Falls Land Use Summary*, Quarry Falls would provide approximately 31.8 acres of publicly and privately-owned parks (with the privately-owned area having easements to allow for general public use), civic uses, open space and trails; ~~approximately a maximum of 4,780~~ residential units offered as a variety of “for sale” and/or “for rent” and built as condominiums, town homes, apartments and/or flats, row homes, courtyard units, lofts, live/work units, carriage units (dwelling units on one or more floors located above a private garage), senior housing and assisted care units; ~~approximately a maximum of 603,000~~ square feet of retail space; and ~~a maximum of 620,000~~ square feet of office/business park uses. Additional land uses provided for within Quarry Falls include an option for a school site. All of these land uses are described in greater detail below.

**Table 3-1.
Quarry Falls Land Use Summary**

Land Use	Approximate Gross Area	Target-Maximum Development Intensity
Public Parks/Civic/Open Space ¹	31.8 acres (17.5 acres neighborhood parks)	N/A
Private Recreation	2.1 acres	4,000 square feet N/A
Residential ²	93.8 acres	4,780 units
Multiple Use	37.5 acres	
Retail Commercial		603,000 square feet
Office Commercial		620,000 square feet
Residential (included in total)		411 units
Circulation/Public Rights-of-Way	29.7 acres	N/A
Private Open Space and Revegetated Slopes	35.6 acres	N/A
Optional School Site	3 acres (included within the residential acreage)	N/A

¹ Includes public parks and private open space with public access easements.

² includes Low Medium, Medium High, and High density residential areas.

Approval of the Quarry Falls Specific Plan, concurrent with approval of the VTM, would result in rezoning of the 225.0-acre Specific Plan area from the existing MVPD-MV-M (Mission Valley Planned District Multiple Use), MVPD-MV-M/SP (Mission Valley Planned District Specific Plan), and RS-1-7 zones to the City-based zones shown in Table 3-2, *Quarry Falls Zones and Development Intensity*. The zones for Quarry Falls are depicted in Figure 3-6, *Proposed Zoning*, and are discussed in Section 3.3.4, *Proposed Zoning*, below. Zones proposed for Quarry Falls are based on Citywide base zones established by Chapter 13 of the San Diego Municipal Code (City Land Development Code) and as modified by the proposed Quarry Falls Specific Plan and Master PDP.

**Table 3-2.
Quarry Falls Zones and Development Intensity**

Planning District	Land Use	Net Area	Subdistrict	LDC Zone	Intensity Range (du/ac)	Development Intensity Range	Target Density
Park District	Parks, Open Space, Civic, Community	12.4	Park	OP-2-1	N/A	N/A	N/A ¹
		2.1	Community Recreation Center	RM-1-1		0 sq. ft. -10,000 sq. ft.	4,000 sq. ft.
		4.6	Civic Center	RM-1-1		0 sq. ft. – 15,000 sq. ft.	0 sq. ft. ¹
Ridgetop District	Residential	4.0	Ridgetop West	RM-1-1	6 – 14.5	24 du – 58 du	41 units
		6.3	Ridgetop East	RM-2-4	6 – 24.9	37 du – 156 du	59 units
Foothills District	Residential	15.4	Foothills North	RM-3-7	10 – 43.5	154 du – 670 du	363 units
		9.4	Foothills Southwest	RM-3-8	20 – 54.5	187 du – 510 du	376 units
		6.3	Foothills Southeast	RM-4-10	20 – 108.9	126 du – 688 du	383 units
Terrace District	Residential	11.2	Terrace North	RM-3-8	20 – 54.5	223 du – 608 du	470 units
		4.7	Terrace West	RM-3-7	10 – 43.5	48 du – 209 du	154 units
		10.5	Terrace South	RM-4-10	20 – 108.9	211 du – 1,147 du	812 units
Creekside District	Residential Multiple Use	20.5	Creekside West	RM-3-9	20 – 72.6	410 du – 1,490 du	1,353 units
		5.4	Creekside Central	RM-4-10	40 – 108.9	215 du – 586 du	358 units
		5.0	Creekside East	CC-3-5	0 – 29.0	0 du – 145 du 50,000 sq. ft. – 130,000 sq. ft.	84 units 100,000 sq. ft.
Village Walk District	Multiple Use	19.5	N/A	CC-3-5	0 – 29.0	0 du – 567 du 250,000 sq. ft. – 650,000 sq. ft.	327 units 547,000 sq. ft.
Quarry District	Multiple Use	12.9	N/A	IL-3-1	N/A	345,000 sq. ft. – 750,000 sq. ft.	576,000 sq. ft.
MAXIMUM ALLOWABLE DEVELOPMENT INTENSITY							4,780 units 1,227,000/603,000 sq. ft. Retail Commercial 620,000 sq. ft. Office Commercial

LDC – Land Development Code

du – dwelling units _____ du/ac – dwelling units per acre

sq. ft. – square feet

¹ Traffic generation for the Park District on a per acre basis has been included in the Traffic Impact Study (TIS) prepared by Katz, Okitsu & Associates (March 2007).

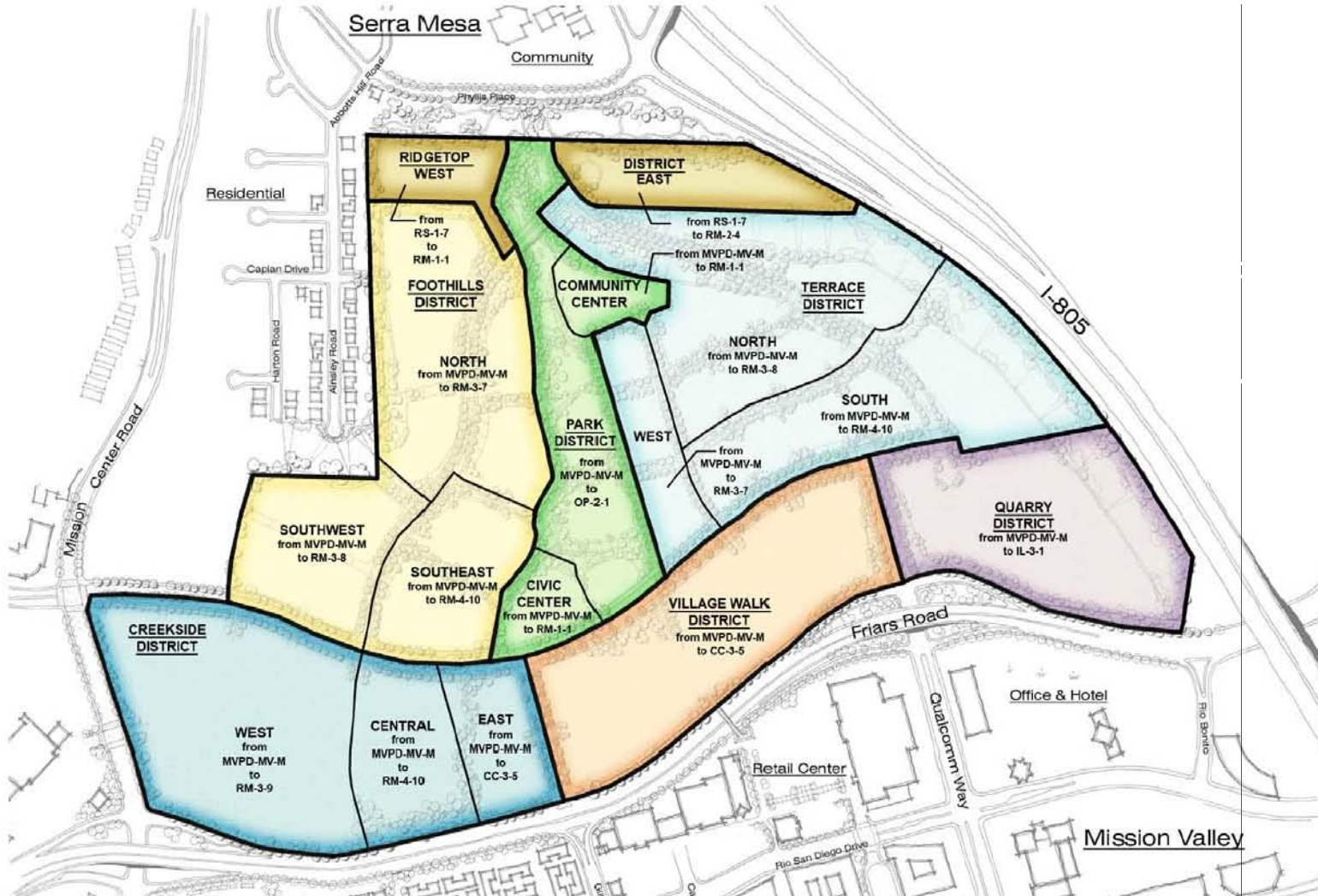


Figure 3-5.
Proposed Zoning

The City's Land Development Code (effective May 17, 2005) is the governing regulatory document for development in Quarry Falls. Permitted uses and development regulations of the designated zone would govern development of a lot or group of lots, unless as modified by this Specific Plan and the Master PDP. While the Quarry Falls Specific Plan allows for a range of development intensity, the project is limited by the amount of traffic that can be generated.

A Traffic Impact Study (see Appendix B of this Program EIR) has been prepared for Quarry Falls and is addressed in Section 5.2, *Transportation/Circulation/Parking*. The Traffic Impact Study is based on one conceptual development scenario for the Specific Plan, which results in the "target development intensity" shown in Table 3-1, *Quarry Falls Land Use Summary*, and further elaborated in Table 3-2, *Quarry Falls Zones and Development Intensity*. The target development scenario and intensity would result in a total of 66,286 average daily driveway trips (ADT). However, other development scenarios and land use mixes may result in more or less than the target development intensity and still meet the ADT and AM/PM peaks within each phase but not to exceed a total of 4,780 dwelling units; 603,000 square feet of retail space; and 620,000 square feet of office business park uses. Section 9.7, *Density Transfer*, of the Quarry Falls Specific Plan includes a mechanism for reviewing and monitoring development of Quarry Falls as it builds out.

Because ultimate build-out of the project is limited by the restrictions contained in the traffic analysis, this Program EIR evaluates worst case impacts based on development which could occur within those limitations. Should future development be proposed that is in excess of the constraints set by the traffic analysis, subsequent traffic analysis and environmental review would be necessary.

The various land uses proposed for Quarry Falls are summarized below by planning district.

- **Open Space, Parks, Recreation and Community Amenities** - Areas proposed for open space, parks, recreational and community amenities within the Quarry Falls Specific Plan area fall within the Park District and would occur in many forms (see Figure 3-6, *Park District Plan*, Table 3-3, *Park District – Land Use Summary*, and Figure 3-7, *Quarry Falls Open Space, Parks, Recreation, and Community Amenities Plan*). The primary public open space and park feature would be the Quarry Falls Park, which would begin in the northern portion of the property and transcend the site to the southern planning districts. The approximately 13-acre park would terrace down from the Ridgetop District to Quarry Falls Boulevard. A range of features may be offered within the park such as gardens, trails, play areas, picnic areas, volleyball and basketball courts, restrooms, an amphitheater, and water features. A dry creek bed and bioswale are proposed within the park to accommodate runoff. The dry creek bed/bioswale would collect surface water from areas within Quarry Falls. Finger Parks are proposed to radiate off the central park to provide pedestrian connection and land use linkage to the park. The bioswale and finger parks would be privately owned with easements to allow for general public use. Figure 3-8, *Quarry Falls Park Conceptual Plan*, provides a concept for Quarry Falls Park based on the guidelines provided in the Draft Specific Plan.



Figure 3-6.
Park District Plan

Table 3-3.
Park District – Land Use Summary

Land Use	Allowable Zone(s)	Density Range (dwelling units/acre) ¹	Net Area (Acres) ¹	Development Intensity Range	Target Development Intensity
Parks/Public Open Space	OP-2-1	N/A	12.4	N/A	N/A
Community Recreation Center	RM-1-1	N/A	2.1	0-10,000 sq. ft.	4,000 sq. ft. ²
Civic Center	RM-1-1	N/A	4.6	0-15,000 sq. ft.	0 sq. ft. ²

¹ Acreages are approximate and may vary as final mapping for specific development areas occurs.

² The Traffic Impact Study (May 2007) prepared by Katz, Okitsu & Associates includes intensities for development of park, civic and recreational uses.

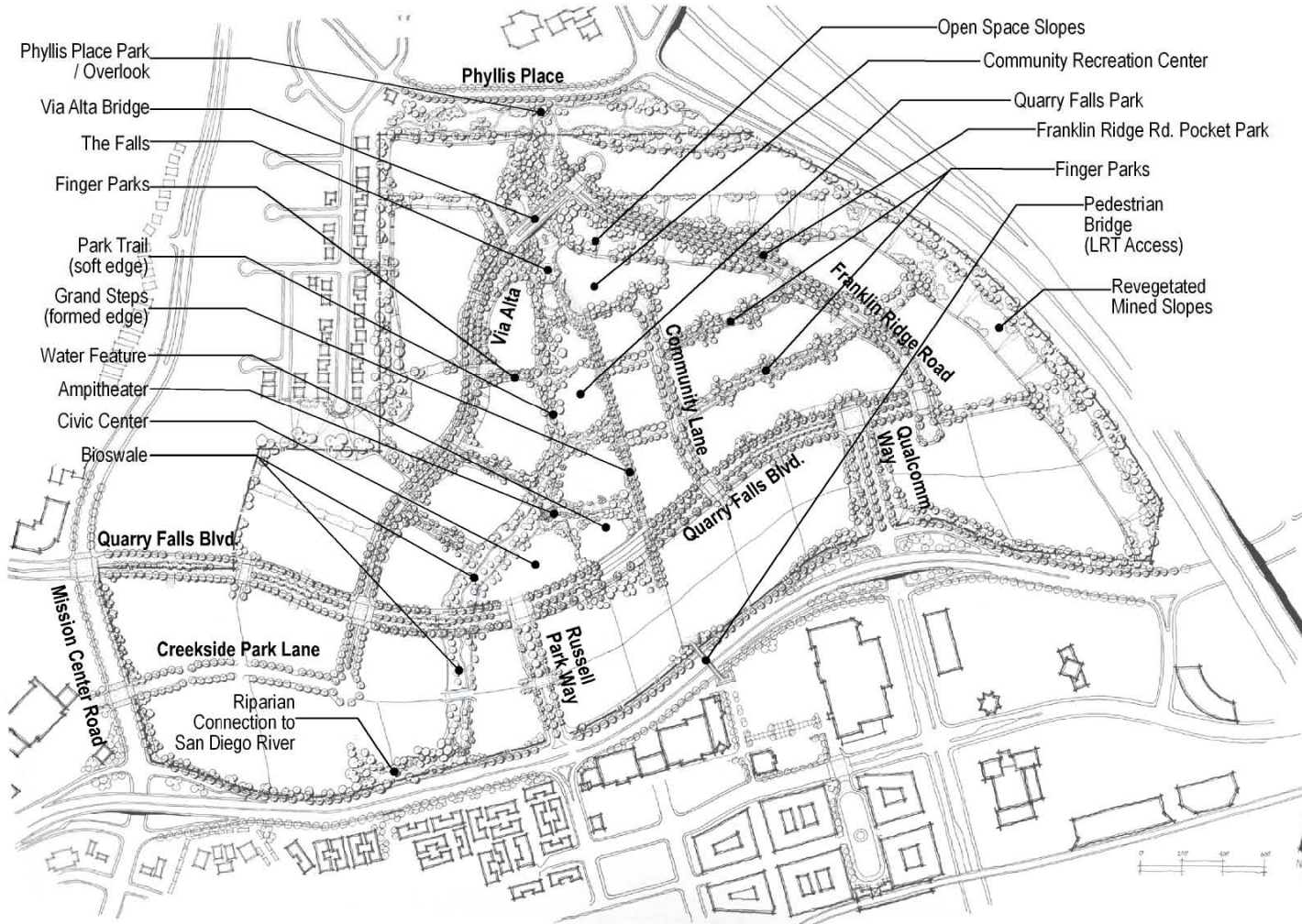


Figure 3-7.
Quarry Falls Open Space, Parks, Recreation and Community Amenities Plan

3.0 PROJECT DESCRIPTION



Figure 3-8.
Quarry Falls Park Conceptual Plan

3.0 PROJECT DESCRIPTION

The Creekside Park is proposed within the Creekside District. Creekside Park would be comprised of two segments, beginning at the southern edge of Quarry Falls Boulevard and culminating adjacent to a detention basin just north of Friars Road. A bioswale would follow the alignment of the park. Creekside Park would be privately owned with an easement to allow for general public use.

The project also proposes more formal areas for concentration of social and civic functions. A public/private Civic Center (see Figure 3-9, *Civic Center*) could be located in the southern portion of the Parks District, which could provide for civic buildings, such as a heritage museum, pre-school, and information center, that would be open to the public. The Civic Center could also include an outdoor amphitheater for outdoor public events, such as concerts and theatrical productions. At the north end of the Park District, a private Community Recreation Center (see Figure 3-10, *Community Recreation Center*) is proposed and could provide for more informal community gatherings, events and recreation. The Community Recreation Center would serve residents in Quarry Falls.

Additional private development area recreation facilities would be provided for residential development within the Ridgetop, Foothills, Terrace and Creekside Districts. The requirements and area devoted to private open space and recreational facilities would be in conformance with the City's Land Development Code and would depend on the zone for each particular development area.

A network of publicly accessible trails and pedestrian amenities is proposed to tie together the various open space, parks, recreation and community activities. A Park Trail is proposed that would traverse the Park from north to south, while a system of Finger Trails is proposed to serve as lateral connections to the various planning districts. The pedestrian trail system, in conjunction with the street network, is proposed to serve pedestrians and bicyclists.

The proposed project would develop 4,780 residential units, which would result in approximately 8,317 new residents to Mission Valley (based on SANDAG's estimate of 1.74 people per household for Mission Valley). Based on the City's requirement of a minimum 2.8 acres of parkland per 1,000 residents, a total of 23.29 useable acres of community and neighborhood park land is required.

As shown by Table 3-4, *Quarry Falls Parks and Recreation Land Use Summary*, a total of 17.5 acres of population-based park area would be provided by the project. The remaining requirement for population-based community park area would be satisfied by the payment of Development Impact Fees (DIF).

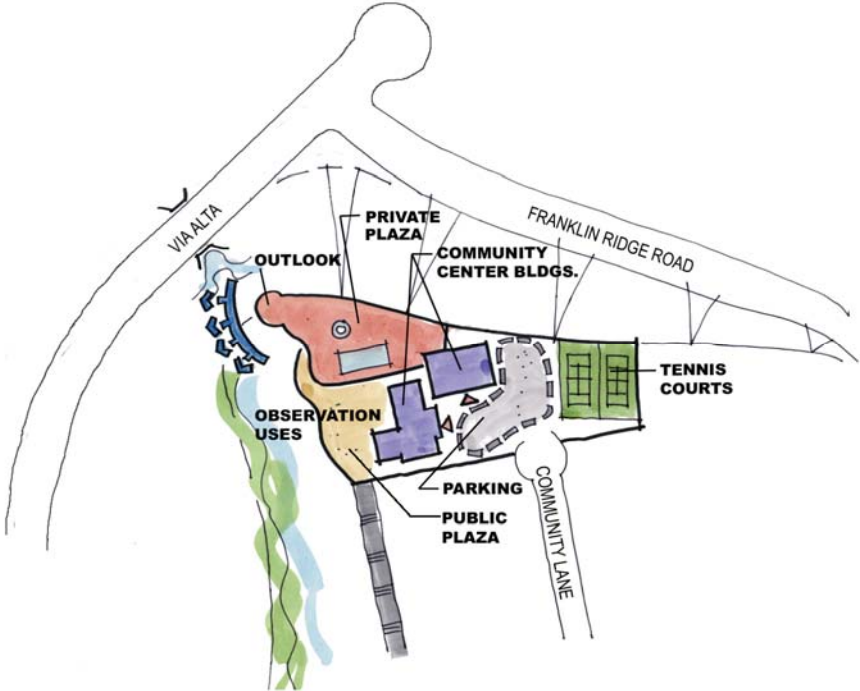


Figure 3-9. Civic Center

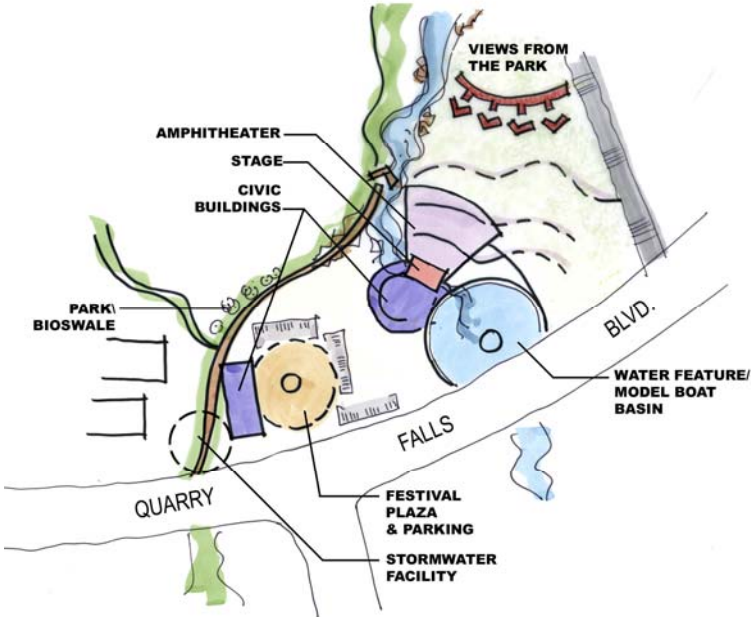


Figure 3-10. Community Recreation Center

**Table 3-4.
Quarry Falls Parks and Recreation Land Use Summary**

Land Use	Area (acres)	Population-Based Park Area (acres)
Parks/Public Open Space	23.0	14.3
The Civic Center	4.6	3.0
The Community Recreation Center	2.1	--
Finger Parks	3.9	--
Franklin Ridge Road Pocket Park	0.2	0.2
Private/Revegetated Slopes	35.6	--
TOTAL	69.4	17.5

- Residential Land Uses** – Residential uses are proposed in the Ridgetop, Foothills, Terrace, and Creekside districts, with additional residential units allowed as part of the mix of uses in the Village Walk district. Residential development in Quarry Falls would consist of a range of residential density and product types, including “for sale” and/or “for rent” units built as condominiums, town homes, apartments and/or flats, row homes, courtyard units, lofts, live/work units, carriage units (dwelling units on one or more floors located above a private garage), senior housing and assisted care units.

The Ridgetop neighborhoods are proposed on a ridge along the northern portion of Quarry Falls (see Figure 3-11, *Ridgetop District Plan*, and Table 3-5, *Ridgetop District – Land Use Summary*). Set at the highest elevations within the Specific Plan area, residential development within the Ridgetop District overlooks the proposed Park, other districts within Quarry Falls, and the valley below. The Ridgetop neighborhoods are proposed as a transition between the existing single family development within the Abbots Hill area of Serra Mesa to the north and west and the more dense urban development proposed within Quarry Falls and that which exists in Mission Valley to the south. The project proposes that development of this planning district occur as residential units in the form of single family detached units on conventional or small lots; as privacy yard homes (the structure adjacent to the side yard has no facing windows or doors) or as attached multifamily units featuring town homes, apartments, flats, row houses, courtyard units, lofts, and carriage units.

Residential neighborhoods are proposed within the Foothills and Terrace planning districts in the central portion of Quarry Falls. The Foothills District would be located between the Quarry Falls Park and the manufactured slopes remaining from use of the property as a resource extraction area (see Figure 3-12, *Foothills District Plan*, and Table 3-6, *Foothills District – Land Use Summary*). As such, this district experiences elevational transitions, with the Ridgetop homes proposed at a higher elevation to the north and the proposed Creekside District set at a lower elevation to the south. This setting allows residents to overlook the system of meandering trails and the Quarry Falls Park proposed for Quarry Falls. The Terrace District is proposed as a residential neighborhood located on the east side of Quarry Falls, bounded by I-805 freeway

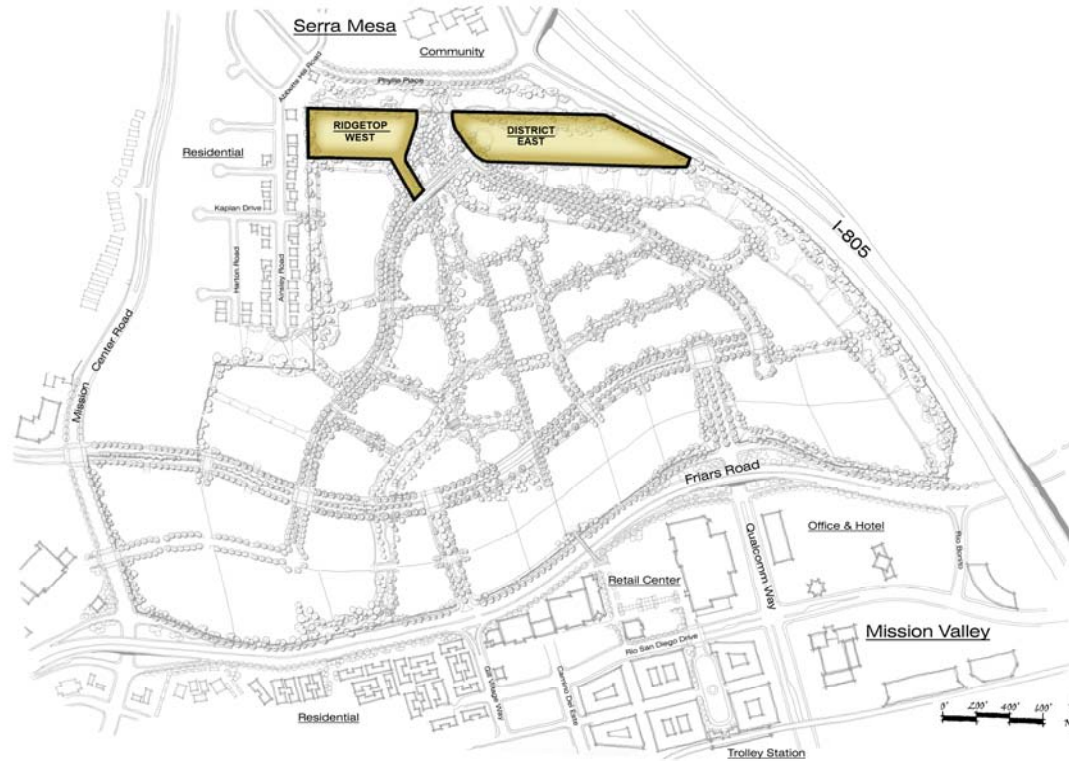


Figure 3-11.
Ridgetop District Plan

Table 3-5.
Ridgetop District – Land Use Summary

Land Use Residential	Allowable Zone(s)	Residential Density Range (dwelling units/ acre) ¹	Net Area (acres) ¹	Development Intensity Range	Target Development Intensity
Ridgetop West	RM-1-1	6 – 14.5	4.0	24 du – 58 du	41 units
Ridgetop East	RM-2-4	6 – 21.8	6.3	37 du – 156 du	59 units

¹ Acreages are approximate and may vary as final mapping for specific development areas occurs.



Figure 3-12.
Foothills District Plan

Table 3-6.
Foothills District – Land Use Summary

Land Use Residential	Allowable Zone(s)	Residential Density Range (dwelling units/acre) ¹	Net Area (acres) ¹	Development Intensity Range	Target Development Intensity
Foothills North	RM-3-7	10 - 43.5	15.4	154 du – 670 du	363 units
Foothills Southwest	RM-3-8	20 – 54.5	9.4	187 du – 510 du	376 units
Foothills Southeast	RM-4-10	20 – 108.9	6.3	126 du – 688 du	383 units
Finger Parks	RM-3-7/RM-4-10	N/A	1.5	N/A	N/A

¹ Acreages are approximate and may vary as final mapping for specific development areas occurs.

slope to the east, the Quarry and Village Walk Districts of Quarry Falls to the south, and the Ridgetop District to the north (see Figure 3-13, *Terrace District Plan*, and Table 3-7, *Terrace District – Land use Summary*). Proposed for the Foothills and Terrace Districts is the development of a variety of residential products, including “for sale” and/or “for rent” units built as condominiums, town homes, apartments and/or flats, row homes, courtyard units, lofts, live/work units, carriage units (dwelling units on one or more floors located above a private garage), senior housing and assisted care units.

The Creekside District is located in the southwest portion of the Quarry Falls Specific Plan area (see Figure 3-14, *Creekside District Plan*, and Table 3-8, *Creekside District – Land Use Summary*). It is influenced by roadways that create its boundaries, as well as its relationship to the activity center created by the Village Walk District immediately east. The western portion of this district would develop with medium to high density uses. Proposed for the eastern portion of the Creekside District is a mix of uses, including neighborhood and community serving retail, boutique office and residential. Traversing the Creekside District would be a linear park that connects the Creekside District to the Park District.

- **School Use Option** – As an option within the residential areas of Quarry Falls, a school may be constructed. The school may serve elementary, middle, or high school students, or a combination of grade levels, and may be public, such as a Charter School, or private. The school could encompass approximately three acres within the Foothills District, proximate to the Civic Center and Park District. If a school occurs in Quarry Falls, it would replace 270 residential units that could have occurred on the school site location.

- **Retail Commercial Uses** - The Village Walk District is proposed as the activity center for Quarry Falls (see Figure 3-15, *Village Walk District Plan*, and Table 3-9, *Village Walk – Land Use Summary*). Located in the southern end of the Specific Plan area with street frontage visible from Friars Road and Quarry Falls Boulevard, the Village Walk District would connect residential developments to the north and west and the employment center within the Quarry District to the east through an array of shops, eateries and active outdoor spaces. Quarry Falls Park would terminate in the Village Walk District. Commercial uses in this area would include lifestyle retail and restaurants with outdoor patios. Lifestyle retail centers provide community gathering places which are typically open-air and designed with an upscale architecture that mirrors the character of surrounding neighborhoods. Lifestyle centers create a critical mass of specialty retailers; open spaces, fountains and areas for casual browsing; and one or more sit down restaurants that may feature outdoor dining areas.

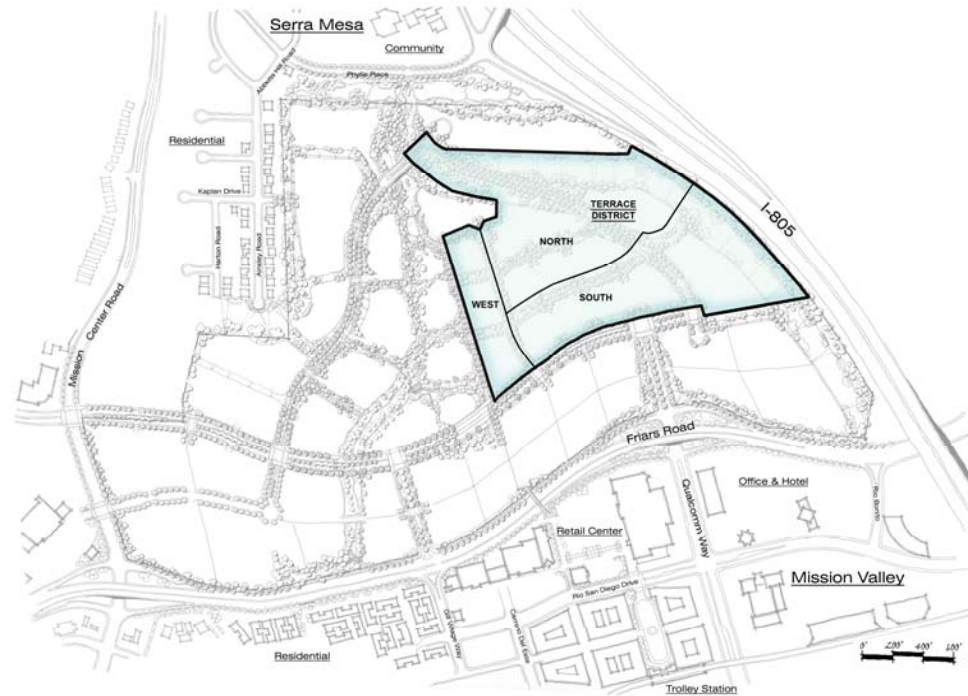


Figure 3-13.
Terrace District Plan

Table 3-7.
Terrace District – Land Use Summary

Land Use Residential	Allowable Zone(s)	Residential Density Range (dwelling units/acre) ¹	Net Area (acres) ¹	Development Intensity Range	Target Development Intensity
Terrace North	RM-3-8	20 – 54.5	11.2	223 du – 608 du	470 units
Terrace West	RM-3-7	10 – 43.6	4.7	48 du – 209 du	154 units
Terrace South	RM-4-10	20 – 108.9	10.5	211 du – 1,147 du	812 units
Finger Parks	RM-3-7/RM-4-10	N/A	2.7	N/A	N/A

¹ Acreages are approximate and may vary by up to 10 percent as final mapping for specific development areas occurs.

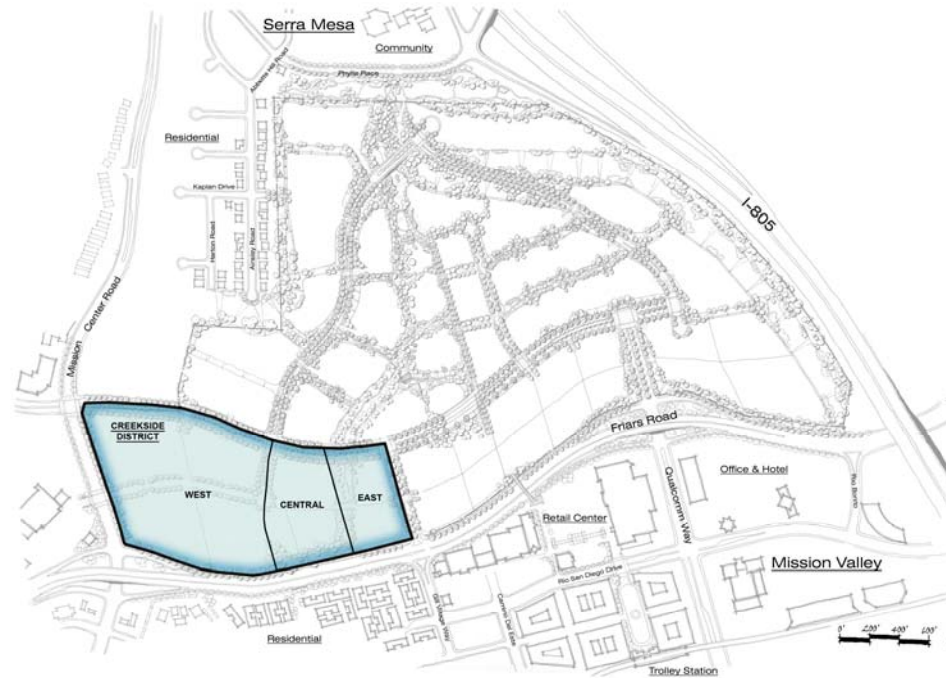


Figure 3-14.
Creekside District Plan

Table 3-8.
Creekside District – Land Use Summary

Land Use	Allowable Zone(s)	Residential Density Range (dwelling units/ acre) ¹	Net Area (acres) ¹	Development Intensity Range	Target Development Intensity
Creekside West Residential	RM-3-9	20 – 72.6	20.5	410 du – 1,490 du	1,353 units
Creekside Central Residential	RM-4-10	40 - 108.9	5.4	215 du – 586 du	358 units
Creekside East Residential Retail and/or Office	CC-3-5	0 - 29.0	5.0	0 du – 145 du 50,000 – 130,000 sq. ft.	84 units 100,000 sq. ft.
Parks/Public Open Space	CC-3-5	N/A	1.5	N/A	N/A

¹ Acreages are approximate and may vary as final mapping for specific development areas occurs.

- **Office/Business Park Uses** - The Quarry District is located in the southeast corner of the Specific Plan area (see Figure 3-16, *Quarry District Plan*, and Table 3-10, *Quarry District – Land Use Summary*). To the north of the Quarry District is the Terrace District, where residential uses would occur, allowing for housing proximate to employment. To the west is the proposed Village Walk District, providing access to regional transit and areas for noontime lunches and shopping. South of this district is Friars Road, providing access via Qualcomm Way to other areas in Mission Valley and beyond. The Quarry District would provide a campus of employment uses. Supporting commercial uses such as a restaurant or café may also occur within this district, as an amenity to office dwellers and as an introduction to the urban village setting of the Village Walk District. As an interim use in this District, asphalt and concrete plants would operate under an amendment to CUP Nos. 5073 and 82-0315 (see Section 3.9).
- **Affordable Housing** - The City of San Diego has adopted Inclusionary Affordable Housing Regulations (Land Development Code Section 142.1300) to encourage diverse and balanced neighborhoods with housing available for households of all income levels. To meet the City's Inclusionary Affordable Housing Regulations, the following requirements apply:

§142.1306 General Inclusionary Affordable Housing Requirements

- (a) At least 10 percent (10%) of the total dwelling units in the proposed development shall be affordable to targeted rental households or targeted ownership households in accordance with Section 142.1309. For any partial unit calculated, the applicant shall pay a prorated amount of the in lieu fee in accordance with Section 142.1310 or provide an additional affordable unit. Condominium conversion units affordable to and sold to households earning less than 150 percent (150%) of the area median income pursuant to an agreement entered into with the San Diego Housing Commission shall not be included in the dwelling units total for purposes of applying the 10 percent inclusionary housing requirement.
- (b) With the exception of condominium conversions of twenty or more dwelling units the requirement to provide dwelling units affordable to and occupied by targeted rental households or targeted ownership households, can be met in any of the following ways:
 - (1) On the same site as the proposed project site.
 - (2) On a site different from the proposed project site, but within the same community planning area. Nothing in this Division shall preclude an applicant from utilizing affordable units constructed by another in accordance with this Division upon approval by the Housing Commission in accordance with the standards set forth in the Inclusionary Affordable Housing Implementation and Monitoring Procedures Manual;



Figure 3-15.
Village Walk District Plan

Table 3-9.
Village Walk District – Land Use Summary

Land Use	Allowable Zone(s)	Residential Density Range (dwelling units/acre) ¹	Net Area (Acres) ¹	Development Intensity Range	Target Development Intensity
Residential, Retail, and/or Office	CC-3-5	0 – 29.0	19.5	0 du – 567 du 250,000 sq. ft. – 650,000 sq. ft.	327 units 547,000 sq. ft.

¹ Acreages are approximate and may vary as final mapping for specific development areas occurs.

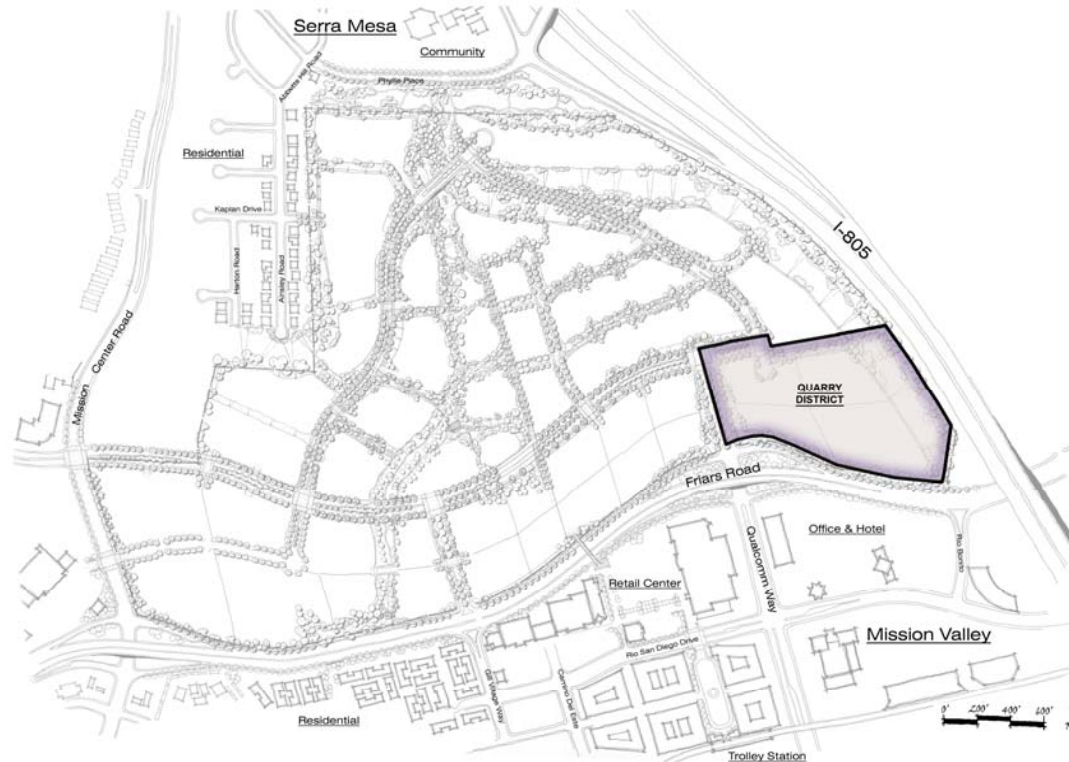


Figure 3-16.
Quarry District Plan

Table 3-10.
Quarry District - Land Use Summary

Land Use	Allowable Zone(s)	Net Area (acres) ¹	Development Intensity Range	Target Development Intensity
Office/Business Park, Support Commercial Interim Use: Asphalt and Concrete Plants	IL-3-1 CUP (183194)	12.9	345,000 sq. ft. – 750,000 sq. ft.	576,000 sq. ft.

¹ Acreages are approximate and may vary as final mapping for specific development areas occurs.

- (3) On a site different from the proposed project site and outside the community planning area if the applicant has obtained a variance in accordance with Section 142.1304. Nothing in this Division shall preclude an applicant from utilizing affordable units, constructed by another applicant from utilizing affordable units, constructed by another applicant in accordance with this Division, upon approval by the Housing Commission pursuant to the standards set forth in the Inclusionary Affordable Housing Implementation and Monitoring Procedures Manual;
- (4) Payment of an in lieu fee in accordance with the provisions of Section 142.1310; or
- (5) Any combination of the requirements of this Section.

The Quarry Falls project proposes 10 percent of residential units provided by the project as affordable in accordance with Section 142.1309 of the City's Land Development Code.

3.3.4 Circulation Plan

The Quarry Falls project site is currently served by existing public streets within Mission Valley, which connect to and through the Specific Plan area. The primary east-west local access is provided by Friars Road, which forms the southern border for Quarry Falls. Mission Center Road along the western border of the proposed Specific Plan area provides north-south access. It connects I-8 with Friars Road and extends north into Serra Mesa connecting to Murray Ridge Road, which provides access to the I-805 freeway. If the Quarry Falls project is approved, Qualcomm Way would be extended into the site from its current terminus at Friars Road as part of the proposed project to provide a north-south entry into the Specific Plan area.

Vehicular circulation within Quarry Falls is proposed as a network of seven main public roads that connect each planning district. Additional internal private streets and drives would provide access to development within each district. The proposed streets have been designed in accordance with City regulations with the exception of diagonal parking on Quarry Falls Boulevard and Russell Park Way and the street grade for Qualcomm Way and the northern portion of Franklin Ridge Road, which have been designed and accepted using the City's Deviation from Standards process. All streets would accommodate fire and emergency vehicles. Additionally, an emergency access would be provided in the northwestern portion of the Foothills District at the terminus of Kaplan Drive in the adjacent Abbots Hill neighborhood of Serra Mesa.

Figure 3-17, *Quarry Falls Vehicular Circulation Plan*, depicts the circulation plan proposed for Quarry Falls and designates the classification of roads designed to serve development with the Specific Plan area. Provided below is a brief description of primary roadways proposed for Quarry Falls. Additionally, local streets and private drives would be utilized to provide access from the primary roadways described above through individual residential neighborhoods and commercial developments.

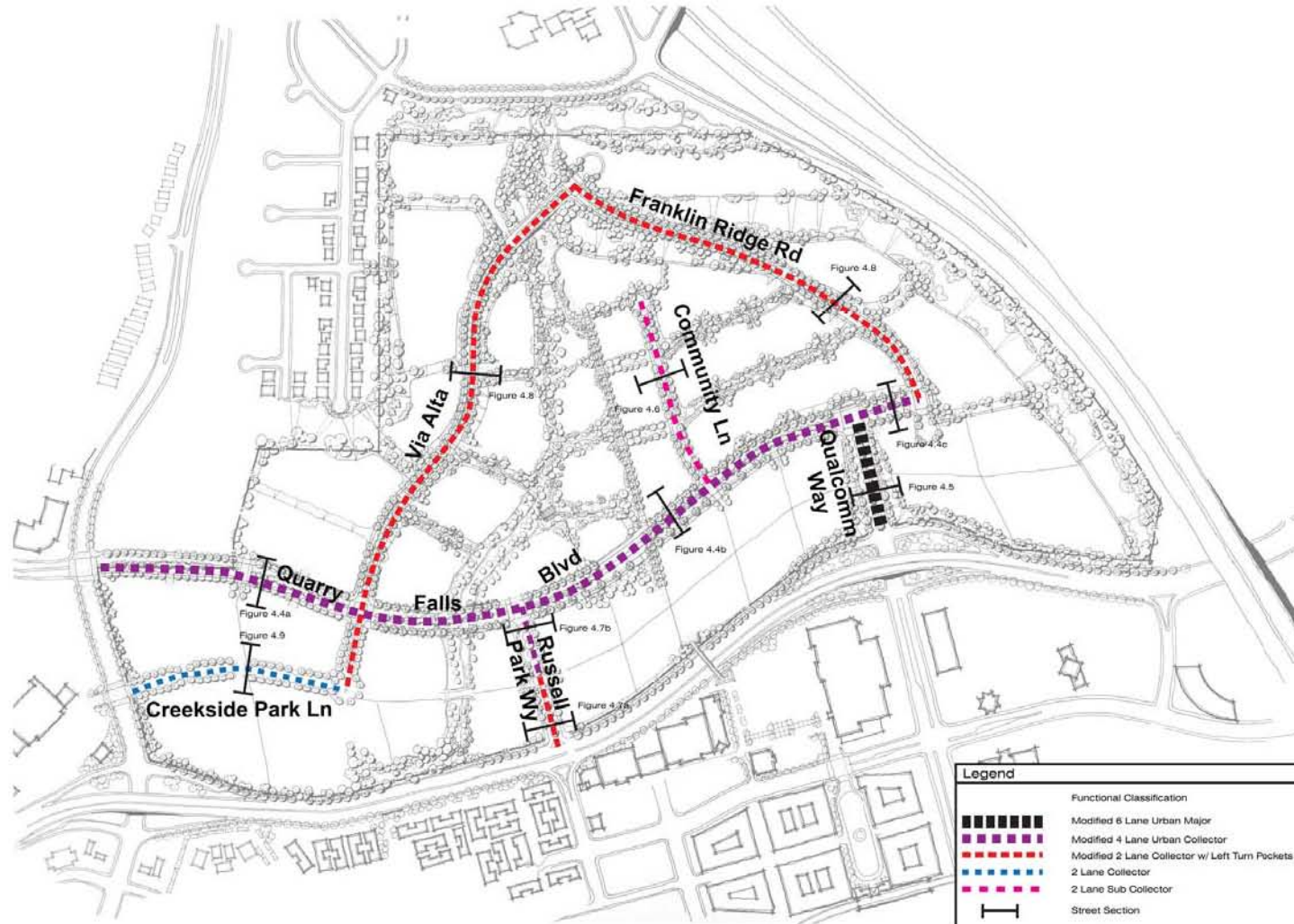


Figure 3-17.
Quarry Falls Vehicular Circulation Plan

3.0 PROJECT DESCRIPTION

- North Side of Friars Road** (Figure 3-18) - The north side of Friars Road along the Quarry Falls frontage would be constructed with a 22-foot distance from the curb line to the edge of the right-of-way. Included within this distance is a 15-foot landscape parkway behind the curb with street trees and a six-foot wide noncontiguous sidewalk. In some areas, the 15-foot wide parkway landscape area may need to slope from curb to sidewalk due to existing topography along the north side of Friar’s Road. In these situations, the landscape area would not slope greater than 20 percent from sidewalk to curb (one-foot vertical to five-foot horizontal). Sidewalks from within Quarry Falls (Creekside, Village Walk and Quarry Districts) would extend to the south and meet the sidewalk on the north side of Friars Road. In addition, the Friars Road sidewalk would connect to the pedestrian bridge over Friars Road when the bridge is constructed. The width of the parkway would be reduced below the bridge.

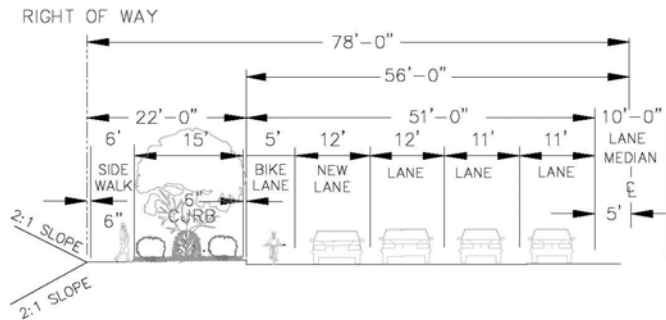


Figure 3-18. North Side of Friars Road

- Quarry Falls Boulevard** (Figure 3-19, Figure 3-20, and Figure 3-21) - Quarry Falls Boulevard would be constructed as the primary circulation spine for Quarry Falls. Paralleling Friars Road, Quarry Falls Boulevard would provide a vehicular, pedestrian, and bicycle connection between Mission Center Road on the west and Qualcomm Way on the east. The Specific Plan includes varying treatments for Quarry Falls Boulevard as it extends from Mission Center Road to Via Alta and Qualcomm Way to Franklin Ridge Road.

From Mission Center Road to Via Alta (Figure 3-19), Quarry Falls Boulevard would be constructed as a modified four-lane urban collector roadway from its beginning at Mission Center Road to Via Alta. A 20-foot wide median would separate travel lanes.

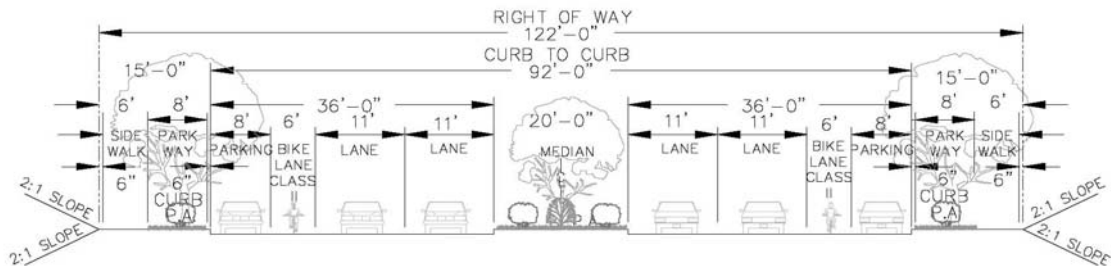


Figure 3-19. Quarry Falls Boulevard – Mission Center Road to Via Alta

3.0 PROJECT DESCRIPTION

Between Via Alta and Qualcomm Way (Figure 3-20), Quarry Falls Boulevard would transition to a 129-foot wide right-of-way to allow for diagonal parking on the south side of the roadway along the Creekside and Village Walk Districts, with parallel parking on the north side of the Boulevard. Except at turn lanes, a 20-foot wide median is proposed through this section, as well as Class II bikeways, six-foot wide sidewalk separated from the roadway and an eight-foot wide landscaped parkway.

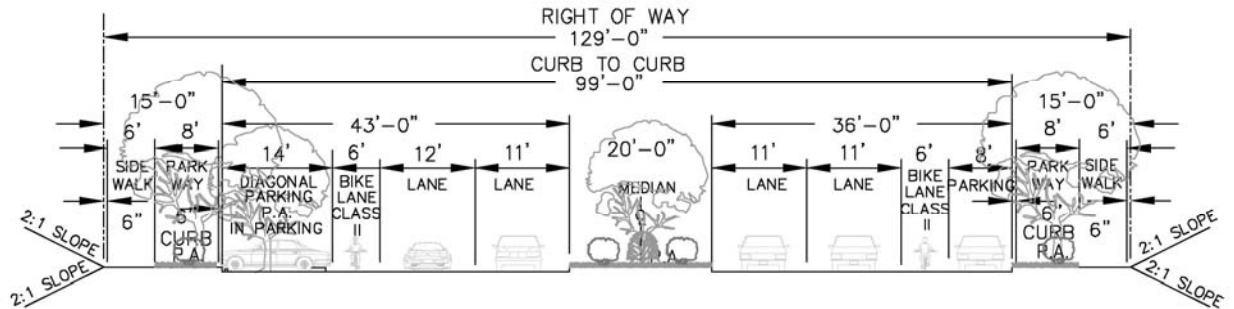


Figure 3-20. Quarry Falls Boulevard – Via Alta to Qualcomm Way

Between Qualcomm Way and Franklin Ridge Road (Figure 3-21), Quarry Falls Boulevard would be constructed as a 94-foot wide street within a 124-foot wide right-of-way. A 14-foot wide median would separate travel lanes. A six-foot wide sidewalk would be separated from the roadway by an eight-foot wide parkway.

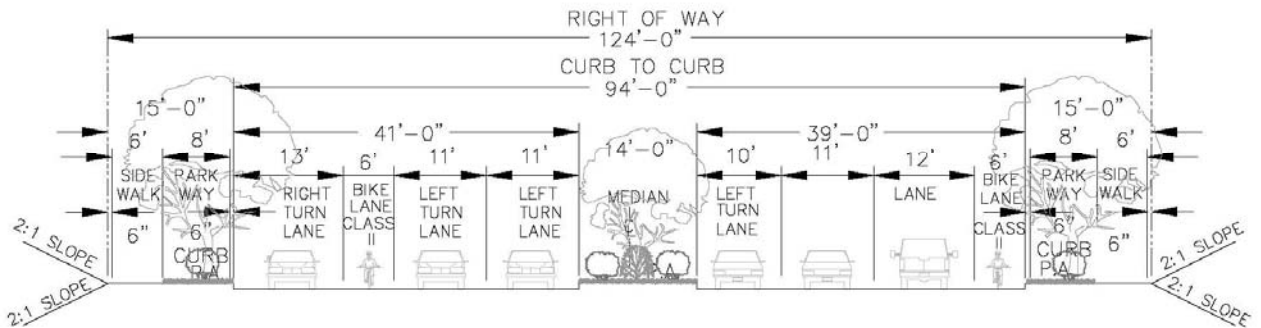


Figure 3-21. Quarry Falls Boulevard – Qualcomm Way to Franklin Ridge Road

3.0 PROJECT DESCRIPTION

- Qualcomm Way** (Figure 3-22) - Qualcomm Way would extend from its current terminus just north of Friars Road into Quarry Falls. Qualcomm Way would be constructed within Quarry Falls as a modified six-lane urban major street with a 16-foot wide center median. A six-foot wide sidewalk would occur along the roadway with an eight-foot wide landscaped median separating the sidewalk from the development area.

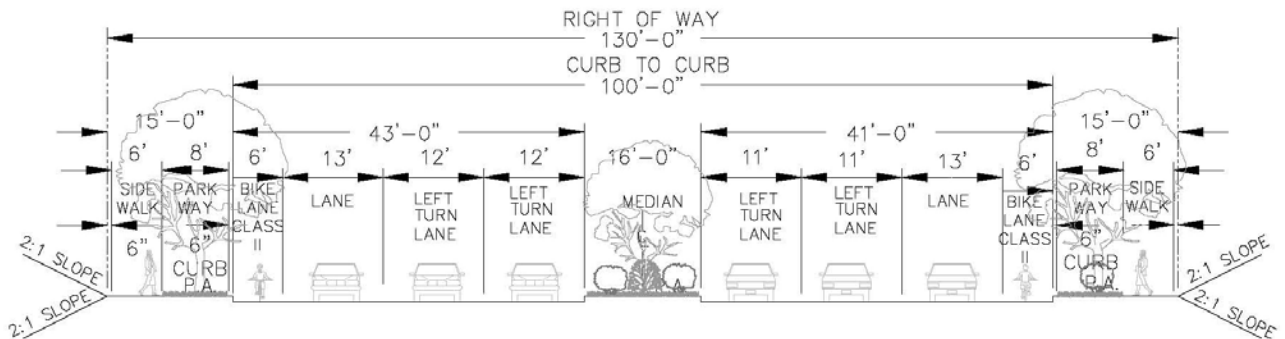


Figure 3-22. Qualcomm Way

- Community Lane** (Figure 3-23) - Community Lane is a local street proposed to extend north of Quarry Falls Boulevard and would be constructed as a two-lane subcollector within a 64-foot wide right-of-way (34 feet curb-to-curb), with parallel parking on both sides. A six-foot wide sidewalk, separated from the street by an eight-foot wide parkway, would occur on both sides of the street.

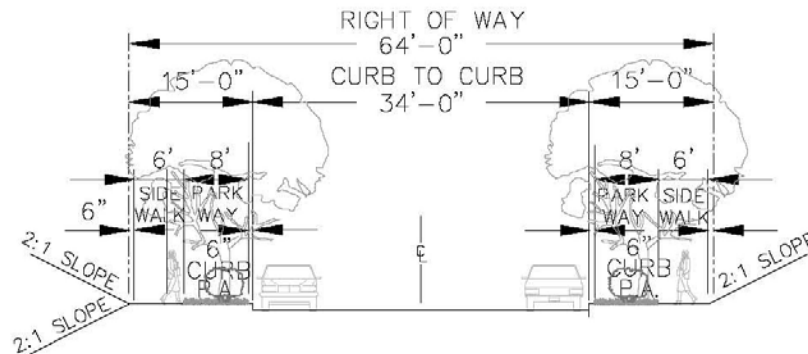


Figure 3-23. Community Lane

3.0 PROJECT DESCRIPTION

- Creekside Park Lane** (Figure 3-24) – Creekside Park Lane connects Mission Center Road and Via Alta, providing additional vehicular and pedestrian circulation within the Creekside District. This street would be constructed as a two-lane collector within a 66-foot wide right-of-way (36 feet curb-to-curb) with parallel parking on both sides. A six-foot wide sidewalk, separated from the street by an eight-foot wide parkway would occur on both sides of the street.

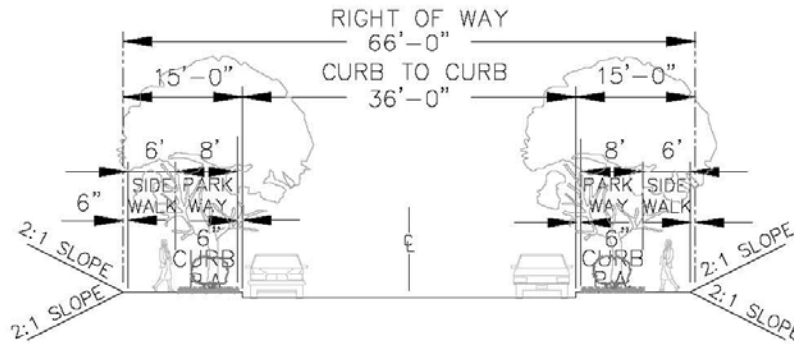


Figure 3-24. Creekside Park Lane

- Russell Park Way** (Figure 3-25a and Figure 3-25b) - Russell Park Way would provide access into Quarry Falls from Friars Road for right-turn in/right-turn out only movements without installing a traffic signal on Friars Road. It would enter Quarry Falls as a modified two-lane collector constructed within a 98-foot wide right-of-way (Figure 3-25a). Class II bikeways would be provided on both sides of the street that connect to existing bike lanes on Friars Road. No parking would be permitted along this portion of Russell Park Way at its entry point into Quarry Falls. Russell Park Way would transition to four-lanes within a 112-foot right-of-way as it approaches Quarry Falls Boulevard and allow for diagonal parking on the west side of the roadway (Figure 3-25b). An eight-foot wide landscaped parkway would separate a six-foot wide sidewalk on both sides of Russell Park Way along its entire length.

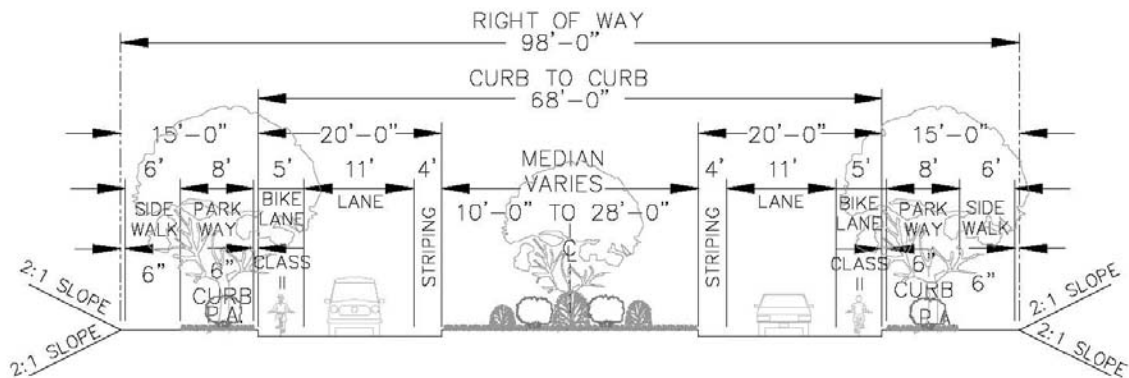


Figure 3-25a. Russell Park Way

3.0 PROJECT DESCRIPTION

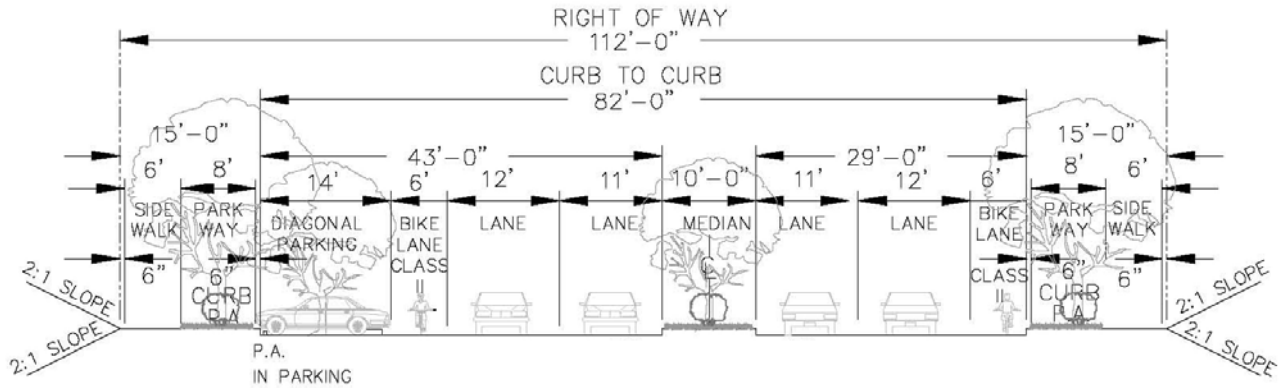


Figure 3-25b. Russell Park Way

- Via Alta and Franklin Ridge Road** (Figure 3-26) - Via Alta and Franklin Ridge Road would provide north-south travel through Quarry Falls. Via Alta begins at the Creekside District in the western portion of Quarry Falls, traversing the Foothills District. Franklin Ridge Road begins at the eastern terminus of Quarry Falls Boulevard and traverses the Terrace District. These streets have been designed to meet in the northern portion of the Specific Plan and would be constructed as modified two-lane collector roads with left-turn pockets within 86-foot wide rights-of-way and with a 16-foot wide median. The median would be reduced in width to six feet in order to allow for turn lanes. Class II bikeways and a six-foot wide sidewalk, separated from the streets by an eight-foot wide parkway, would occur on both sides of Via Alta and Franklin Ridge Road. Neither street would allow for parking.

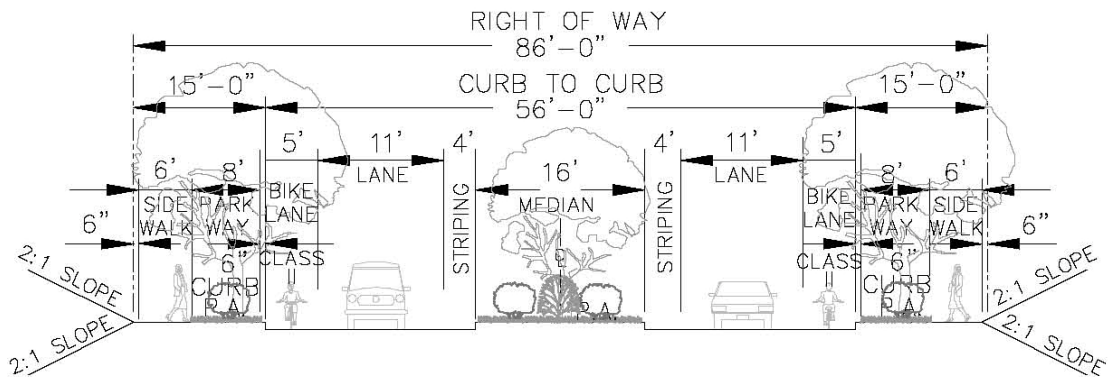
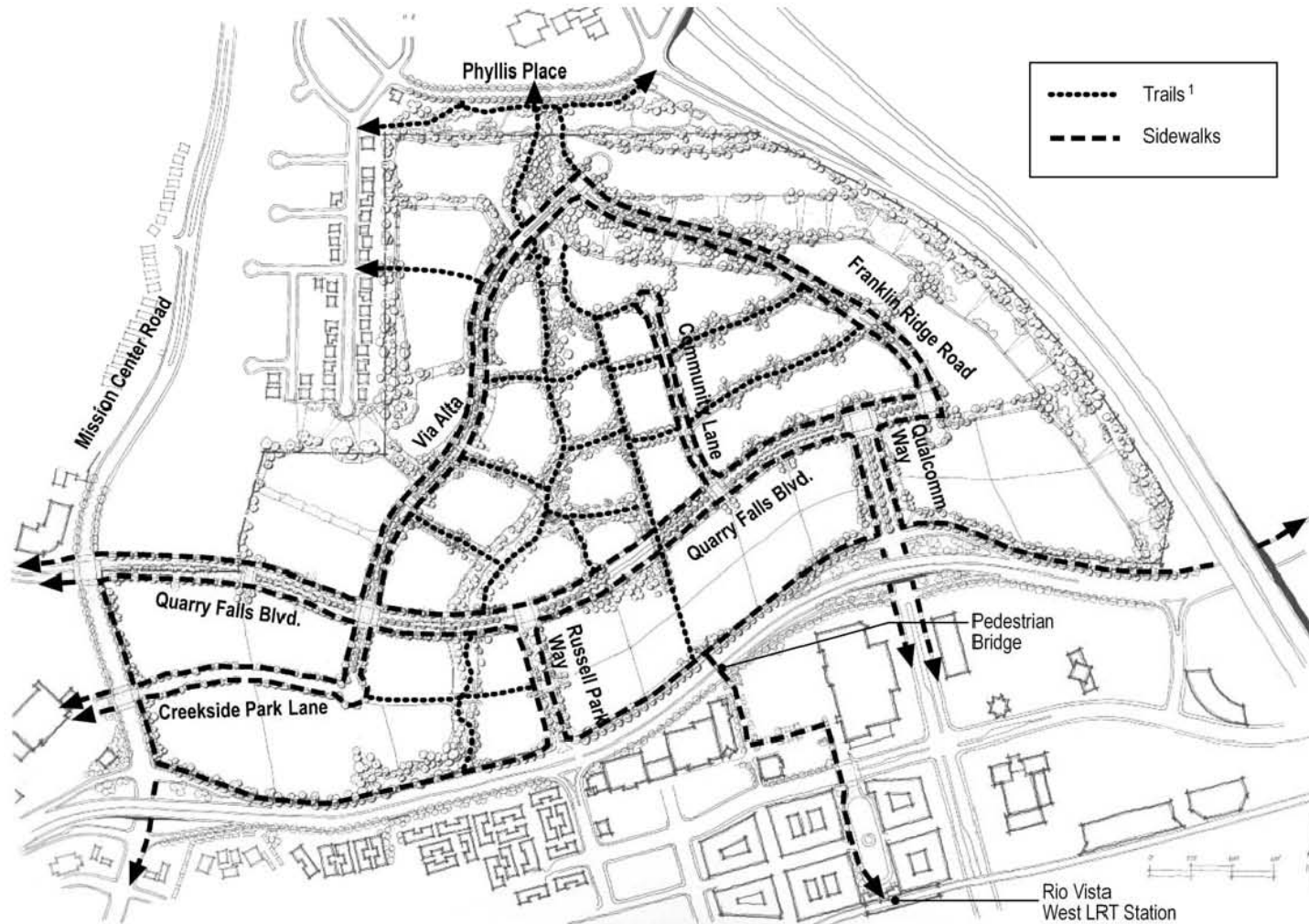


Figure 3-26. Via Alta and Franklin Ridge Road

3.0 PROJECT DESCRIPTION

provided along local streets and private drives in accordance with the City of San Diego Street Design Manual.

Additionally, the project proposes Class II and Class III bicycle facilities along all public streets. Class II bikeways are restricted rights-of-way located on the paved road surface of the traffic lane nearest the curb and identified by special signs, lane striping, and other pavement markings. Class III bikeways are shared rights-of-way designated by signs only, with bicycle travel sharing the roadway with pedestrian and motor vehicles. Class II bikeways are proposed along Quarry Falls Boulevard, Russell Park Way, Via Alta, Franklin Ridge Road, and Qualcomm Way. Class III bikeways are proposed on Community Lane and Creekside Park Lane (see Figure 3-29, *Quarry Falls Bikeways*).



¹ May be constructed from a variety of materials including concrete, asphalt, and permeable materials

Figure 3-28.
Pedestrian Circulation

3.3.5 Landscape Plan

The Conceptual Landscape Plan for Quarry Falls (presented in Figure 3-30, *Conceptual Landscape Plan*) proposes a landscape framework for future development proposals. The Conceptual Landscape Plan focuses on landscaping the Quarry Falls Park with its various components to set the tone for the landscape in the planning districts. Included in the Landscape Element of the Specific Plan are also guidelines for street trees, median plantings, landscaped trails and pedestrian areas, and landscape treatments for special treatment areas, such as the mined slopes and transition areas. A list of recommended plant material for the various landscape treatment areas is included in Appendix A of the Specific Plan.

All landscaping of perimeter slopes, street-scenes, individual development areas, and special treatment areas would tie into the proposed Quarry Falls Park. The Quarry Falls Park would be landscaped with a variety of plantings, including open lawn areas, shrubs, trees, and formal plantings. Landscaping for the Finger Parks with small evergreen trees and shrubs is proposed to screen views into surrounding residential units.

Landscaping of the streets within Quarry Falls is proposed as planted parkways and medians and the use of street trees. Streetscape treatments would occur on the north side of Friars Road, the east side of Mission Center Road, and along Via Alta, Qualcomm Way, Community Lane, Russell Park Way, Franklin Ridge Road, Creekside Park Lane, and Quarry Falls Boulevard within the project site.

3.3.6 Design Standards/Architectural Design and Site Planning Guidelines

The Quarry Falls Specific Plan proposes development standards and architectural design and site planning guidelines that are intended to serve as a methodology for achieving a high quality, aesthetically cohesive community as development occurs in Quarry Falls. The proposed development standards and design guidelines are based on the following design objectives presented in the Draft Specific Plan:

- Provide the City with the necessary assurances that the Quarry Falls Specific Plan will develop in the manner intended and envisioned by this Specific Plan.
- Serve as a manual for developers, builders, engineers, architects, landscape architects and other professionals to maintain the desired characteristics established by this Specific Plan.
- Provide City staff with a template upon which future development projects can be compared.
- Accommodate flexibility for innovative and creative design solutions that respond to contemporary market trends throughout the lifetime of Quarry Falls.

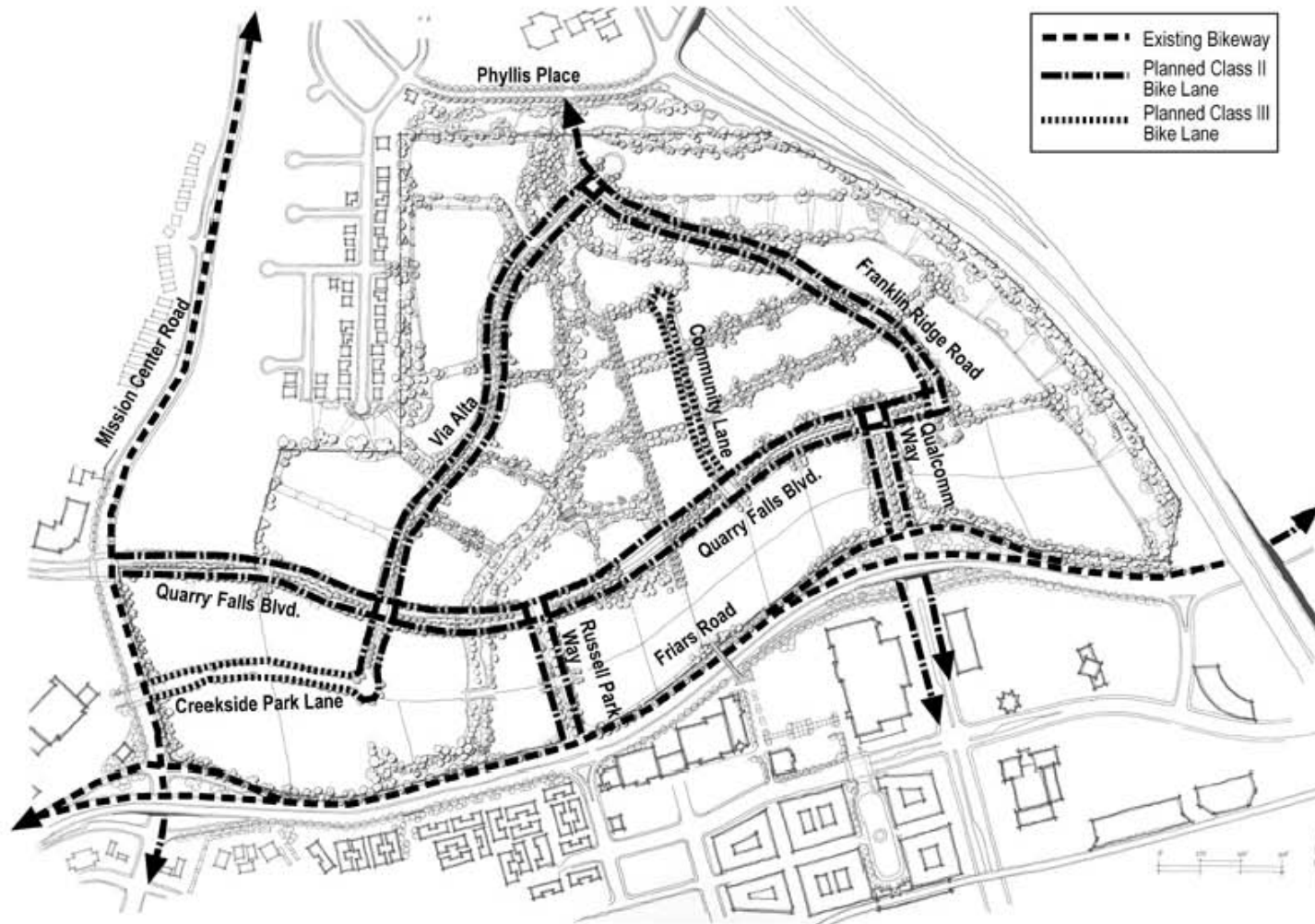


Figure 3-29.
Quarry Falls Bikeways

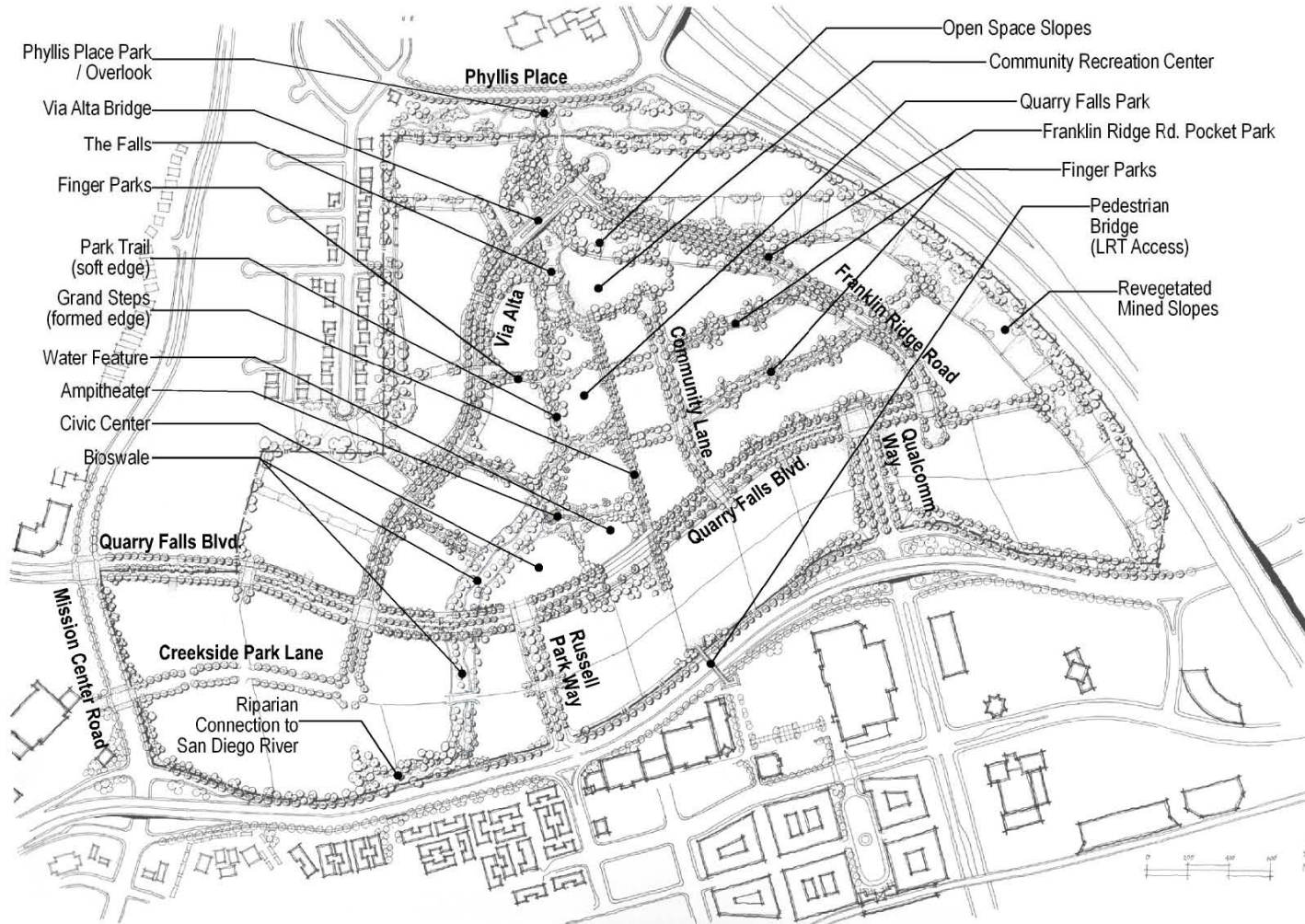


Figure 3-30.
Conceptual Landscape Plan

- Create a high quality community that will maintain and enhance its economic value and generate tax revenue for the City.
- Facilitate the development of an integrated community based on the strong influence of the Quarry Falls Park and its various amenities.
- Establish a viable and attractive circulation network accessible to vehicles, bicycles and pedestrians which connects the planning districts within Quarry Falls and facilitates access to the park infrastructure.

General Site Planning Guidelines

As proposed, Quarry Falls would be developed with residential neighborhoods (the Ridgetop, Foothills, Terrace and Creekside Districts), a mixed-use urban core (the Village Walk District) and employment areas (the Quarry District) centered on a central north-south public park. The Quarry Falls Specific Plan proposes that site design and building layouts reflect an overall development as a single community where site planning integrates and connects with adjacent development and planning districts through compatible landscaping palettes, building placements, and neighborhood linkages. Pedestrian access through and between planning districts, as well as the proposed trail system for Quarry Falls, are proposed to promote pedestrian accessibility. The proposed Specific Plan encourages vehicular access to individual residential units with street frontage to be from internal private driveways in order to enhance the walkability of the street system.

General Architecture Guidelines

The type of architecture within a particular planning district in Quarry Falls would be determined at the time a given parcel is brought forward for development. The design of the architecture ultimately selected for each planning district would depend on market trends and design styles at the time of development. The proposed Specific Plan encourages different architectural styles intended to co-exist in the overall Specific Plan to provide for independent and distinct neighborhood character and identifying elements. The use of a variety of building materials is recommended to provide additional opportunity to create unique elements within each neighborhood. When several different styles are planned in a single development project, the Specific Plan requires that architectural styles be carefully evaluated to ensure a consistent palette of building materials and complementary color schemes, in conjunction with a unifying landscape scheme, be used to tie several architectural styles together and create a cohesive community character.

General Building Placement and Massing

The proposed Specific Plan requires that building placement consider indoor and outdoor privacy, solar access and overall aesthetic appearance. To avoid sharp edges which often occur as individual builders develop at different times within the various planning districts, the Specific Plan recommends that building placement provide see-throughs and/or passageways between buildings of adjacent development areas. The Specific Plan discourages the use of uninterrupted walls of structures and allows buildings to be clustered and arranged as individual residences (such as small lot and courtyard projects) or groups of residential units occurring as staggered, informally sited clusters. Grouping of buildings in clusters and arranged around courtyards or small plazas is also suggested as a way to create public gathering areas and places to socialize. To avoid monotony in visual appearance, the Specific Plan discourages buildings sited in rigid, parallel fashion and

recommends that setbacks from streets vary to maximize streetscape interest.

In the residential districts (Ridgetop, Terrace, Foothills, and Creekside), variable setbacks and projections, as well as buildings with stepped forms, are recommended to create interest and maximize view opportunities. Decks and balconies are recommended in the Specific Plan to capture outdoor space and dramatic views. The proposed Specific Plan requires that variety in structures and exterior elements to avoid creation of monotonous development and encourage massing articulation of projections such as balconies, decks, roof overhangs, trim moldings and fascia to enhance building appearance through creation of shadows.

For the project's proposed urban core – the Village Walk District – the proposed Specific Plan suggests that this area be characterized by activities such as shopping, entertainment, dining and promenade walking. Buildings within Village Walk are proposed as a retail center with a variety of building forms with open areas for outdoor dining, retail shopping and entertainment. Massing should be oriented toward the pedestrian promenade. Amenities for the retail center would include landscaped plazas, water features, public art/sculptures, and enriched paving.

The proposed Specific Plan suggests that the Quarry District feature vertical massing of office buildings clustered in a campus form to allow for areas of common open space and to create opportunities for courtyards and sculptures. The Quarry District is proposed to be a well-lit space with high visibility to encourage safe use of outdoor amenities beyond normal work hours.

Material, Texture and Colors

Materials within Quarry Falls would consist of wood, stucco, brick and stone. Metal and glass buildings would be allowed with exceptional architectural and landscape treatment. The predominant palette of color would be natural earthtones. Accent colors may be used to accentuate buildings in order to add interest. Paths would be surfaced with decomposed granite, stone, asphalt or concrete. Lighting would be used for security purposes and to illuminate focal areas and paths.

Roof Treatment

A variety of roof types are proposed for structures in Quarry Falls, including hip roofs, gable roofs and pitched roofs. Mansard, gambrel and flat roofs would not be recommended for use on detached residential, but would be permitted on attached residential buildings and in the retail commercial and office/business park developments. The proposed Specific Plan calls for roof forms in areas at lower elevations to be aesthetically pleasing to districts in higher elevations looking down. Use of clay, concrete or stone tile is encouraged. A variation in roof design and heights to include such elements as trellises, awnings, chimneys, etc. would be permitted within Quarry Falls.

Entries and Signage

The project proposes entries into planning districts as two primary forms: 1) pedestrian/bicycle entries via the paths, trails and sidewalks; and 2) vehicular entries via public streets, accessways and private drives. All vehicular entries into Quarry Falls would have highly visible signs and monument identification signifying a major entry into the project. The Quarry Falls Specific Plan also proposes that entries reflect the influence of the planning district(s) where they occur.

The Quarry Falls Specific Plan proposes to incorporate four levels of signage: major project entry monumentation, project directional signage, tenant and address signage, and street and traffic control signage. These various levels of signage share common forms and materials to establish a unified character. The proposed Specific Plan requires that the character and form of all signage within Quarry Falls respond to the informal character of Quarry Falls. All signs shall conform to sign regulations set forth in Land Development Code Section 142.1201.

As shown in Figure 3-31, *Quarry Falls Entries and Monuments Locations*, main vehicular project entries into Quarry Falls will occur at four locations:

- Qualcomm Way at Friars Road (south)
- Russell Park Way at Friars Road (south)
- Quarry Falls Boulevard at Mission Center Road (west)
- Creekside Park Lane at Mission Center Road (west)

Monument signs will occur at five key intersections:

- Friars Road and Mission Center Road
- Quarry Falls Boulevard and Via Alta
- Quarry Falls Boulevard and Russell Park Way
- Quarry Falls Boulevard and Community Lane
- Quarry Falls Boulevard and Qualcomm Way

Smaller monuments would be used to identify the entries into individual neighborhood development projects within Quarry Falls. Figure 3-32, *Quarry Falls Monuments and Entries*, and Figure 3-33, *Individual Project Entries*, illustrate a suggested style for the use of stone and concrete as entry monuments.

Walls and Fencing

Walls and fencing within Quarry Falls would comply with Section 142.0300 of the City's Land Development Code. Additionally, the Specific Plan proposes that design of walls and fences avoid long, monotonous or awkward sections of fencing. The Specific Plan encourages using a combination of open and solid wall fence styles which change angles and directions and that long, straight runs of a single fence are monotonous and should be avoided. In addition, landscaping, such as trees, shrubs or vines, is proposed to soften the appearance of the wall or fence.

The design of specific wall and fence types, as proposed in the Quarry Falls Specific Plan, include the following:

- **Perimeter Wall and Fence Conditions.** Walls and fences which serve as a development exterior boundary would be five or six feet in height from the highest finished grade (unless a greater height is required for noise attenuation or safety purposes). These walls and/or fences are intended to provide physical and visual separation from an adjacent project area or street. The Specific Plan requires that all perimeter walls and fences be attractive and compatible with the community design.

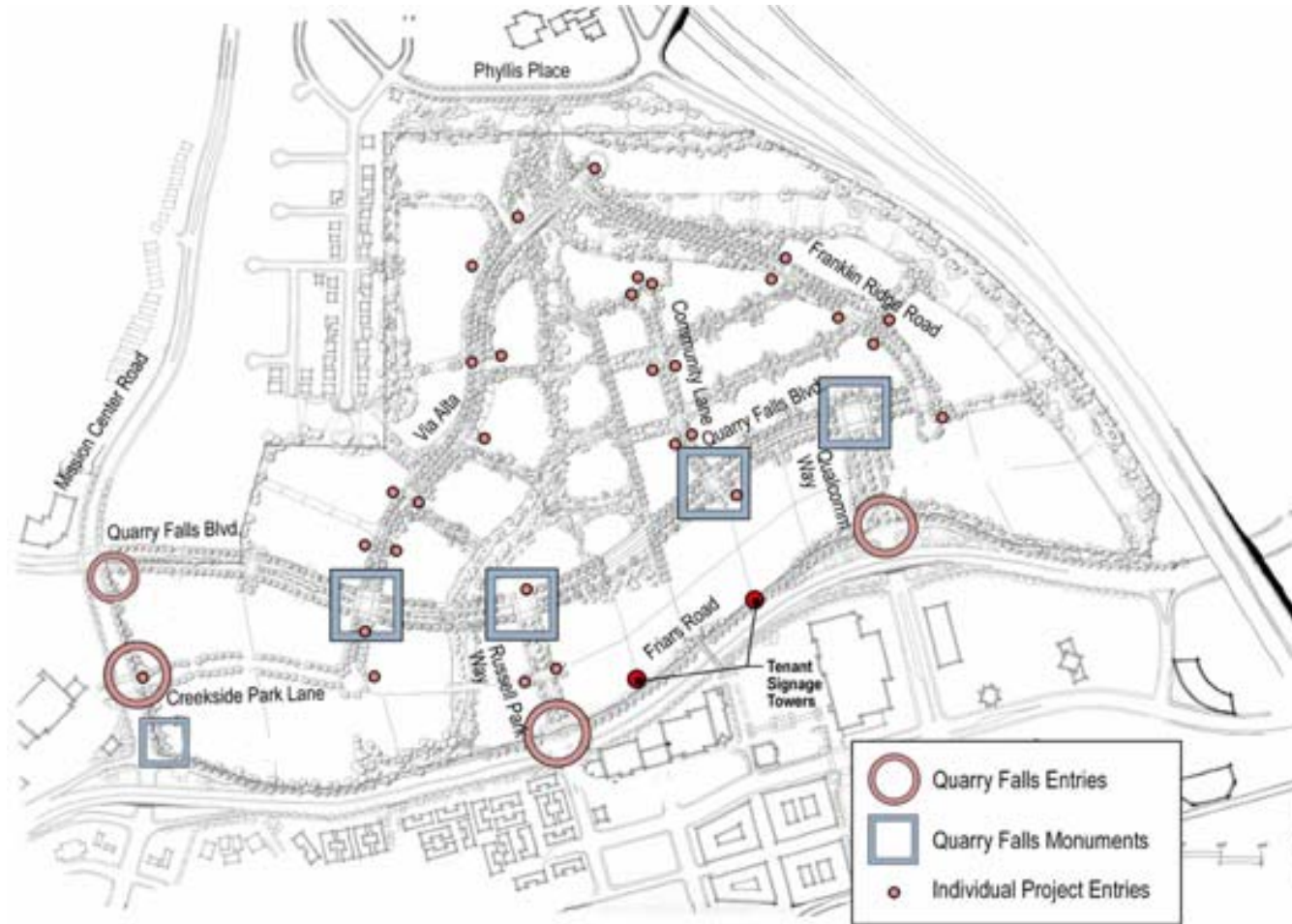


Figure 3-31.
Quarry Falls Entries and Monuments Locations

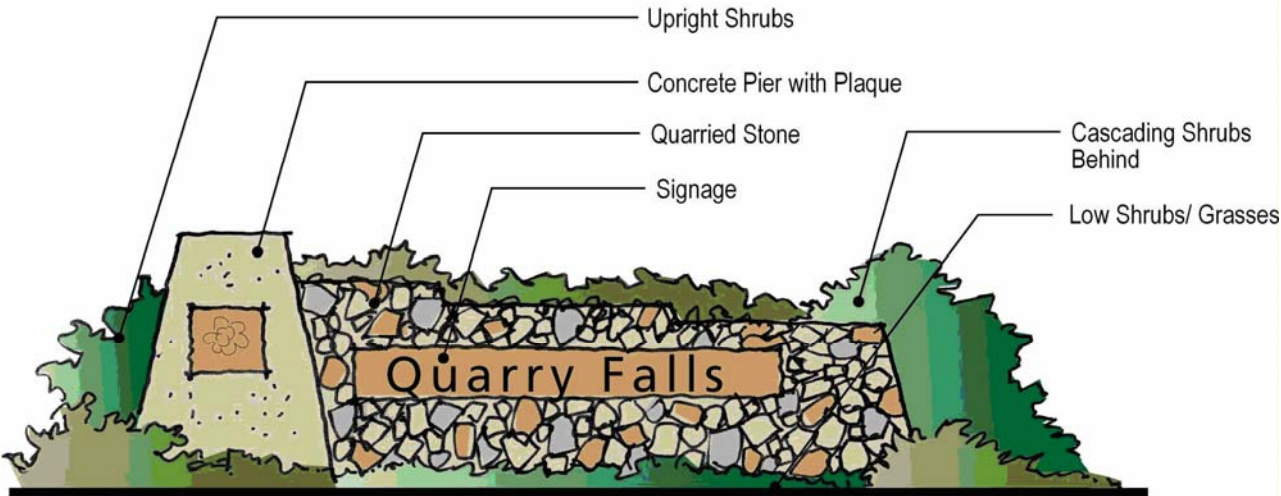


Figure 3-32. Quarry Falls Monuments and Entries

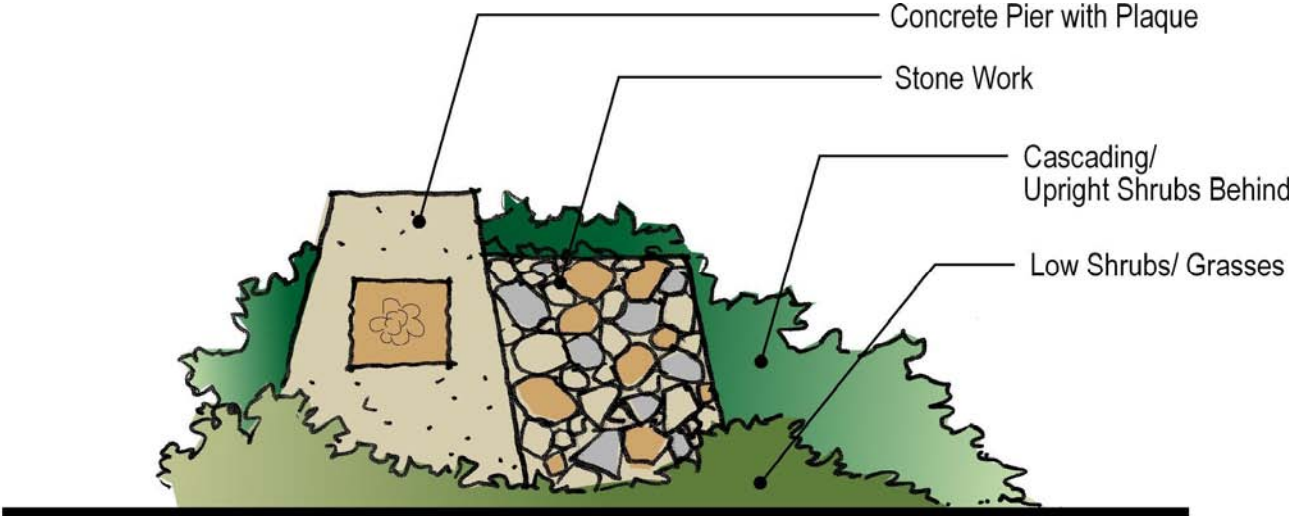


Figure 3-33. Individual Project Entries

- **Residential Conditions.** Walls and fences used in residential yards would not exceed five or six feet in height as measured from the point of highest elevation. Front yard fence heights would not exceed three feet and would be coordinated with the side yard and in conformance with the fence regulations set forth in the City's Land Development Code (LDC Section 142.0300).
- **Finger Trails.** Fencing along the Finger Trails would be low in profile and height to allow visual interaction with the trails but to provide necessary privacy and security for residents. Fencing, when necessary, would occur at the trail edge to define the public realm of the trail and would be organic in nature to blend with the natural condition of the Finger Trails.
- **Retaining Walls.** Retaining and plantable crib walls are allowed throughout the Specific Plan area to accommodate elevational changes within development areas, as well as in the perimeter of development areas and at the base of mined slopes. Retaining/crib walls would comply with the City's Land Development Code (LDC Section 142.0300). In special circumstances requiring flexibility, the Specific Plan proposes that retaining and crib walls incorporated into the landscape may be permitted through a Process 1 Substantial Conformance Review.
- **Noise Walls.** As addressed in Section 5.5, *Noise*, of this Program EIR, some residential development areas would be exposed to significant noise levels on arterial streets. Measures to reduce this exposure may need to be incorporated into development projects in affected areas. In areas determined to have a greater noise level than that compatible with the proposed land use(s), noise attenuation measures should be incorporated into the site design and construction of the development, such as through the use of landscaped berms and architectural design, to reduce noise exposure to acceptable levels, in accordance with the City's noise standards. Sound attenuation walls and fences, if additionally required to reduce noise levels, would be constructed of a textured solid surface material that is compatible with the architecture of the project. A wide variety of materials, including concrete block, wood, stone and other materials, may be used for constructing sound attenuation walls. Plexiglas may be used where views are to be maintained, provided it is of ample thickness to attenuate noise levels.

Special Edge Treatments

The Quarry Falls Specific Plan proposes special edge setbacks in several locations. In these areas, the Specific Plan proposes landscape treatments, orienting buildings up to the street, varying setbacks, providing diagonal parking along portions of streets in the urban core and techniques directed at framing the edges of the Quarry Falls Park.

Special Treatment Areas

In addition to the Special Edge Treatments, the Quarry Falls Specific Plan provides for special landscape treatment in several locations within Quarry Falls. These "Special Treatment Areas" include:

Land Use Transition Areas

- Civic Center and Foothills District
- Quarry District and Terrace District

- Community Center and Terrace District
- Asphalt and Concrete Plant
- Ainsley Road Homes

Slope Treatments

- Open Space Slopes
- Revegetated Mined Slopes

Land Use Transition Areas are the buffers between adjacent and varied land uses. Within Quarry Falls, public streets largely function as Land Use Transition Areas between development areas with a few exceptions, as follows:

- **Civic Center and Foothills Transition Area.** This transition area would separate the Quarry Falls Civic Center and the Foothills District residential area (see Figure 3-34, *Civic Center and Foothills District Transition Area*). The Foothills District housing would be approximately five feet (minimum) above the Civic Center. A portion of the Park Trail wraps around the Civic Center, separating it from the Foothills District within this transition area. A transition area is proposed to create an area that buffers noise and visual intrusions between the parcels.



Figure 3-34. Civic Center and Foothills District Transition Area

- **Quarry District and Terrace District Transition Area.** This proposed transition area would separate the Terrace District housing to the north from the commercial buildings within the Quarry District to the south (see Figure 3-35, *Quarry District and Terrace District Transition Area*). The Terrace District would be located approximately 15 to 30 feet above the Quarry District, at a minimum. This transition area proposes a buffer area between these two parcels that would include canopy shade and evergreen trees that soften the views into the office buildings and provide privacy for residents. Dense understory shrubs would screen views from the residential area into lower floor offices, service areas and parking lots and would discourage uncontrolled access between the districts. Similar to the landscape treatment of other Land Use Transition Areas, the Specific Plan proposes large shade and evergreen trees to provide a sense of security and privacy between the residential area to the north (Terrace District) and the offices to the south (Quarry District). The use of dense underplantings would discourage uncontrolled access between the districts.

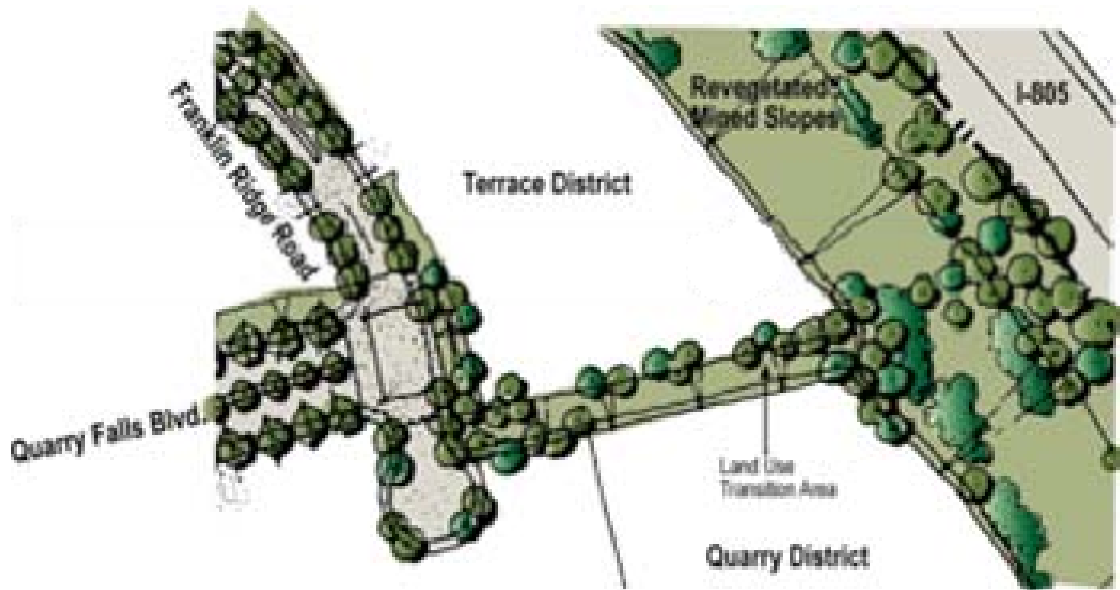


Figure 3-35. Quarry District and Terrace District Transition Area

- **Community Recreation Center and Terrace District Transition Area.** This transition area is proposed to separate the activities of the Quarry Falls Community Center from the Terrace District (see Figure 3-36, *Community Recreation Center and Terrace District Transition Area*). The Community Recreation Center may include activities such as outdoor tennis, swimming and play areas adjacent to the residential areas of the Terrace District. This Land Use Transition Areas would be intended to create privacy between the Community Recreation Center and adjacent residential areas. The Specific Plan proposes that these transition areas would be planted with large shade and evergreen trees that frame views to the south and west while also providing a degree of privacy for the residents. Dense underplantings, including evergreen shrubs and ground covers, are proposed to discourage uncontrolled access between the Community Recreation Center and the residential areas.



Figure 3-36. Community Recreation Center and Terrace District Transition Area

- **Asphalt and Concrete Plant Buffer.** During the initial years of development of the Quarry Falls community, asphalt and concrete plants would be located in the southeast corner of the Quarry Falls project, roughly in the area of the Quarry District. Improvements, including an elevated earthen berm, would be installed on the perimeter of this area to screen the visual aspects of this facility. Landscaping improvements on the perimeter of the berm are proposed to include a combination of trees, understory planting and shrubs.

- **Ainsley Road Homes/Quarry Falls Residential Buffer.** A 50-foot-wide landscape buffer between the homes on Ainsley Road and the top of the mined slopes was created by the operator of the existing mining operations to buffer the homes from the visual impacts of the mining operations. The project proposes that, upon termination of the mining operations and implementation of the Quarry Falls Specific Plan, this buffer area would be retained. Existing vegetation in the buffer area is largely comprised of aging eucalyptus trees with little or no understory planting. Many of the trees are litter-profusive and would no longer be appropriate once the mining operations cease. The Specific Plan recommends that, over time, the eucalyptus trees be replaced with drought tolerant park and shade trees and native grasses that are selected from the plant list proposed for Quarry Falls. The timing for the replacement of the eucalyptus trees is not known.

- **Slope Treatments** (Figure 3-37 and Figure 3-38). The Quarry Falls Specific Plan proposes special slope treatments along roadways of high visibility, along the perimeters of planning districts, and as revegetated mined slopes. These special treatment slope areas are described below.
 - **Open Space Slopes.** This category includes those planted slopes that are not included within the proposed Quarry Falls Park and Finger Parks. Open space slopes occur between proposed streets and development areas, and between separate development areas. These slopes would be planted with a combination of ground cover, shrubs and trees (see Figure 3-37, *Open Space Adjacent to Franklin Ridge Road*). Although the slopes would be irrigated, the plant material would be drought tolerant. In addition, plant material that spreads readily and minimizes erosion would be planted.
 - **Revegetated Mined Slopes.** There would be areas of revegetated steep slopes (1½:1) that remain as a result of the mining operations. The landscape plan for these slopes is not a part of the Specific Plan and would be revegetated by the current mining operator under the requirements of the ~~approved~~ amended Reclamation Plans and the current standards identified under the Surface Mining and Reclamation Act (SMARA) of 1975. Revegetation would be comprised of a City approved hydroseed mix and container stock that includes Coastal Live Oak, Scrub Oak, Toyon, Laurel Sumac, Lemonadeberry and Mexican Elderberry. The revegetated mined slopes are located primarily on the eastern edge of the project area and extend to Franklin Ridge Road, immediately south of the Ridgetop East District. In addition, they are located on the northwest corner of the project area, immediately west of Via Alta.

The Quarry Falls Specific Plan proposes Landscape Transition Areas at the base of the revegetated mined slopes (see Figure 3-38, *Revegetated Mine Slopes*). In this area, development of planning districts within Quarry Falls would include ornamental, native and naturalized fire retardant plant material to help further soften the appearance of the mined slopes. Additionally, low fencing would occur at the base of mined slopes to catch rocks and debris that may fall from the mined slopes prior to full establishment of plant material. Landscape Transition Areas would vary in width from 10 feet to 30 feet wide on the lower portion of the slope. Planting at the base of the mined slopes would emphasize larger faster-growing trees to assist in screening the slopes.

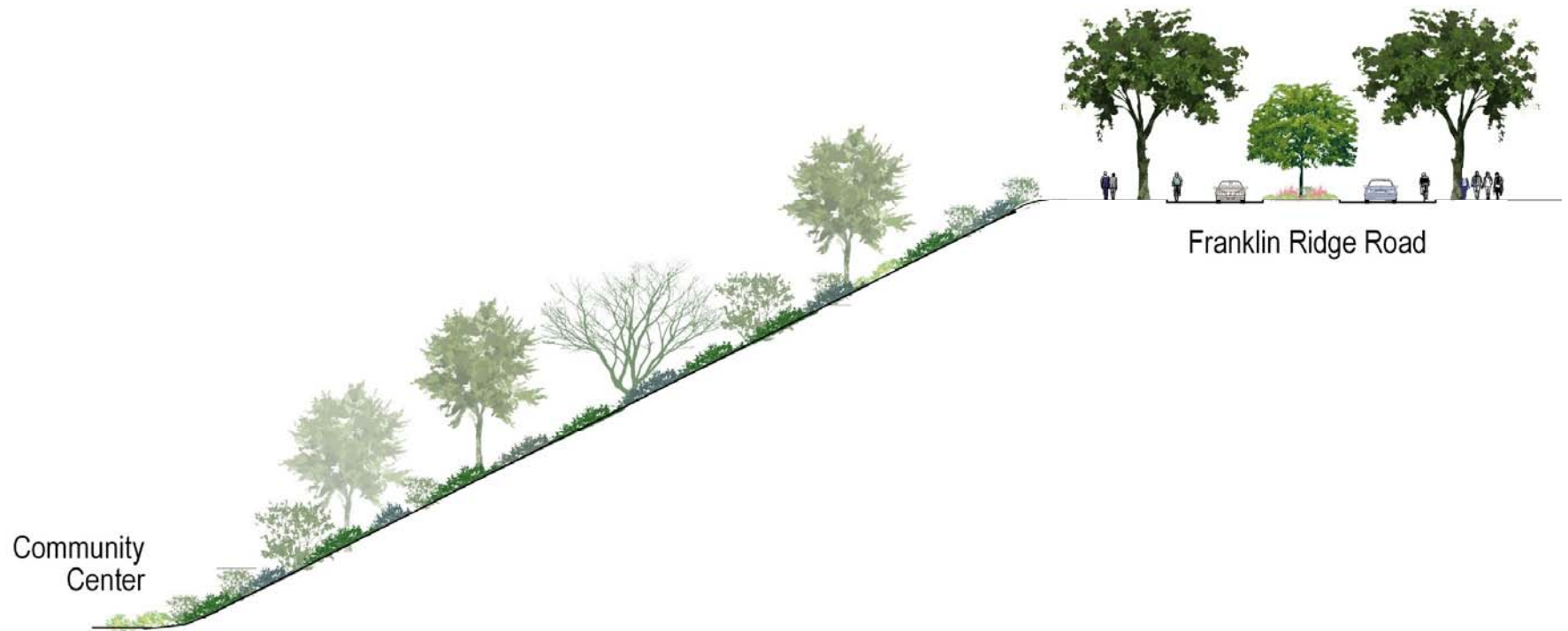


Figure 3-37.
Open Space Slope Adjacent to Franklin Ridge Road



Figure 3-38.
Revegetated Mined Slopes

3.3.7 Temporary/Interim Uses

As described in Chapter 1.0, *Introduction*, the Quarry Falls Specific Plan project site is the location of previous and on-going mining operations. As mining is completed, specific land uses in this Specific Plan would replace the mined and barren landscape. Between the time mining ceases and development actually occurs, building pads would be graded and prepared for development.

Graded undeveloped lots provide the opportunity for both temporary uses (less than 30 days), such as seasonal retail sales, special events, and event staging areas, as well as interim uses, such as vehicle parking and storage. Separately regulated uses identified in the LDC CC-3-5 and IL-3-1 Zones and Assembly and Entertainment Uses shall be allowed on an interim basis subject to compliance with all City-wide development regulations and permit requirements.

3.3.8 Implementation

The *Implementation* section (Chapter 9.0) of the Quarry Falls Specific Plan addresses phasing, implementation procedures, and maintenance responsibilities. Together, phasing and implementation are intended to ensure that roadways and infrastructure are in place commensurate with need and that build out of Quarry Falls is in accordance with the objectives and guidelines of the Specific Plan. Maintenance responsibilities are proposed so that common and public areas are appropriately maintained.

Quarry Falls is proposed as an integrated complex of land uses tied together by a network of parks, trails, and vehicular and pedestrian circulation. Implementation of Quarry Falls would require construction of new infrastructure and facilities, as well as improvements to existing infrastructure and facilities, as part of project implementation. Improvements would be necessary to the circulation network, drainage facilities, utilities (e.g., water, sewer, etc.) and other infrastructure. In addition, the project includes streetscape enhancement and pedestrian elements and proposes overall design guidelines in the Specific Plan for implementation of Quarry Falls. Additionally, major roads associated with each phase of development would be constructed; and, as presented in the *Transportation, Traffic Circulation and Parking* section of this Program EIR (see Section 5.2), traffic mitigation measures would be phased with development. Infrastructure improvements, including water, sewer, drainage, and dry utilities, also would be phased in logical progression to meet the development needs associated with each phase.

The proposed Specific Plan, Master PDP, and VTM include development thresholds that cannot be exceeded until the respective infrastructure has been constructed and/or assured to the satisfaction of the City of San Diego. A minimum of 50,000 square feet of commercial space (office and retail) is proposed to begin development once residential development has exceeded 2,477 residential units described as Phase A of the Specific Plan. To ensure neighborhood public parks and affordable housing are constructed commensurate with the development of residential units, the Specific Plan proposes that agreements for the construction of parks and affordable housing units would be entered into prior to the approval of the first final map for Quarry Falls.

Figure 3-39, *Quarry Falls Phasing Plan*, provides a general representation of the project's proposed phasing, and Table 3-11, *Quarry Falls Phasing Summary*, summarizes each of the phases of development. The Specific Plan proposes that phasing may occur in any order, and more than one phase may occur at one time, provided that the necessary infrastructure and mitigation are in place or occur, concurrently as specified in each phase(s) of development. This Program EIR evaluates potential impacts associated with developing more than one phase at a time. The environmental analysis contained in this Program EIR considers the potential impacts for air quality, noise, traffic, drainage, and sensitive receptors and identifies appropriate mitigation associated with constructing multiple project phases in a concurrent manner.

Future construction and development permits for projects within the Quarry Falls Specific Plan area would be acted upon in accordance with one of five decision processes established in Division 5, Article II, Chapter 11 of the Land Development Code, as shown in Table 3-12, *Development Project Review Process*, and described below.

- **Project Review Category 1.** Applications for construction permits, which are consistent with the Land Development Code Base Zone Use categories and development regulations applied to the district or subdistrict shall be processed pursuant to Process One, *Substantial Conformance Review*. This process shall include projects that are consistent with the setback regulation deviations identified in the Specific Plan and Master PDP. Transfer of ADT within the same district and between the same land use shall also be processed pursuant to this process which shall be ministerial and as such is not appealable. Individual site plans shall be provided to the Mission Valley Unified Planning Committee for review and comment in concert with review by City staff.
- **Project Review Category 2.** Projects that are consistent with the additional Land Use designations included in the Specific Plan and/or require an ADT transfer between districts or land uses shall be processed pursuant to Process Two, *Substantial Conformance Review*. This process shall include projects that are consistent with the development regulation height deviations identified in the Specific Plan and Master PDP. This process provides for an administrative review of building and site design by City staff to determine consistency with the general design guidelines presented in the Specific Plan.
- **Project Review Category 3.** Separately regulated uses as defined in the Land Development Code (effective May 17, 2005) and identified in the Specific Plan shall be processed as a Process Three, *Hearing Officer* hearing, discretionary approval. This shall include private and vocational schools; however, public and charter schools (established pursuant to State Law) shall be permitted in accordance to Process One. ~~A request to exceed the targeted residential units of 4,780 shall be processed pursuant to this Specific Plan, shall be in accordance with the City of San Diego Municipal Code, and shall meet the requirements of the State Subdivision Map Act.~~

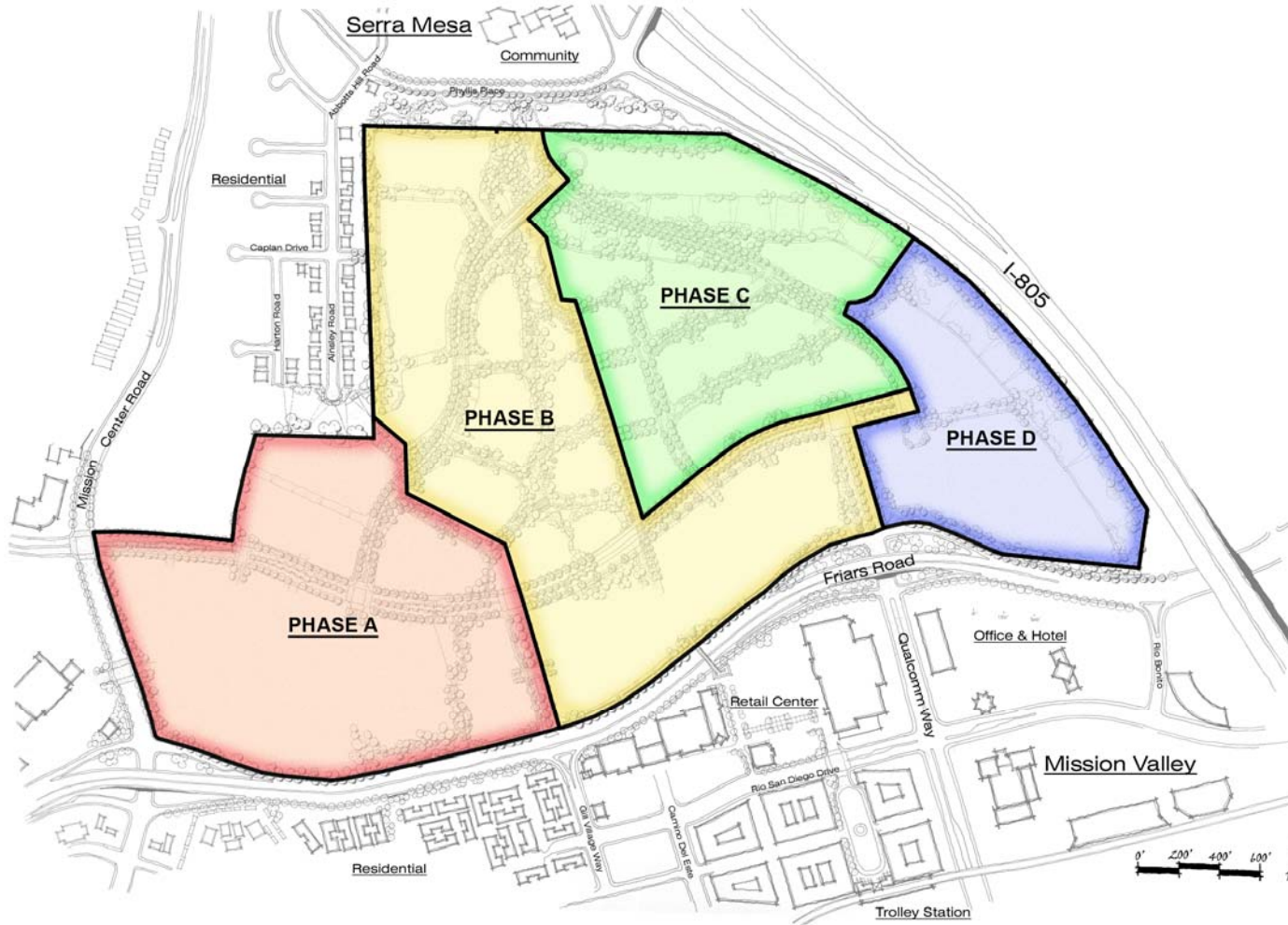


Figure 3-39.
Quarry Falls Phasing Plan

**Table 3-11.
Quarry Falls Phasing Summary**

Phase/ Target Land Use Assumptions	On-site Improvements	Off-site Improvements
Phase A		
2,171 Multifamily Residential (>20 du/acre) units 306 Senior Residential (>20 du/acre) units 100,000 sq. ft. Commercial Retail / Office Optional School Site	<ul style="list-style-type: none"> ▪ Creekside District ▪ Foothills District (Southwest and portions of Southeast Subdistricts) ▪ Creekside District Park ▪ Quarry Falls Boulevard (Mission Center Road to Russell Park Way) ▪ Mission Center Road / Quarry Falls Boulevard Intersection ▪ Creekside Park Lane ▪ Mission Center Road / Creekside Park Lane Intersection ▪ Via Alta (south of Quarry Falls Boulevard) ▪ Russell Park Way ▪ Friars Road / Russell Park Way Rt-in/Rt-out Intersection 	<ul style="list-style-type: none"> ▪ Additional Northbound lane along Mission Center Road ▪ Construct Phyllis Place Park in Serra Mesa ▪ Enhance Pedestrian crossing at Mission Center Road and Quarry Falls Boulevard ▪ Enhance Pedestrian crossing at Mission Center Road and Creekside Park Lane ▪ Gas and electric connection at Mission Center Road and Quarry Falls Boulevard ▪ Gas main connection at Gill Village Drive and Friars Road ▪ New gas line and main connection at Qualcomm Way from Rio San Diego to Friars Road ▪ Clean drainage channel south of seven-foot by seven-foot box culvert ▪ New Sewer on Gill Village Drive ▪ New Sewer on Rio San Diego ▪ Upgrade sewer line on Camino del Este ▪ Connect to Water Main on Mission Center Road at Quarry Falls Boulevard ▪ Connect to Water Main on Mission Center Road at Creekside Park Lane ▪ Connect to Water Main on Friars at Russell Park Way ▪ Add auxiliary westbound lane along Friars Road
Phase B		
41 Single Family Residential (<10 du/acre) units 602 Multifamily Residential (>20 du/acre) units 165 Multifamily Residential (<20 du/acre) units 503,000 sq. ft. Commercial Retail 44,000 sq. ft. Commercial Office	<ul style="list-style-type: none"> ▪ Ridgetop District (West Subdistrict) ▪ Foothills District (North and portions of Southeast Subdistricts) ▪ Quarry Falls Park ▪ Civic Center ▪ Quarry Falls Boulevard (Russell Park Way to Franklin Ridge Road) ▪ Qualcomm Way (Friars Road to Quarry Falls Blvd) 	<ul style="list-style-type: none"> ▪ Extend pedestrian trail to Phyllis Place ▪ Extend sidewalk easterly along north side of Friars Road ▪ Enhance Qualcomm Way sidewalk under Friars Road ▪ Construct pedestrian bridge over Friars Road ▪ Underground utilities along Friars Road – West of Qualcomm Way

3.0 PROJECT DESCRIPTION

Phase/ Target Land Use Assumptions	On-site Improvements	Off-site Improvements
	<ul style="list-style-type: none"> ▪ Via Alta ▪ Western Finger Trails 	<ul style="list-style-type: none"> ▪ Upgrade Sewer on Camino del Este to Point Loma Trunk Sewer ▪ Connect to water main on Rio Bonito/Rio San Diego Drive ▪ Connect to water main on Kaplan Drive ▪ Connect to water main at Ainsley Court ▪ Install 12-inch interconnection on Encino Avenue ▪ Construct sidewalk and parkway along Friars Road from Qualcomm Way to Russell Park Way
Phase C		
59 Single Family Residential (<10 du/acre) units 1,194 Multifamily Residential (>20 du/acre) units	<ul style="list-style-type: none"> ▪ Ridgetop District (East Subdistrict) ▪ Terrace District (North, West, and portions of South Subdistricts) ▪ Community Recreation Center ▪ Franklin Ridge Road ▪ Community Lane ▪ Franklin Ridge Road Pocket Park ▪ Eastern Finger Trails ▪ Finger Court Parks 	
Phase D		
242 Multifamily Residential (>20 du/acre) units 576,000 sq. ft. Commercial Office	<ul style="list-style-type: none"> ▪ Terrace District (portions of the South Subdistrict) ▪ Quarry District 	

- **Project Review Category 4.** Applications which are not consistent with the Master PDP approved in concert with the Specific Plan due to design variations that are not minor in nature and that have not been anticipated by the Specific Plan but would meet the intent of the design guidelines presented in Chapter 8.0 of the Specific Plan would require processing of a separate Site Development Permit (SDP), PDP, or amendment to the Master PDP, and would be processed pursuant to Process Four, *Planning Commission* approval.
- **Project Review Category 5.** For projects which require a subsequent rezone or which are not consistent with the Specific Plan Land Use designation and/or development intensity, an amendment to the Specific Plan and/or Rezone would be required. Additionally, for subsequent projects which result in propose to exceeding the maximum development cap as established in the Quarry Falls Specific Plan, an amendment to the Specific Plan and Master Planned Development Permit will be required. -A Specific Plan Amendment and Rezone are actions processed in accordance with Process Five, *City Council* approval.

**Table 3-12.
Development Project Review Process**

Project Category	Development Project	City Review
1	<ul style="list-style-type: none"> ✓ Consistent with Base Zone use designation and development intensity ✓ Consistent with Base Zone development regulations ✓ ADT transfer is intra-district and between same land use ✓ Consistent with the allowable deviations from setbacks established by this Specific Plan 	Process One Substantial Conformance Review
2	<ul style="list-style-type: none"> ✓ Meets the requirements for a Project Category 1 approval ✓ Consistent with additional Specific Plan Land Use Designations ✓ ADT transfer is inter-district or between different land uses ✓ Consistent with the allowable deviations to height requirements established by this Specific Plan 	Process Two Substantial Conformance Review
3	<ul style="list-style-type: none"> ✓ Consistent with Specific Plan and Master PDP ✓ Defined as a separately regulated use in the LDC 	Process Three
4	<ul style="list-style-type: none"> ✓ Requires Master PDP Amendment 	Process Four
5	<ul style="list-style-type: none"> ✓ Requires change to Land Use Designation development intensity ✓ Requires Rezone ✓ Requires Specific Plan Amendment 	Process Five

3.4 MASTER PLANNED DEVELOPMENT PERMIT

In concert with the Specific Plan, a Master Planned Development Permit (PDP) is proposed to establish the design guidelines contained in the Specific Plan and allow for minor variations to the zones applied to specific planning districts and subdistricts. Chapter 8 of the Specific Plan addresses the allowable variations, which relate to setbacks, maximum building heights and permitted uses. The variations are further described in Section 3.6, below.

Proposed Package Recycled Water Facility

The Quarry Falls project would include a package recycled water facility to provide for the majority of the project's non-domestic landscape needs. The package recycled water facility would have a capacity to treat 250,000 gallons per day (gpd) and would be comprised of membrane filter technology and nitrification process and would be fully enclosed, either in an above-grade structure or underground. An above-grade

3.0 PROJECT DESCRIPTION

facility would be integrated into the existing development and constructed in accordance with the architectural design guidelines of the Specific Plan. A below-grade facility may be placed either within the footprint of an existing structure or an open area, such as a parking lot, where the facility does not affect the above-grade use. The reclaimed water storage would also be located on-site and below-grade.

The plant would be capturing approximately 50 percent of the waste flows generated by the residential and commercial/office areas. The scalping system would provide approximately 74.5 million gallons per year (mgy) of irrigation water or approximately 204,000 gpd on average. Implementation of restrictions on the use of reclaimed water for landscape irrigation would ensure no flows would drain to the storm drain outlets or the San Diego River. Consistent with the concept of wastewater scalping, the residual solids captured from the reclamation process would be returned into the primary collection system for treatment at the City's Point Loma Wastewater Treatment Plant.

The treatment plant would use available and proven technology - membrane bioreactors (MBR) - which extracts the water through a filter membrane under a vacuum. This design provides a reclamation technology that is reliable with a minimum of operator intervention required for process control. Conceptually, the treatment plant would be constructed with three modules of treatment, one at 50,000 gpd and two at 100,000 gpd. This configuration of facilities would be augmented with a two million gallon storage tank to respond to fluctuations in reclaimed water usage.

Daily irrigation needs vary seasonally. The proposed treatment plant/storage configuration would allow reclaimed water to fulfill total irrigation needs 212 days of the year. During the months of May thru September, the irrigation demands would exceed the reclaimed water system. Irrigation demand would be met first through the use of stored reclaimed water and if needed, augmented with potable water.

During the initial phases of the Quarry Falls development project, wastewater flows would not be sufficient to effectively implement the scalping plant concept. However, during these phases the water usage would also be well below the allocation of water availability anticipated for the overall project. At such time as wastewater flows become substantial and prior to the occupancy of the 3,311th dwelling unit, the modules of treatment would be operationally phased in. Sufficient irrigation demand within Quarry Falls exists to make the solution feasible as a means of reducing the overall potable water supply source to ensure the project meets the Water Supply Assessment prepared for the project, thereby assuring a sufficient supply over the next 20 years.

Designed and located as an accessory use to the Quarry Falls development, the packaged recycled water facility would be within the project footprint in proximity to the 18-inch sewer main located in Russell Park Way in order to capture the maximum flow from the project. The system would be privately funded and operated by the developer or assigned designee to provide reclaimed water for use in landscaped areas within multi-family and commercial development, open space and slope lots, and right-of-way landscaping, as well as other allowed uses. Reclaimed water from the system would be restricted to users within the project. The design of treatment facility and infrastructure would comply with all City guidelines and standards and would be operational prior to occupancy of the 3,311th residential unit.

3.5 SITE DEVELOPMENT PERMIT

While the Quarry Falls project site is not located within a Multi Habitat Planning Area (MHPA) as identified by the City of San Diego Multiple Species Conservation Program (MSCP), the site does contain areas identified as Sensitive Lands in the City's Environmentally Sensitive Lands (ESL) ordinance (LDC Section 143.0100). Specifically, a small area (0.06 acres) of disturbed wetlands, as well as upland habitat (coastal sage, scrub, mixed chaparral, and annual grasslands) regarded as sensitive by the City of San Diego, would be affected by implementation of the Quarry Falls Specific Plan. An additional 0.12 acre of off-site disturbed wetlands would also be affected. The project would also affect a very small area of steep slopes (approximately 0.02 acre) within the boundary of the Mission Valley Community Plan that is identified as Environmentally Sensitive Lands. The ESL ordinance requires processing of a Site Development Permit (SDP) concurrently with the project's actions.

3.6 PROPOSED ZONING

As shown in Figure 2-13, *Existing Zoning*, the project site is currently zoned MVPD-MV-M and MVPD-MV-M/SP for the area within the Mission Valley Community Plan and RS-1-7 for the small area located in the Serra Mesa Community Plan. The MVPD-MV-M zone is a multiple use zone under the Mission Valley Planned District Ordinance (MVPDO); according to the MVPDO, the multiple use zone requires a mix of residential and commercial uses. The MVPD-MV-M/SP requires application of a Specific Plan for this area.

In accordance with Section 103.2100 of the City's Land Development Code, with adoption of the Quarry Falls Specific Plan, the MVPDO would no longer apply to Quarry Falls. Instead, in concert with the Specific Plan, the City's Land Development Code would govern the development within Quarry Falls. Additionally, the design guidelines and development standards set forth in the Specific Plan would replace the requirements of the MVPDO and are intended to allow for administrative and discretionary review of subsequent projects within the specific plan area. Projects that are submitted in accordance with the adopted Specific Plan would be exempt from the MVPDO when found in conformance with the approved specific plan (SDMC 103.2103.B1).

The project would rezone the area within Mission Valley and covered by the Quarry Falls Specific Plan. Figure 3-5, *Proposed Zoning*, shows the various zones that would be applied to the Quarry Falls Specific Plan area, and Table 3-2, *Quarry Falls Zones and Development Intensity*, identifies the proposed zones and development intensities for each of the planning districts in Quarry Falls. No zone change is proposed for the six acres of the project site located within Serra Mesa.

Table 3-13, *Summary of City Zones Applied to Quarry Falls*, provides a general summary of the various zones proposed for Quarry Falls based on Chapter 13 of the City's Land Development Code. The reader is referred to the City Land Development Code for specific use regulations and development standards of these zones.

The Specific Plan would adhere to the requirements of the City's Land Development Code (effective May 17, 2005) which provide development standards for minimum lot area, minimum lot dimensions, lot coverage, rooftop equipment, floor/area ratio, and storage requirements, parking and residential supplemental zone requirements (as applicable). The Specific Plan also proposes that certain development regulations of the Land Development Code be modified to implement the intent of and design vision for Quarry Falls for each district within Quarry Falls. These deviations are presented below.

**Table 3-13.
Summary of City Zones Applied to Quarry Falls**

Proposed Zone	Purpose ¹	Maximum Density ¹	Application for Quarry Falls
Residential Areas: RM	The RM zones provide for multiple dwelling unit residential development at varying densities.		
RM-1-1	The RM-1 zones permit lower density multiple dwelling units.	1 dwelling unit per 3,000 square feet of lot area or approximately 14.5 dwelling units per acre	Ridgetop West District Community Center Civic Center
RM-2-4	The RM-2 zones permit medium density multiple dwelling units.	1 dwelling unit per 1,750 square feet of lot area or approximately 24.9 dwelling units per acre	Ridgetop East District
RM-3-7	The RM-3 zones permit medium density multiple dwelling units.	1 dwelling unit per 1,000 square feet of lot area or approximately 43.6 dwelling units per acre	Foothills North District Terrace West District
RM-3-8		1 dwelling unit per 800 square feet of lot area or approximately 54.5 dwelling units per acre	Foothills Southwest District Terrace North District
RM-3-9		1 dwelling unit per 600 square feet of lot area or approximately 72.6 dwelling units per acre	Creekside West District
RM-4-10	The RM-4 zones permit high density multiple dwelling units.	1 dwelling unit per 400 square feet of lot area or approximately 108.9 dwelling units per acre	Foothills Southeast District Terrace South District Creekside Central District
Mixed Use Areas: CC	The purpose of the CC zone is to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. Some of the CC zones may include residential development. Property within the CC zone will be primarily located along collector streets, major streets, and public transportation lines.		
CC-3-5	The CC-3 zones allow a mix of pedestrian-oriented, community-serving commercial and residential uses.	Accommodates development with a high intensity, pedestrian orientation. Maximum residential density is 1 dwelling unit per 1,500 square feet of lot area or 29.0 dwelling units per acre. A maximum floor area ration of 0.75 applies to the non residential portion of development.	Creekside East District Village Walk District
Employment Area: IL	The purpose of the IL zones is to provide for a wide range of manufacturing and distribution activities, including non industrial in some instances.		
IL-3-1	Allows for a mix of light industrial, office, and commercial uses.	A maximum floor area ration of 2.0.	Quarry District
Open Space Areas: OP	The OP zone is applied to public parks and facilities. The uses permitted in the OP zones will provide for various types of recreational needs of the community.		
OP-2-1	Allows for parks with passive uses and some active uses	Development is restricted to parks, recreation, open space and associated uses.	Park District

¹Source: City of San Diego Land Development Code.

Park District

In order to locate buildings within the Civic Center and Community Recreation Center that better integrate with the built environment, while also maximizing public and private open space, the Specific Plan proposes that building setbacks may deviate from those established in the RM-1-1 Zone under the following circumstances:

- Allow structures to front on public streets; and/or
- Create larger useable park spaces; and
- Occur in a manner that complements the public park experience.

For the Civic Center and Community Recreation Center portions of this Park District, building heights would either conform to the heights defined in the RM-1-1 Zone or could deviate from those heights to allow for creativity in design and use of architectural elements. Height deviations would be permitted under the following circumstances:

- Provide architectural statement unique to the Park District; and/or
- Provide architectural treatment which lends a cohesive element that permeates throughout Quarry Falls; and/or
- Allow architectural landmarks, such as campaniles and clock towers.

Additionally, retaining walls proposed for the Park District would deviate from the regulations of the Land Development Code for the OP-2-1 Zone. This deviation would be permitted under the following circumstance:

- Retaining walls up to 30 feet in height are necessary to accommodate a water fall as a signature feature of the project.
- The walls shall be shielded by the waterfall itself and an engineering rock face to represent a natural environment.

Ridgetop District

The Ridgetop District would develop in accordance with the proposed zones for this district. No deviations are proposed.

Foothills District

Required setbacks for the Foothills District would be those established in the City's Land Development Code for the RM-3-7 Zone (Foothills District North) and the RM-4-10 Zone (Foothills District Southeast). For the Foothills District Southwest, building setbacks along Quarry Falls Boulevard would be allowed to deviate from that established in the RM-3-8 Zone under the following circumstances:

- Allows structures to address the street in an urban manner; and
- Provide entryways from the sidewalks to increase pedestrian activity.

3.0 PROJECT DESCRIPTION

For the Foothills District North, building heights would either conform to the heights defined in the RM-3-7 zone or may deviate from those heights to allow for creativity in design and use of architectural elements. Height deviations allowed in the Foothills District North would be permitted under the following circumstances:

- Provide architectural flexibility for building articulation and roofline variations; and/or
- Provide a transition from lower density/height projects to higher density/height projects; and/or
- Expose views from southern off-site vantage points and to avoid a “walling off” affect associated with projects built at all one height; and/or
- Allow for increase in height as a trade-off for providing more internal open space.

For the Foothills District Southwest, building heights would either conform to the heights defined in the RM-3-8 zone or may deviate from those heights to allow for creativity in design and use of architectural elements. Height deviations allowed in the Foothills District Southwest would be permitted under the following circumstances:

- Provide architectural flexibility for building articulation and roofline variations; and/or
- Provide a transition from lower density/height projects to higher density/height projects; and/or
- Expose views from southern off-site vantage points and to avoid a “walling off” affect associated with projects built at all one height; and/or
- Allow for increase in height as a trade-off for providing more internal open space.

Terrace District

Required setbacks for the Terrace District would be those established in the City’s Land Development Code for the RM-4-10 Zone for the Terrace District South. For the Terrace District North, building setbacks along Community Lane may deviate from that established in the RM-3-8 Zone. Deviation would be allowed under the following circumstances:

- Allow structures to address the street in an urban manner; and
- Provide entryways from the sidewalks to increase pedestrian activity.

For the Terrace District West, building setbacks along Quarry Falls Boulevard and Community Lane would be allowed to deviate from that established in the RM-3-7 Zone under the following circumstances:

- Allow structures to address the street in an urban manner; and
- Provide entryways from the sidewalks to increase pedestrian activity.

Building heights allowed in the Terrace District South would occur as defined in the RM-4-10 Zone. For the Terrace District North, building heights would either conform to the heights defined in the RM-3-8 Zone or may deviate from those heights. Height deviations in the Terrace District North would be permitted under the following circumstances:

3.0 PROJECT DESCRIPTION

- Provide architectural flexibility for building articulation and roofline variations, resulting in high quality design, reduce bulk, and to screen rooftop equipment from adjacent development; and/or
- Provide a transition from lower density/height projects to higher density/height projects; and/or
- Expose views from southern off-site vantage points and to avoid a “walling off” affect associated with projects built at all one height; and/or
- Allow for increase in height as a trade-off for providing more internal open space.

For the Terrace District West, building heights would either conform to the heights defined in the RM-3-7 Zone or would be allowed to deviate from those heights under the following circumstances:

- Provide architectural flexibility for building articulation and roofline variations, resulting in high quality design, reduce bulk, and to screen rooftop equipment from adjacent development; and/or
- Provide a transition to higher density/height projects in and around the village core.

Creekside District

For the Creekside District Central, required setbacks would be those established in the City Land Development Code for the RM-4-10 Zone. For the Creekside District West, building setbacks along Quarry Falls Boulevard, Via Alta, and Creekside Park Lane would be allowed to deviate from that established in the RM-3-9 Zone. Such deviations would be allowed under the following circumstances:

- Allow structures to address the street in an urban manner; and
- Provide entryways from the sidewalks to increase pedestrian activity.

For the Creekside District East, building setbacks would be allowed to deviate from the CC-3-5 Zone under the following circumstances:

- Provides a transition from the residential district to the west into the “main street” of the activated Village Walk District, and/or
- Provide building articulation to increase the public realm, and/or
- Provide consistency with the adjacent districts, and/or
- Achieve variations in massing and visual impact.

Building heights allowed in the Creekside District would occur as defined in the underlying zones. For the Creekside District West, building heights would either conform to the heights defined in the RM-3-9 Zone or would be allowed to deviate from those heights under the following circumstances:

- Provide architectural flexibility for building articulation and roofline variations, resulting in high quality design, reduce bulk, and to screen rooftop equipment from adjacent development.

Village Walk District

Required setbacks for the Village Walk District would be allowed to deviate from that established in the CC-3-5 Zone along Quarry Falls Boulevard under the following circumstance:

- Create a village core for the community that allows for the creation of greater opportunities to expand the public realm.

Additionally, an increased maximum setback along Russell Park Way and Quarry Falls Boulevard would be allowed under the following circumstance:

- Provide for continuity with the entire Village Walk district.

A reduced setback along Friars Road would be allowed under the following circumstances:

- Provide consistency with the adjacent districts, and/or
- Achieve variations in massing and visual impact.

The maximum height of buildings within the Village Walk District would be those defined by the CC-3-5 Zone. No deviations to heights are proposed.

Quarry District

Required setbacks for the Quarry District would be those established in the City Land Development Code for the IL-3-1 Zone. The maximum height of buildings within the Quarry District would be those defined by the IL-3-1 Zone. No deviations are proposed.

3.7 VESTING TENTATIVE MAP

In order to facilitate development of Quarry Falls, a Vesting Tentative Map (VTM) is proposed. The Quarry Falls VTM proposes site grading and necessary infrastructure and has been prepared in accordance with the guidelines and development intensities proposed in the Specific Plan, including 31.8 acres of public parks (includes public parks and private open space with public park easements), civic uses, open space and trails; a maximum of 4,780 residential units; a maximum of 603,000 square feet of retail space; a maximum of 620,000 square feet of office/business park uses; the State Subdivision Map Act; and City requirements. Grading proposed as part of the VTM for the Quarry Falls project is shown in Figure 3-40, *Quarry Falls Vesting Tentative Map Grading*.

As part of the VTM, a 1.3-acre passive park would be developed north of the Quarry Falls Specific Plan area and south of Phyllis Place. Located within the Serra Mesa Community, this park would provide areas for passive park enjoyment, such as picnic tables, benches, and view outlooks. A trail would connect the Phyllis Place park, between Phyllis Place and development proposed for the Quarry Falls Specific Plan.



Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

Figure 3-40.
Quarry Falls Vesting Tentative Map – Grading

3.8 CUP/RECLAMATION PLAN AMENDMENT

As previously stated, Quarry Falls is the location of an on-going resource extraction operation for the mining and processing of sand and gravel, which operates under an approved Conditional Use Permit (CUP No. 5073). As part of those activities, asphalt and concrete plants are in operation in the central portion of the site and function under CUP 5073 and CUP 82-0315. As resources are depleted and mining operations phase out, approved Reclamation Plans would be implemented.

In accordance with Section 3502 of SMARA, the Quarry Falls project would not “*substantially affect the approved end use of the site as established in the [approved] reclamation plan,*” ~~so that an~~ The amended Reclamation Plan is processed solely to retain approximately 2.4 million cubic yards of excess fill material on-site and update the revegetation plan to current landscape standards. The amended Reclamation Plan maintains the proposed end land use as a compacted, revegetated site which would allow for future urban development as identified in the land use section of the Mission Valley Community Plan. ~~required.~~ CUP 5073 and/or CUP 82-0315 would be amended to adjust the grading scheme of the Reclamation Plan and to allow for the relocation of the asphalt and concrete plants to the southeast corner of the site.

As part of the Reclamation Plan, reclaimed mine slopes surrounding development areas in Quarry Falls would be landscaped to fulfill SMARA requirements. Landscaped slopes would be maintained by a property owners association or other maintenance organization. The revegetation/landscaping would consist of native plant species selected to be visually and horticulturally compatible with the surrounding slopes of Mission Valley. Larger native shrubs would be planted from containers to achieve an informal pattern on the slopes and to create a difference in scale. This design is intended to break up the bulk and scale of the large engineered slopes.

Figure 3-41, *Proposed Adjusted Reclamation Plan*, and Figure 3-42, *Existing and Proposed Batch Plant Locations*, show the proposed modification to the approved Reclamation Plan and the location and site plan for the relocated plants, respectively. Figure 3-43, *Proposed Batch Plant/ Site Plan*, shows the site of the asphalt and concrete plants once they are relocated to the southeast corner of the site.

3.9 OFF-SITE IMPROVEMENTS

The proposed Quarry Falls project would result in a variety of off-site improvements. These improvements are shown in Figure 3-44, *Locations of Proposed Off-Site Improvements*, and listed in Table 3-14, *List of Off-Site Improvements*. As presented in Table 3-14, these improvements either do not have the potential to result in environmental impacts or have been analyzed as part of the overall project impacts.

As discussed in Section 5.2, *Transportation/Traffic Circulation/Parking*, in order to mitigate or reduce traffic impacts associated with Quarry Falls, a variety of off-site traffic improvements would be required, including widening existing roads, installing traffic signals, restriping travel lanes, and lengthening travel lanes. These improvements are shown in Figure 5.2-2, *Locations of Transportation Phasing Plan Improvements*, and presented in Table 5.2-9, *Transportation Phasing Plan*. With the exception of widening existing roads, these improvements would occur within the existing constructed roadway and would not result in environmental impacts. Where mitigation includes widening of existing streets, the widening would occur within the existing right-of-way or require acquisition of privately developed property; however, road widenings may result in the loss of landscaping. The City would require replacement of landscaping as part of road widenings; therefore impacts would not be anticipated.

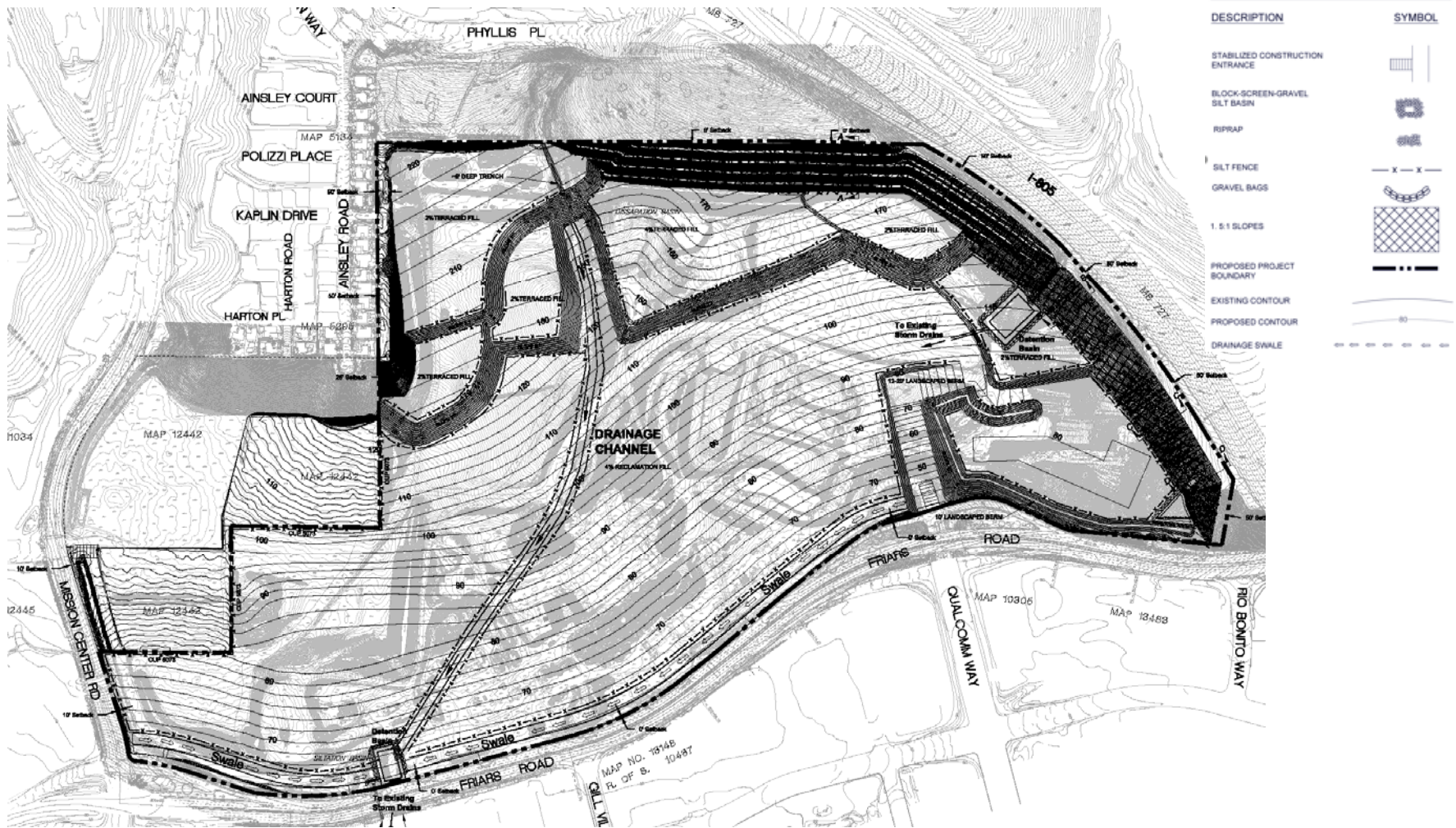


Figure 3-41.
Proposed Adjusted Reclamation Plan



Figure 3-42.
Existing and Proposed Batch Plants Locations

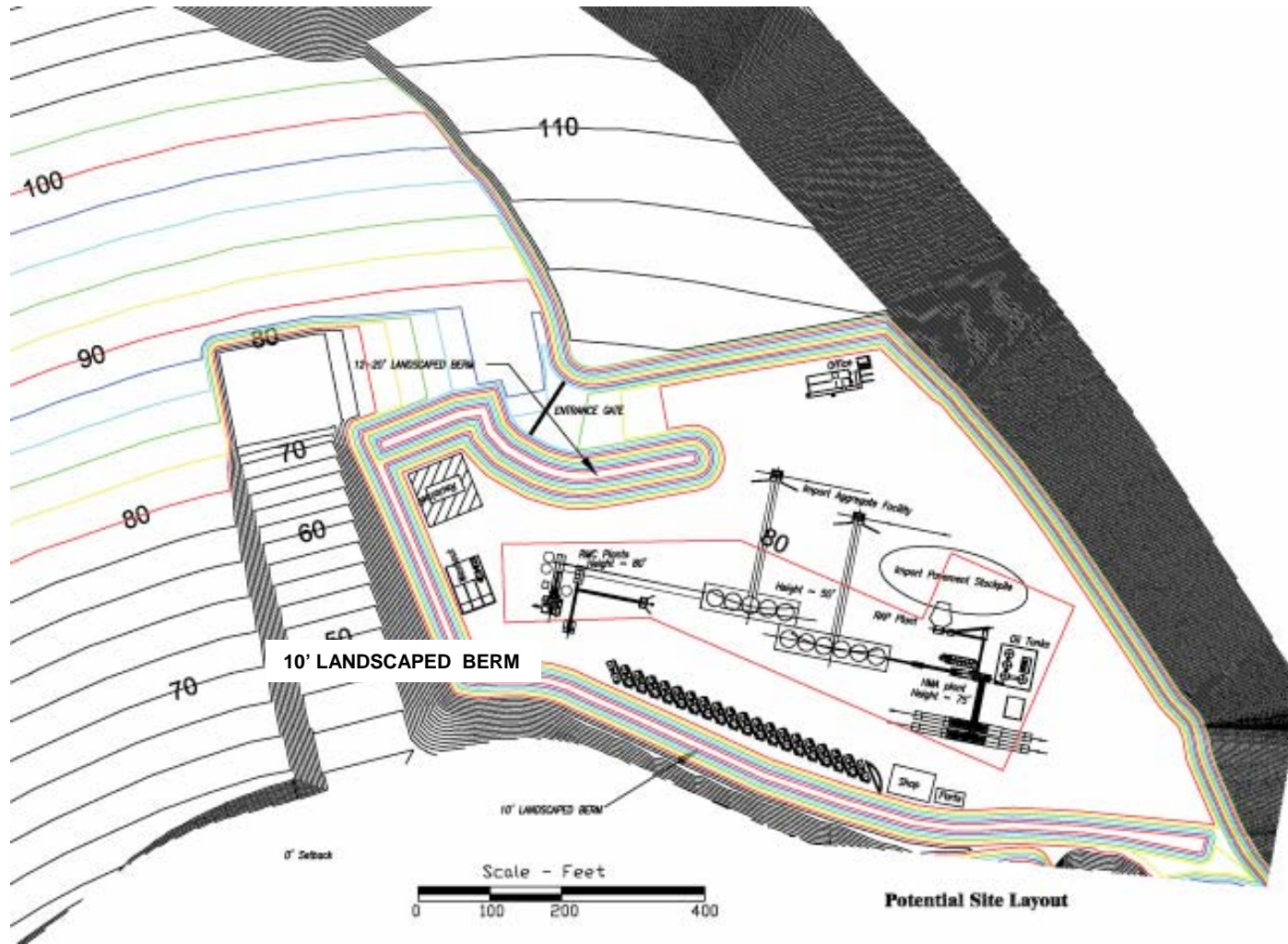


Figure 3-43.
Proposed Batch Plant/Site Plan

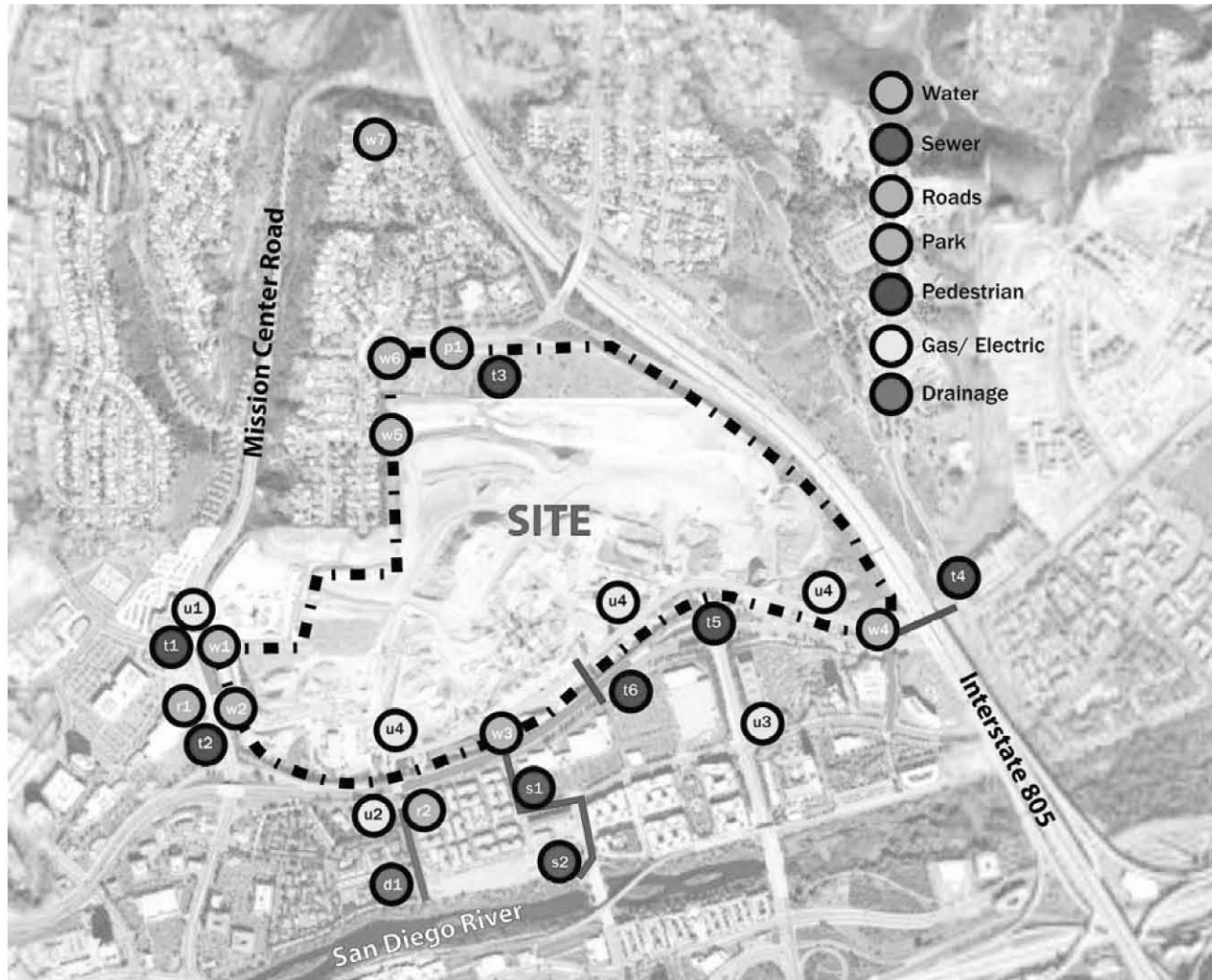


Figure 3-44.
Locations of Proposed Off-Site Improvements

**Table 3-14.
List of Off-Site Improvements**

Off-Site Improvement Category	Off-Site Improvement No. on Figure 3-44	Off-Site Improvement	Potential for Environmental Impacts
Water Improvements	w1	Water Main Connection – Mission Center Road at Quarry Falls Blvd.	All off-site water improvements would be constructed within existing streets. No environmental impacts would be associated with these improvements.
	w2	Water Main Connection – Mission Center Road at Creekside Park Lane	
	w3	Water Main Connection – Friars Road at Russell Park Way	
	w4	New Water Line and Connection –Rio Bonito Drive from Friars Road to Rio San Diego	
	w5	Water Main Connection – Kaplan Drive	
	w6	Water Main Connection – Ainsley Drive	
	w7	Water Main Interconnection – Encino Avenue	
Sewer Improvements	s1	New and Upgraded Sewer Line – Gill Village/Rio San Diego/Camino Del Este	All off-site sewer improvements would be constructed within existing streets and/or would upgrade already existing lines. Depending on the depth of grading for these improvements, unknown subsurface archaeological and paleontological resources may be encountered. Mitigation measures presented in Sections 5.8 and 5.11 would be required when constructing off-site sewer improvements.
	s2	Upgraded Sewer Line – Camino Del Este to Point Loma Trunk Sewer	
Roadways	r1	Add northbound lane – Mission Center Road from Creekside Park Lane to Quarry Falls Blvd.	The addition of a northbound lane on Mission Center Road would require minimal grading and removal of existing on-site non-native vegetation. The project proposes a landscape plan for public streets, including this portion of Mission Center Road. Therefore, this improvement is addressed as part of the overall impacts of the proposed project.
	r2	Add westbound auxiliary lane – Friars Road from Qualcomm Way to Mission Center Road	The addition of a westbound auxiliary lane on Friars Road would require the removal of on-site existing trees (primarily eucalyptus trees) and non-native vegetation along the north side of the street. The project proposes a landscape plan for public streets, including along the project's frontage of Friars Road. Therefore, this improvement is addressed as part of the overall impacts of the proposed project.

3.0 PROJECT DESCRIPTION

Off-Site Improvement Category	Off-Site Improvement No. on Figure 3-44	Off-Site Improvement	Potential for Environmental Impacts
Utilities	u1	Gas and Electric Main Connections – Mission Center Road and Quarry Falls Boulevard	Utility connections would occur in areas which would be graded as part of the proposed project. The project also proposes the undergrounding of SDG&E utility lines along a portion of Mission Center Road. These improvements are addressed as part of the overall impacts of the proposed project and would require mitigation as noted in this Program EIR.
	u2	Gas Main Connection – Gill Village Drive and Friars Road	
	u3	New Gas Line and Main Connection – Qualcomm Way from Rio San Diego to Friars Road	
	u4	Underground overhead utilities and electric main connection – north side of Friars Road	
Pedestrian Trails and Sidewalks	t1	Enhance pedestrian crossing at Mission Center Road and Quarry Falls Boulevard	These improvements would involve signal modification and adding a crosswalk and would occur in areas that have been developed. No environmental impacts would be anticipated.
	t2	Enhance pedestrian crossing at Mission Center Road and Creekside Park Lane	
	t4	Construct sidewalk east along the north side of Friars Road	This improvement would install a sidewalk along a segment of Friars Road where none currently exists, connecting with an existing sidewalk to the east and sidewalk improvements proposed by the project for Friars Road. This improvement would occur in an area that has been graded and disturbed as part of the construction of Friars Road. No environmental impacts would be anticipated.
	t5	Enhance the Qualcomm Way sidewalk under Friars Road	The improvement would involve upgrading the sidewalk on Qualcomm Way and installing a landscaped parkway to separate pedestrians from the travelway. No environmental impacts would be anticipated.
	t6	Construct pedestrian bridge over Friars Road	The project includes constructing a pedestrian bridge over Friars Road, connecting Quarry Falls to Rio Vista West and providing a link to the trolley station in Rio Vista West. The bridge would change the existing visual environment. Visual impacts associated with the pedestrian bridge are addressed in Section 5.3, <i>Visual Effects and Neighborhood Character</i> . Depending on the depth of footings to support the bridge, unknown subsurface archaeological and paleontological resources may be encountered. Mitigation measures presented in Sections 5.8 and 5.11 would be required when constructing the pedestrian bridge.
	Drainage Improvements	d1	Remove invasive vegetation from drainage channel

3.0 PROJECT DESCRIPTION

Off-Site Improvement Category	Off-Site Improvement No. on Figure 3-44	Off-Site Improvement	Potential for Environmental Impacts
			plant material is addressed in Section 5.6, <i>Biological Resources</i> . <u>Biological impacts associated with the project are addressed in Section 5.6, <i>Biological Resources</i>. Environmental impacts.</u>
<i>The following two improvements would occur as part of the VTM and would be off-site to the Quarry Falls Specific Plan.</i>			
Park Improvements	p1	Construct Phyllis Place Park	As discussed in Section 3.3.5, <i>Vesting Tentative Map</i> , the project would involve the construction of a 1.3-acre passive park within the Serra Mesa community, north of the Quarry Falls Specific Plan and adjacent to Phyllis Place. Construction of a park in this location has the potential to impact sensitive biological habitat. Biological impacts associated with the project are addressed in Section 5.6, <i>Biological Resources</i> . Environmental impacts.
Trail Improvement	t3	Extend trail connection to Phyllis Place	A public trail would be constructed from the northern portion of the Quarry Falls Specific Plan to Phyllis Place. The trail would meander through the proposed Phyllis Place park and an SDG&E easement. No environmental impacts beyond those associated with the Phyllis Place Park would be anticipated. Unknown subsurface archaeological resources may be encountered. Mitigation measures presented in Sections 5.8 would be required when constructing the trail connection. <u>Any biological impacts would be mitigated as described in Section 5.6, <i>Biological Resources</i>.</u>

3.10 DISCRETIONARY ACTIONS

A discretionary action is an action taken by an agency that calls for the exercise of judgment in deciding whether to approve or how to carry out a project. For the Quarry Falls project, the following discretionary actions would be considered by the San Diego City Council:

- Mission Valley Community Plan Amendment/General Plan Amendment;
- Amendment to the Mission Valley PFFP;
- Specific Plan;
- Vesting Tentative Map;
- Rezones;
- Master Planned Development Permit;
- Site Development Permit; and
- Amendment to CUP/Reclamation Plan No. 5073 and/or CUP/Reclamation Plan 82-0315.

These discretionary actions are described below.

3.10.1 Community Plan Amendment/General Plan Amendment

The majority of the 230.5-acre project site is located within the Mission Valley Community Plan area. The site is designated for Multiple Use and Residential Use in the Mission Valley Community Plan. While the land uses established by this Specific Plan would be consistent with the community plan land use designation, the project requires an amendment to the Mission Valley Community Plan, because areas of 10 acres or more identified within the Mission Valley Community Plan for Multiple Use require preparation of a Specific Plan. Adoption of the Specific Plan would functionally amend the community plan. Because the community plan would be amended, this would result in an amendment to the City's Progress Guide and General Plan as the community plan functions as the land use plan for the Mission Valley area of the City.

3.10.2 Public Facilities Financing Plan Amendment

An Amendment to the Mission Valley Public Facilities Financing Plan (PFFP) would be processed concurrently with the Community Plan Amendment, resulting in a revision to the base dollar amount per-unit Development Impact Fee (DIF).

3.10.3 Specific Plan

Adoption of the Quarry Falls Specific Plan is a discretionary action and is subject to City Council approval. When adopted by City legislative action, the Specific Plan document would serve both planning and policy functions. The Quarry Falls Specific Plan contains the standards, procedures and guidelines necessary to accomplish the ordered development of Quarry Falls.

Development in Mission Valley is subject to the Planned District Ordinance (PDO) (LDC Section 103-2100), unless development occurs under an approved Specific Plan. With adoption of this Specific Plan, the Mission Valley PDO would no longer apply to Quarry Falls. Instead, this Specific Plan, in concert with the City's Land Development Code, would govern development within Quarry Falls.

3.10.4 Rezones

In conjunction with the Specific Plan, and concurrent with approval of the VTM, areas within the Specific Plan boundary would be rezoned to implement land uses adopted as part of the plan. Zones identified in the City's Land Development Code would be applied to Quarry Falls as described in the Specific Plan. Once a specific zone has been applied to a development area, site development for that area must be in conformance with the selected zone or as modified through the Master PDP and cannot exceed the development intensity established by the Specific Plan.

3.10.5 Vesting Tentative Map (VTM)

In order to facilitate development of Quarry Falls, a VTM is proposed. The Quarry Falls VTM details actual land development and grading, as well as necessary infrastructure, and has been prepared in accordance with the guidelines and development intensities presented in this Specific Plan, the State Subdivision Map Act, and City of San Diego requirements.

3.10.6 Master Planned Development Permit

In concert with the Specific Plan, a Master PDP is proposed. The Master PDP, once approved, establishes the design guidelines contained in the Specific Plan and allows for minor variations to the selected zones, as necessary, to implement the design guidelines.

3.10.7 Site Development Permit

While the Quarry Falls project site is not located within a MHPA as identified by the City of San Diego MSCP, the site does contain areas identified as Sensitive Lands in the City's Environmentally Sensitive Lands (ESL) ordinance (LDC Section 143.0100). Specifically, a small area (0.06 acres) of on-site disturbed wetlands, and 0.12 acre of off-site disturbed wetlands as well as upland habitat (coastal sage, scrub, mixed chaparral and annual grasslands) regarded as sensitive by the City of San Diego, would be affected by implementation of the Quarry Falls Specific Plan. Additionally, the project would also affect a very small area of steep slopes (approximately 0.02 acre) within the boundary of the Mission Valley Community Plan that is identified as Environmentally Sensitive Lands. -The ESL ordinance requires processing of a Site Development Permit (SDP) concurrently with the project's actions.

3.10.8 Conditional Use Permit/Reclamation Plan Amendment

The project includes an amendment to CUP 5073 and/or CUP 82-0315 to allow adjustment to the Reclamation Plans and provide for the relocation of the asphalt and concrete plants to the southeast corner of the site. The CUP/Reclamation Plan amendment would also add a termination date for mining activities.

3.10.9 State and Federal Permits and Other Agency Coordination

As described in Section 1.4, *Responsible and Trustee Agencies*, of this Program EIR, approval the following state and federal permits would be required for the proposed project:

- **Section 1602 Streambed Alteration Agreement (CDFG)** - Because the project would affect State jurisdictional area (0.18 acre of disturbed wetlands), an application for a Streambed Alteration Agreement would be submitted following certification of the EIR. (Biological

3.0 PROJECT DESCRIPTION

impacts, including impacts to wetland habitat, are addressed in Section 5.6, *Biological Resources*, of this Program EIR.)

- **NPDES Permit** – The project would comply with NPDES requirements for discharge of storm water runoff associated with construction activity. Compliance also requires conformance with applicable BMPs and development of a SWPPP and monitoring program plan. (Water Quality is addressed in Section 5.14, *Water Quality*, of this Program EIR.)
- **Encroachment Permit (Caltrans)** - Project features which necessitate encroachment into freeway easements and access rights for improvements within Caltrans' rights-of-way would require coordination with Caltrans for those improvements.
- **California Department of Conservation** - Because the project proposes an amendment to existing Conditional Use Permits (CUPs) involving resource mining and extraction, the project is subject to SMARA, requiring that the amended Reclamation Plan be sent to the Office of Mine Reclamation at least 90 days before the decision date for the project. The SMARA review has been conducted coincident to the public review period of this Program EIR and prior to action on the project by the City Council.
- **Obstruction Evaluation/Airport Airspace Analysis, Part 77 Determination (Federal Aviation Administration)** – The project's proximity to San Diego International Airport (SDIA) requires notification to the Federal Aviation Administration (FAA) in order to conduct an Obstruction/Evaluation/Airport Airspace analysis under Title 14 code of Federal Regulations, Part 77. The project has completed an initial request for the aeronautical study and has received Determinations of No Hazard to Air Navigation for the project (see Appendix O). Individual structures will be required to file subsequent notification to the FAA at least 30 days before the earlier of a) the date proposed construction or alteration is to begin, or b) the date the application for a construction permit will be filed.

4.0 HISTORY OF PROJECT CHANGES

This section chronicles the physical changes that have been made to the project in response to environmental concerns raised during the City's review of the project. The project was modified from its original submittal to incorporate sustainable design features, including construction of a bioswale as a storm water quality feature, as well as an option for a school site.

Both of these modifications are relevant to environmental issue areas addressed in this Program EIR. Section 5.13, *Water Quality*, of this Program EIR addresses the bioswale and other Best Management Practices directed at minimizing impacts associated with storm water runoff. Section 3.0, *Project Description*, describes the option for a school site within Quarry Falls. Additionally, Sections 5.2, *Transportation, Traffic Circulation and Parking*; 5.4, *Air Quality*; and 5.5, *Noise*, address potential impacts associated with locating a school within Quarry Falls.

5.0 ENVIRONMENTAL ANALYSIS

The following sections analyze the potential environmental impacts that may occur as a result of project implementation. Issue areas subject to detailed analysis include those that were identified by the City of San Diego as potentially causing significant environmental impacts through the initial study and scoping process and issues which were identified in response to the Notice of Preparation (NOP) and the public scoping meeting as having potentially significant impacts. The NOP, letters submitted in response to the NOP and Scoping Meeting Recordation are included in Appendix A of this Program EIR. The following environmental issues are addressed in this Section:

- *Land Use*
- *Transportation/ Circulation/ Parking*
- *Visual Effects and Neighborhood Character*
- *Air Quality*
- *Noise*
- *Biological Resources*
- *Health and Safety*
- *Historical Resources*
- *Hydrology*
- *Geologic Conditions*
- *Paleontological Resources*
- *Public Utilities*
- *Water Quality*
- *Mineral Resources*

5.0 Environmental Analysis

5.1 LAND USE

5.1.1 Existing Conditions

Relevant Plans and Policies

Presented below is a summary of the pertinent goals, objectives, and recommendations of the planning documents that affect development of the Quarry Falls project site. A discussion of the project's compatibility with these plans is provided in Section 5.1.2, *Impact Analysis*.

City of San Diego Progress Guide and General Plan

The City of San Diego's Progress Guide and General Plan sets forth a comprehensive, long-term plan for development within the City of San Diego. As such, the plan and development guidelines it identifies pertain to the project site. The Progress Guide and General Plan was most recently printed in 1989, although an amendment updating its Guidelines for Future Development was adopted in 1992. An update of the General Plan is currently underway, including the incorporation of a Strategic Framework Element that is discussed below which will replace the existing chapter entitled "Guidelines for Future Development." It is anticipated that adoption of the Draft General Plan will occur in 2008.

Elements of the current Progress Guide and General Plan address the following 13 areas: housing; transportation; commercial; industrial; public facilities, services, and safety; open space; recreation; redevelopment; conservation; energy conservation; cultural resources management; seismic safety; and urban design. The relevancy of these elements to the Quarry Falls project is discussed below in more detail.

The **Housing Element** of the City's Progress Guide and General Plan sets forth goals for the provision of housing for all members of the community. The Housing Element goal relevant to the project is the availability of adequate sites for the development of a variety of types of housing for all income levels. The following policies for implementation of this goal are applicable to the project site:

- *The City shall explore ways of encouraging new residential developments to build to at least 75 percent of permitted densities allowed by zone, in recognition that urban land is becoming too scarce a resource to tolerate significant underutilization;*
- *Where appropriate, the City shall expand housing opportunities by permitting a residential mix with job-producing land uses, and shall encourage a greater mix of uses in new development projects;*
- *The City shall seek to ensure that all housing is developed in areas with adequate access to employment opportunities, community facilities, and public services.*

The **Transportation Element** provides the framework for developing a comprehensive transportation system that includes streets, highways, and parking to serve vehicular needs; transit, including trolley and bus services; airports; bicycle and pedestrian facilities which include the regional bikeway system; railroads; and maritime facilities. Project-relevant policies contained within the Transportation Element address the need to increase transit use and to provide the availability of parking facilities sufficient to minimize, if not eliminate, any measurable contribution to traffic congestion. Specifically, the following goals apply to the Quarry Falls project:

- *A transportation system that is safe, functional, efficient, environmentally acceptable, and aesthetically pleasing;*
- *A coordinated, multi-modal transportation system capable of meeting increasing needs for personal mobility and goods movement at acceptable levels of service;*
- *A convenient, regionally coordinated transit system that is recognized as an essential public service because of its pervasive social, economic, and environmental benefits;*
- *A street and highway system whose components are consistent with the character of the area traversed and suitable for the type and volume of traffic served;*
- *Availability of parking facilities sufficient to minimize, if not eliminate, any measurable contribution to traffic congestion.*

Noise is also addressed within the Transportation Element. The noise discussion within this element addresses unwanted sound in the City of San Diego and sets forth goals, policies, and recommendations for abating noise. The Transportation Element promotes the following goals and policies pertaining to noise:

- *Reduce transportation noise to a level that is tolerable and no longer constitutes a threat to the public health and general welfare;*
- *Consider both current and projected noise levels in determining land use compatibility;*
- *Ensure that mitigation measures needed to achieve compatibility with the noise environment are made enforceable conditions of project approvals.*

The **Commercial Element** guides development of commercial uses that can effectively accommodate the commercial needs of residents and visitors to the area. A key component of the element is to create an environment in which commercial and residential uses are mutually supportive, rather than conflicting. The primary goal statement for the Commercial Element is:

- *To develop an integrated system of commercial facilities that effectively meets the needs of San Diego residents and visitors, as well as assuring each new development does not impede the economic viability of other existing commercial areas.*

The **Industrial Element** of the Progress Guide and General Plan acknowledges that manufacturing activities employ a significant amount of the City's work force and represent an economic contribution to the City and the region. It also recognizes that a larger percentage of the work force is engaged in non-manufacturing and a variety of activities that are supportive of manufacturing, including wholesaling, warehousing, and industrially related office development. Goals of the Industrial Element relevant to the proposed project include:

- *Insure that industrial land needs as required for a balanced economy and balanced land use are met consistent with environmental consideration;*
- *Protect a reserve of manufacturing lands from encroachment by non-manufacturing uses;*
- *Revitalize through public and private efforts, industrial areas which are basically well located but show environmental and/or functional deficiencies;*
- *Develop and maintain procedures to allow employment growth in the manufacturing sector at or near the state average.*

The **Public Facilities, Services and Safety Element** addresses the provision of schools, libraries, police, fire, water, sanitation, and flood control. Relative to schools, the following goal is relevant to the proposed project:

- *Actively pursue the implementation of the balanced community concept, thereby causing integrated schools through integrated neighborhoods.*

For libraries, the Public Facilities, Services and Safety Element sets the following goal:

- *To contribute to the maintenance of and improvement of the quality of life in the City of San Diego by assuring access to organized research, informational, recreational and educational resource collections of all media.*

The goal for police protection is to:

- *Continue to provide the highest service level possible out of facilities located in areas of the City sited to serve the demands.*

For fire protection, the City's goal is to ensure:

- *Public fire protection that provides the optimum degree of security against fire loss.*

Relative to water service, the City's goal is to:

- *Continuously monitor the growth pattern of the City of San Diego in order to ensure that water is and will be available on an equitable basis.*

The Public Facilities, Services and Safety Element's discussion of sanitation applies to liquid wastes and solid wastes and incorporates the following goals:

- *Pursue a recyclable approach to liquid waste management;*
- *Pursue a regional system of solid waste management that is operated by one agency with the major task of enforceably managing the generation, collection, storage, reuse and disposal of solid waste.*

As described in the **Recreation Element** of the City's Progress Guide and General Plan, the City provides three types of recreational accommodations for residents and visitors: population-based centers; resource-based parks; and other recreational facilities including sports fields, open space parks, plazas, large and small landscaped areas, and mini-parks. Relevant goals of the Recreation Element are to:

- *Provide a range of opportunities for active and passive recreation, educational activities, and neighborhood identification, in all parts of the City, adapted to the needs and desires of each neighborhood and community;*
- *Enhance the urban scene by development of an extensive and varied system of open space and recreation facilities.*

According to the Progress Guide and General Plan, *Redevelopment* is the restoration of either a single piece of property or a collective unit of properties to a condition of physical, social and economic vitality. The goal of the **Redevelopment Element** is to:

- *Redevelop and rehabilitate deteriorated and underutilized areas of the City to a condition of social, economic and physical vitality insuring that redeveloped areas complement the urban fabric, the resources to be conserved and the community environment.*

The **Conservation Element** contains the majority of the environmental goals, guidelines, and recommendations of the City's Progress Guide and General Plan. The Conservation Element addresses land resources, water resources, mineral resources, ecological resources, and air resources. Conservation Element goals and recommendations relevant to the proposed project call for the following:

- *Provide attractive less-polluting alternatives to the use of private autos by improving public transit;*
- *Achievement and maintenance of a high level of water quality in all water bodies under City jurisdiction;*
- *Protect and enhance the quality of San Diego's air resources so as to promote the public health and welfare and the productive capacity of its population and natural environment;*
- *Promote the development of relatively self-contained neighborhoods and communities which provide an appropriate balance of necessary land uses, facilities, and services thereby decreasing the number and length of passenger car trips;*
- *Encourage fill-in and vertical growth of the City, rather than a pattern of horizontal development.*

The **Urban Design Element** addresses the integration of new development into the natural landscape and/or existing community. The element discusses the “Image of the City,” which is composed of a balance of several components including natural and created features. This element includes goals, guidelines and standards that encourage new development to emphasize the unique character of each community, improve the neighborhood environment by improving the pedestrian environment of commercial areas, and promote mixed usage as a key to an active, lively urban environment. Relevant guidelines are as follows:

- *Evaluate discretionary actions that relate to planning, urban design and impact criteria rather than equity-type variance findings;*
- *Development of a comprehensive concern for the visual and other sensory relationships between people and their environment;*
- *Continue systematic review and evaluation of the City’s zoning, subdivision, and building regulations to insure a conscious choice of the best of available options, instead of mere satisfaction of minimum standards;*
- *Bring more open space into use;*
- *Use appropriate plant materials and give careful consideration to environmental factors in the design of landscaping and open space to contribute to the environmental quality of the community;*
- *Promote mixed usage as a key to an active, lively urban environment;*
- *Promote development which is sensitive to the particular needs of individual areas;*
- *Transit stops and stations can be important community foci;*
- *“Densification” should be balanced with City and regional needs;*
- *Promote harmony in the visual relationships and transitions between new and older buildings;*
- *Design walkways and parking facilities to minimize danger to pedestrians.*

Strategic Framework Element

As discussed above, the City of San Diego is in the process of updating its Progress Guide and General Plan. The City initiated the update with adoption of the Strategic Framework Element. The Strategic Framework Element provides the overall structure to guide the General Plan update, including future community plan updates and amendments and implementation of an action plan. The Strategic Framework Element represents the City’s new approach for shaping how the City will grow while attempting to preserve the character of its communities and its natural resources and amenities.

As discussed within the Strategic Framework Element, the *City of Villages* is a growth strategy that has been designed to create mixed-use areas within communities throughout San Diego. The

strategy draws upon strengths and characteristics of existing neighborhoods to determine where and how new growth should occur. Policies guiding the City of Villages have been developed in the following eight areas: urban form, neighborhood quality, public facilities and services, conservation and the environment, mobility, housing affordability, economic prosperity and regionalism, and equitable development.

The Strategic Framework Element identifies a Subregional District as “. . . a major employment and/or commercial district within the region containing corporate or multiple-use office, industrial and retail uses with some adjacent multifamily residential uses.” Mission Valley is an area identified as a Subregional District according to the Strategic Framework Element.

An Urban Village Center may be located within a Subregional District. An Urban Village Center is defined as a “more focused development area within Subregional Districts that have an intense mix of employment, commercial and higher density residential uses near transit hubs.” The proposed project would be considered an Urban Village Center.

The Strategic Framework Element’s strategy for the City of Villages that addresses policies for **Urban Form, Neighborhood Quality, Public Facilities and Services, Conservation and the Environment, Mobility, Housing Affordability, and Economic Prosperity and Regionalism** have the most relevancy to the proposed project. Pertinent language contained in each of these subsections is presented below.

Urban Form

Respect the Natural Base

- *Define neighborhood and community edges by either natural open space or urban enhancements (streetscape improvements, public art, landscape and architectural themes) to celebrate gateways and entrances.*

Create Diverse Village Centers

- *Design village centers, public facilities, and other new development to be integrated into existing neighborhoods through more pedestrian-friendly site grading, building orientation and design, and the provision of multiple pedestrian access points, while respecting the existing community character.*
- *Provide the focus for neighborhood identity by designing village centers as focal points for public gatherings through public spaces and publicly-oriented buildings.*
- *Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development.*

Neighborhood Quality

Provide Accessible and Integrated Parks

- *Develop alternative methods of providing parks and recreational areas to meet the needs of urban and built-out communities, recognizing available land constraints and seizing opportunities for the creation of more accessible parks and the integration of public space and recreation.*

Increase Pedestrian, Bicycle and Transit Opportunities

- *Promote streetscape, bicycle facilities, urban trails, paths and pedestrian connection projects and retrofits to develop or increase the pedestrian- and bicycle-orientation of each neighborhood and the City as a whole.*
- *Promote an interconnected street network, which includes pedestrian and bicycle access, where topography and landform permits. Private street and driveway aisles within village developments should also be designed in this manner.*
- *Facilitate the planting and maintenance of street trees and median landscaping.*
- *Design and locate neighborhood and community commercial uses to be accessible and convenient by foot, bicycle, and transit, as well as by car.*
- *Promote an active streetscape to create a more attractive and safe pedestrian environment.*

Public Facilities and Services

- *Provide for the future population according to the fair share abilities of the City's communities to accommodate new residents commensurate with the public facilities to support them.*
- *Focus infrastructure investments in communities that have a demonstrated need for such resources.*
- *New development will contribute to public facilities commensurate with the level of impact.*
- *Focus efforts and resources on undergrounding utilities.*
- *Provide public facilities and services to assure that adequate levels of service standards are attained concurrently with development.*

Conservation and the EnvironmentEncourage Efficient Land Development

- *Work toward the citywide development of sustainable, or "green" buildings that use renewable energy and conserve energy through design, location, construction, and operation while increasing the comfort, health, and safety of the people who live and work in them.*

MobilityLink Land Use and Transportation

- *Design and locate mixed-use centers, civic uses and neighborhood and community commercial uses to be accessible by foot, bicycle and transit, in addition to the car.*

Improvements to Streets and Highways

- *Promote pedestrian, bicycle and transit-friendly design of City streets.*

Create Walkable Communities

- *Promote walkable, tree-lined streets.*

Housing Affordability

- *Provide a sufficient range of housing opportunities by facilitating the maintenance and development of an overall diversity of housing types and costs.*
- *Improve housing affordability throughout the City.*
- *Establish policies to allow areas within the Subregional Districts to collocate employment and higher density residential uses and adopt design standards to mitigate land use conflicts.*

Economic Prosperity and Regionalism*Use Employment Lands Efficiently*

- *Concentrate commercial development in areas best able to support those uses such as urban and neighborhood centers and mixed-use corridors.*

Draft General Plan

The updated General Plan will be comprised of the following ten elements: Strategic Framework and Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Historic Preservation; Noise; and Housing. The Final Public Review Draft of the General Plan Update was issued for public review in October 2006, and the public hearing draft was issued in September 2007. A draft Program EIR has been prepared, and the Final Program EIR was issued in October 2007. Provided below is a general description of the elements addressed in the Draft General Plan Update.

The **Land Use and Community Planning Element** (Land Use Element) provides policies to implement the City of Villages strategy within the context of San Diego's community planning program. The Element addresses land use issues that apply to the City as a whole and identifies the community planning program as the mechanism to designate land uses, identify site-specific recommendations, and refine citywide policies as needed. The Land Use Element establishes a structure for the diversity of each community and includes policy direction to govern the preparation of community plans. The Element addresses zoning and policy consistency, the plan amendment process, airport-land use planning, balanced communities, equitable development, and environmental justice.

The **Mobility Element** contains policies that promote a balanced, multi-modal transportation network while minimizing environmental and neighborhood impacts. In addition to addressing walking, streets, and transit, the element also includes policies related to regional collaboration, bicycling, parking, the movement of goods, and other components of the transportation system.

Urban Design Element policies call for development that respects the City's natural setting; enhances the distinctiveness of neighborhoods; strengthens the natural and built linkages; and creates mixed-use, walkable villages throughout the City. The Urban Design Element addresses urban form and design through policies relative to San Diego's natural environment that work to preserve open space systems and target new growth into compact villages.

The intent of the **Economic Prosperity Element** is to create an environment that fosters creativity and allows San Diego to better compete in the regional, national and global economic setting. This Element links economic prosperity goals with land use distribution and employment land use policies. The Element also expands the traditional focus of a general plan to include economic development policies that have a less direct affect on land use. These include policies aimed at supporting existing and new businesses that reflect the changing nature of industry, creating the types of jobs most beneficial to the local economy, and preparing the City's workforce to compete for these jobs in the global marketplace.

The **Public Facilities, Services, and Safety Element** (Public Facilities Element) is directed at providing adequate public facilities through policies that address public financing strategies, public and developer financing responsibilities, prioritization, and the provision of specific facilities and services that must accompany growth. The policies within the Public Facilities Element also apply to transportation and park and recreation facilities and services.

The goals and policies of the **Recreation Element** have been developed to take advantage of the City's natural environment and resources, to build upon existing recreation facilities and services, to help achieve an equitable balance of recreational resources, and to adapt to future recreation needs. The Recreation Element contains policies to address the challenge of meeting the public's park and recreational needs; the inequitable distribution of parks citywide, especially acute in the older, urbanized communities; and to work toward achieving a sustainable, accessible, and diverse park and recreation system. The Recreation Element also addresses alternative methods, or "*equivalencies*", to achieve city-wide equity where constraints may make meeting City guidelines for public parks infeasible, or to satisfy community-specific needs and demands.

The **Conservation Element** contains policies to guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. San Diego's resources include, but are not limited to: water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy.

The **Historic Preservation Element** guides the preservation, protection, restoration, and rehabilitation of historical and cultural resources.

The **Noise Element** provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment.

The previously adopted **Housing Element** is intended to assist with the provision of adequate housing to serve San Diegans of every economic level and demographic group.

Community and Economic Development Strategy

The City of San Diego's Community and Economic Development Strategy of 2002-2004 (Strategy Update) provides an update to the City's Community and Economic Development Strategy. The Community and Economic Development Strategy provides business development assistance to

industries such as telecommunication, biomedical/biosciences, software engineering, electronics manufacturing, financial/business services, and defense manufacturing companies. The Strategy Update presents strategies for community and economic improvements in five issue areas: regional economic prosperity; expanding economic opportunity; implementing smart growth, attaining energy independence; and continuing revenue enhancement activities. The Strategy Update identifies actions, research, and policy considerations for each of these issue areas. Since the proposed project would develop residential and supporting commercial retail uses and allow for industrial uses, the City of Villages concept that is identified in the Strategy Update is applicable to the proposed Quarry Falls project.

Mission Valley Community Plan

The project site is governed by the Mission Valley Community Plan (MVCP), which was adopted by the San Diego City Council on June 25, 1985 and subsequently amended in 1986, 1987, 1990, 1991, 1992, 1993, 1994, 1996, 1997, 1998, 1999, 2000, and 2003. The MVCP provides a comprehensive guide for the enhancement and development of the Mission Valley community. A series of objectives and proposals established by the community and consistent with citywide policies are included in the MVCP. The project site is designated for Multiple Use in the MVCP. The MVCP requires the preparation of a Specific Plan, which would functionally amend the community plan, for areas with a Multiple Use designation of ten acres or more in size.

The overall goal of the MVCP is to provide a Plan “*which allows for its continued development as a quality regional urban center in the City of San Diego while recognizing and respecting environmental constraints and traffic needs, and encouraging the Valley’s development as a community.*” Six broad objectives are included in the MVCP that set the framework within which development should follow. These objectives generally address the quality of urban development in Mission Valley with respect to flood control, wetland conservation, transportation, public facilities and services, and cohesion of design elements. Project consistency with these objectives is analyzed under Issue 1 in Section 5.1.2, *Impact Analysis*.

The MVCP is comprised of eight primary elements including Land Use, Transportation, Open Space, Development Intensity, Community Facilities, Conservation, Cultural and Heritage Resources, and Urban Design. The MVCP also includes a discussion of development intensity and implementation for the purposes of balancing development intensity and street carrying capacity for Mission Valley. The Wetland Management Plan (WMP) is a major component of the Open Space Element and is contained as an appendix to the Community Plan. Most of the objectives and proposals relevant to the proposed project are contained within the Land Use, Transportation, Development Intensity, Community Facilities, Conservation, and Urban Design elements, as presented below.

The **Land Use Element** addresses residential, commercial, and industrial land uses, which are the major components of existing land uses in Mission Valley. Residential development in Mission Valley has been primarily multiple unit structures. Commercial uses include commercial-retail, commercial-recreation, and commercial-office. Industrial land uses range from an industrial business park to sand and gravel operations. Relevant objectives and proposals for the proposed project for each type of land use include the following:

Residential

- *Provide a variety of housing types and densities within the community.*
- *Encourage development which combines and integrates residential uses with commercial and service uses.*
- *Encourage imaginative land development techniques and varied building site layouts.*
- *Provide amenities for residents such as recreation, shopping, employment, and cultural opportunities within or adjacent to residential development.*
- *Encourage the design of residential areas so as to prevent the encroachment of incompatible uses and minimize conflicts (such as excessive traffic noise) with more intensive non-residential uses located nearby.*

Commercial

- *Encourage multi-use development in which commercial uses are combined or integrated with other uses.*
- *Encourage visitor-oriented commercial development.*
- *Encourage new commercial development which relates (physically and visually) to existing adjacent development.*
- *Utilize planned developments to combine different commercial uses together with other uses.*
- *Encourage commercial-office development which includes personal services for employees such as cafeterias, barbers, dry cleaners, etc.*

Industrial

- *Continue sand and gravel operations in the community until depletion is reached.*
- *Require and enforce land reclamation which is consistent with municipal, state and federal guidelines during and following termination of extraction activity for subsequent reuse.*
- *Allow existing sand and gravel operations and related activities to continue until depletion of aggregate resources is reached. This can be achieved by renewing, and when necessary, amending existing permits.*

A **Multiple Use Development Option** is also presented in the land use section. A “multi-use development” is a large-scale project characterized by two or more significant revenue-producing uses, significant functional and physical integration of project components, conformance with a coherent plan, and public transit opportunities. Relevant objectives and proposals for the multi-use option include the following:

- *Provide new development and redevelopment which integrates various land uses into coordinated multi-use projects.*
- *Include a variety of revenue-producing uses in each large scale multi-use project.*
- *Ensure functional and physical integration of the various uses within the multi-use project and between adjacent uses or projects.*

- *Combine uses within a multi-use project to create a 24-hour cycle of activity.*

The primary goal of the **Transportation Element** is to provide “a surface street system, carefully coordinated with the regional freeway system, which is adequate to meet the total future needs of Mission Valley.” The Transportation Element identifies the need for roads to be developed north of Friars Road, in those areas currently involved in sand and gravel extraction between SR-163 and I-15, as part of the transportation system. It also calls for the provision of public transit corridors and stations, including an intra-valley “people mover” system. Relevant objectives and proposals of the Transportation Element for the proposed project are as follows:

- *Provide adequate access to developable and redevelopable parcels.*
- *Reduce conflicts between vehicles, bicycles and pedestrians.*
- *Encourage the use of public transit modes to reduce dependency on the automobiles.*
- *Provide opportunities for individual property owners to achieve a higher use of their property through support of more efficient transportation modes.*
- *Provide mitigation for traffic generation impacts through the provision and/ or financing of public transportation facilities on a project-by-project basis.*

The Transportation Element also addresses the need for a connection between Friars Road and Phyllis Place through the Quarry Falls site. Specifically, the community plan states:

Public streets of adequate capacity to connect Stadium Way [Qualcomm Way] and Mission Center Road with I-805 at Phyllis Place will be needed when urban development occurs north of Friars Road, between Mission Center Road and I-805. Provision of these streets will not be considered until sand and gravel operation has ceased and resource depletion has occurred. Additionally, the exact alignment will be determined by detailed engineering studies, by agreement between the City and the property owner at the time urban development takes place on these properties.

The **Development Intensity Element** establishes guidelines for intensity of development in Mission Valley. Mission Valley is divided into Development Intensity Districts based on existing and projected traffic generation. The purpose of Development Intensity Districts is to “ensure compatibility between the street carrying capacity and the maximum development intensity.” The project site is in Development Intensity District F. Objectives and proposals of the Development Intensity Element relevant to the proposed project include the following:

- *Provide a level of future development intensity which will enhance and maintain a high quality of life in the community.*
- *Formulate innovative land use regulations which will establish development intensities based upon the capacity of the circulation system.*

Community services and facilities relevant to the project site include schools, fire and police protection, library service, postal service, emergency medical, gas and electricity, water and sewer, and telephone service. The **Community Facilities Element** identifies the following objectives and proposals for community facilities relevant to the proposed project:

- *Provide and maintain a high level of service for the full range of community facilities necessary in an urbanized area.*
- *Provide improvements in the level of service of community facilities as residential population and development intensity increase in the Valley.*
- *Maintain existing facilities, or expand as needed, to keep an adequate level of service.*

The **Conservation Element** considers the conservation and protection of natural resources to include air quality, noise, water quality and conservation, land, habitat, and energy resources. The primary objectives are to “*protect and enhance the quality of Mission Valley’s air and water quality, and conserve the Valley’s water, land, and energy resources.*”

The **Urban Design Element** addresses future development design guidelines and identifies two functional categories, which will require special design considerations: “*1) design protection areas (river, hillsides, landmarks); and 2) transportation corridors (freeways, streets, light rail transit).*” Flood protection, wetlands natural habitat conservation and enhancement, buffer areas, and open space are the major development guideline categories addressed in the Urban Design Element. Street design is also an important urban design element connecting individual projects. The southern slope hillside area of the community functions as a buffer separating the floor of the valley and the mesa communities above. Specific design guidelines have been developed for the valley’s south slopes. The project site is not within the southern slope hillside area.

There are no public view corridors identified in the Mission Valley Community Plan that cover the site. The San Diego River and I-805 Jack Schrade Bridge are identified in the Mission Valley Community Plan as major public resources or landmarks. The Mission Valley Community Plan calls for the rehabilitation of the northern hillsides and incorporation into future development, while the Steep Hillside Guidelines contained in the Community Plan encourage development of roof forms and the use of roof materials that create positive visual impacts through the use of color and pattern.

Mission Valley Planned District Ordinance (MVPDO)

The MVPDO was adopted by the City Council in July 1990. The main purpose of the MVPDO is to ensure that development and redevelopment in Mission Valley will be accomplished in a manner that enhances and preserves sensitive resource areas; improves the vehicular, bicycle, pedestrian and public transit circulation network; provides reasonable use of property; and contributes to the aesthetic and functional well-being of the community. With the adoption of the City’s Land Development Code and citywide zoning in 2000, the Planned District Ordinances remains in effect and takes precedent over the Land Development Code regulations, unless otherwise specified in the Planned District Ordinances.

Section 103.2105 of the MVPDO discusses the Development Intensity Overlay District whose purpose is to “*limit development intensity to the levels allowed under the adopted community plan.*” The entire Mission Valley community planning area, including the Quarry Falls project site, is within the Development Intensity Overlay District. This overlay district is divided into three traffic areas (Areas 1-3) and 13 Development Intensity Districts (DIDs A-M). Specific ADT thresholds have been assigned to each DID to determine whether projects would require a ministerial or discretionary Mission Valley development permit. Projects that would generate traffic in excess of the traffic allocations established by Threshold 2 shall be processed as a community plan amendment and would require the preparation of a traffic study and an environmental study in accordance with CEQA. The proposed project would exceed the traffic allocations identified for the DIDs.

The proposed project site is within the Hillside Subdistrict of the MVPDO. More specifically, the project site is part of the northern slopes. Regulations are set forth to *ensure that land development projects in hillside areas will respect, preserve and/or recreate hillside areas.*

Zoning is also addressed in the MVPDO. Relative to the Multiple Use Zone (MV-M), the purpose of this zone is to “*provide for pedestrian oriented projects containing at least three functionally and physically integrated land uses,*” and “*provide standards and guidelines for the development of large, undeveloped parcels through the processing of specific plans or discretionary permits.*” Within the MV-M zone, a combination of the following commercial and residential uses is required: MV-CV, MV-CO, MV-CR, MVR-1, MVR-2, MVR-3, MVR-4, and MVR-5. Guidelines for the discretionary review of projects zoned MV-M are as follows:

- *Multiple use projects should contain significant revenue-producing uses that are functionally and physically integrated to minimize vehicular traffic.*
- *Multiple use projects must emphasize pedestrian orientation with pedestrian connections, people oriented spaces, and commitments to transit improvements.*
- *Development should separate vehicular access from delivery loading zones.*
- *Include restaurants, theatres, hotels or residential uses in multiple use projects to create 24-hour activity.*
- *No single land use should account for more than 60 percent, nor less than 20 percent of the Average Daily Trips allocated to the project.*
- *The type and location of commercial uses should not be disruptive to residential uses.*
- *Encourage high density development near shopping areas and transit corridors.*
- *Structures located along major pedestrian paths should utilize the ground floor for retail commercial or residential uses to increase pedestrian activity at street level.*

- *New development on sand and gravel sites should orient away from the mesa and not burden the existing school, park, or shopping facilities or adjacent communities.*
- *Mining activities should be screened from adjacent developments with landscaping and berms. Environmental impacts such as noise and erosion should be mitigated.*

Serra Mesa Community Plan

An approximate six-acre area in the northernmost portion of the proposed VTM and Master PDP is within the Serra Mesa community. No portions of the proposed Quarry Falls Specific Plan or CUP amendment are within Serra Mesa.

The Serra Mesa Community Plan (SMCP) was originally adopted by the San Diego City Council on March 3, 1977, with subsequent amendments occurring in 1985, 1986, 1988, 1989, 1992, 1993, 1996 and 2000. The 2000 amendment updated the existing conditions information and the Housing and Environmental Management elements. The SMCP is comprised of seven Elements, which identify goals and objectives to guide land use considerations within the community. Elements of the SMCP which are considered relevant to the project include Housing and Transportation.

The portion of the proposed project located within the Serra Mesa community is designated for residential use in the SMCP. It is the goal of the **Housing Element** to enhance the quality of existing residences and encourage a variety of housing types. The following policy from the Housing Element applies to the project site:

South side of Phyllis Place, west of I-805: Approximately 6 acres. This site overlooks Mission Valley. It is bordered on the south by a major sand and gravel operation. A large religious institution and retirement units are located to the north. This site is specifically excluded from extraction plans. An overriding community concern is to preserve the integrity of the single-family neighborhood located to the west of the property. The site appears suitable for low density residential development to a maximum of 7 to 9 units per net acre. Development must be done through the use of a Planned Residential Development (PRD) and in character with the single-family neighborhood to the west.

With regard to the **Transportation Element**, emphasis is placed on the movement of people and goods. The goal is “to provide a safe, balanced, efficient transportation system with minimal adverse environmental effects.” As shown in the SMCP, no road connection through the project site into Mission Valley is planned.

Transit-Oriented Development Design Guidelines

The City of San Diego’s Transit-Oriented Development (TOD) Design Guidelines, or **TOD Guidelines**, present strategies to accommodate projected growth within San Diego, maintain the City’s quality of life, and allow for continued economic vitality. The TOD Guidelines are intended to provide the community with an approach to create a desirable and more efficient urban form while addressing the issues of traffic congestion, air quality, neighborhood character, and growth management. Further, the design, configuration, and mix of uses emphasize a pedestrian-oriented environment and reinforce the use of public transportation without ignoring the role of the automobile. TODs mix residential, retail, employment centers, open space, and public uses within

comfortable walking distance, making it convenient for residents and employees to travel by transit, bicycle or foot, as well as by car. According to the City's Transit-Oriented Development Design Guidelines (TOD Design Guidelines), a TOD is defined as "*mixed-use neighborhoods, up to 160 acres in size, which are developed around a transit stop and core commercial area.*"

Zoning

Zoning for property located in the City of San Diego is governed by the City's Land Development Code (LDC). Figure 2-13, *Existing Zoning*, shows the existing zones for the project site.

For properties in the Mission Valley community which do not have an approved Specific Plan in effect, the Mission Valley Planned District Ordinance (MVPDO) also applies. Within the Mission Valley community, the Quarry Falls project site is zoned MVPD-MV-M (Multiple Use Zone) and MVPD-MV-SP, allowing for a combination of commercial and residential uses. The purpose of the MVPD-MV-M zone is "*to provide for pedestrian oriented projects containing at least three functionally and physically integrated land uses,*" as well as "*to provide standards and guidelines for the development of large, undeveloped parcels through the processing of specific plans or discretionary permits.*" The purpose of the MVPD-MV-SP zone identifies this small area of the project site as located within an area covered by a Specific Plan. A small portion of the Quarry Falls project site is also zoned RS-1-7 (Residential – Single Unit), which is intended for the development of single dwelling units on minimum 5,000 square foot lots. The six-acre portion of the project site located within Serra Mesa is also zoned RS-1-7.

City of San Diego Inclusionary Housing Ordinance

The City of San Diego adopted its Inclusionary Housing Ordinance on June 3, 2003. The purpose of Article 2, Division 13: *Inclusionary Affordable Housing Regulations* of the City of San Diego Municipal Code is to balance and diversify neighborhoods by requiring that "*at least 10 percent of the total dwelling units in the proposed development be affordable to targeted rental households or targeted ownership households*" for all residential developments. According to the Ordinance, the requirement to provide 10 percent affordable dwelling units can be met in any of the following ways: 1) provide affordable units on the project site, 2) provide affordable units off-site, but within the same community planning area, 3) provide affordable units off-site and outside the community planning area, if a variance has been obtained, 4) Pay an in lieu fee, or 5) any combination of the previous methods. The proposed Quarry Falls project would comply with this Ordinance by constructing the required affordable units on site.

City of San Diego Multiple Species Conservation Program (MSCP) Subarea Plan

The Multiple Species Conservation Program (MSCP) is a comprehensive plan that will preserve a network of habitat and open space in the region. The MSCP identifies a Multi-Habitat Planning Area (MHPA) in which the permanent MSCP preserve will be assembled and managed for its biological resources. In accordance with the MSCP, the City has developed a Subarea Plan to implement the MSCP and habitat preserve within the City of San Diego. The Quarry Falls project site is within the City's MSCP Subarea, but is not located within or adjacent to the MHPA.

Within the MSCP, the project site is located within an urban habitat area. The City's MSCP Subarea Plan identifies specific management policies and directives for urban habitat lands. Major issues identified for these lands include the following:

- Intense land uses and activities adjacent to and in covered species habitat
- Dumping, litter, and vandalism
- Itinerant living quarters
- Utility, facility, and road repair, construction, and maintenance activities
- Exotic (non-native) and invasive plants and animals
- Urban runoff and water quality

Specific considerations for certain land uses are also addressed in the MSCP Subarea Plan. Relative to the proposed project, the MSCP includes the following considerations for mining, extraction, and processing facilities:

- *All mining and other related activities must be consistent with the objectives, guidelines, and recommendations in the MSCP plan, the City of San Diego's Environmentally Sensitive Lands Ordinance, all relevant long-range plans, as well as with the State Surface Mining and Reclamation Act (SMARA) of 1975.*
- *Any permitted mining activity including reclamation of sand must consider changes and impacts to water quality, water table level, fluvial hydrology, flooding, and wetlands and habitats upstream and downstream, and provide adequate mitigation.*

The City's MSCP Subarea Plan also addresses mitigation for impacts to wildlife and habitat. For those impacts occurring outside the MHPA, such as the project site, mitigation is based on the habitat type and location of the mitigation site.

5.1.2 Impact Analysis

The analysis in this section focuses on the proposed Quarry Falls Specific Plan and associated actions. The proposed modifications to the approved Reclamation Plans for mining and related activities would not pose any significant land use policy impacts, as these activities are already occurring on the subject property.

Impact Thresholds

The following thresholds, relevant to the proposed project, have been identified in the City of San Diego's "Significance Determination Guidelines under the California Environmental Quality Act" for evaluating potential impacts to land use:

1. Inconsistency/conflict with the environmental goals, objectives, or guidelines of a community or general plan.
2. Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur.
3. Substantial incompatibility with an adopted plan.
4. Inconsistency/conflict with adopted environmental plans for an area.

5. Significantly increase the base flood elevation for upstream properties, or construct in a Special Flood Hazard Area (SFHA) or floodplain/wetland buffer zone.

Issue 1

Evaluate the project's compatibility with existing and planned land uses within Mission Valley. Would the proposed project be consistent with the land use designations, intensity of development, environmental goals, objectives, and recommendations of the Mission Valley Community Plan and the Mission Valley Planned District Ordinance (MVPDO)?

Impacts

Mission Valley Community Plan. Six broad objectives are included in the MVCP that set forth the framework for development in Mission Valley. Each of the Community Plan Elements addresses the attainment of these six objectives. Objective 2, "Provide protection of life and property from flooding by the San Diego River;" and Objective 3, "Provide a framework for the conservation of important wetland/riparian habitats balanced with expanded urban development;" are not relevant and were not evaluated because the proposed project site is outside of the flood zone area. Project consistency with the remaining objectives (1, 4, 5, and 6) and the applicable Elements of the Community Plan are evaluated below.

Objective 1: Encourage high quality urban development in the Valley which will provide a healthy environment and offer occupational and residential opportunities for all citizens.

The Land Use Element and Urban Design Element address this objective by providing development guidelines and an overall vision for residential, commercial, industrial, and mixed use developments in the Valley. Additionally, the Land Use Element addresses sand and gravel operations. The proposed project site is identified as a Multiple Use area in the MVCP.

The Quarry Falls Specific Plan identifies a series of objectives, which provide the framework for the Plan. The following project objectives seek to achieve a high quality development:

- *Develop a community that responds to the natural and created attributes of the project site by placing primary focus on the creation of an interactive system of parks and open space.*
- *Provide a mixed-use area, with neighborhood, community and lifestyle retail commercial uses and residential development, to serve Quarry Falls and the surrounding area.*
- *Unify land uses by setting forth design guidelines and an implementation program.*
- *Design individual development projects that positively contribute to the character of the City of San Diego and reinforce community identities through control of project design elements such as architecture, landscaping, walls, fencing, lighting, and signage.*
- *Demonstrate high quality design and construction.*

- *Develop an environment that is visually attractive and efficiently and effectively organized, including visually pleasant landscaping.*

Additionally, the Quarry Falls Specific Plan lists the following design objectives:

- *Provide the City with the necessary assurances that the Quarry Falls Specific Plan will develop in the manner intended and envisioned by this Specific Plan.*
- *Serve as a manual for developers, builders, engineers, architects, landscape architects and other professionals to maintain the desired characteristics established by this Specific Plan.*
- *Provide City staff with a template upon which future development projects can be compared.*
- *Accommodate flexibility for innovative and creative design solutions that respond to contemporary market trends throughout the lifetime of Quarry Falls.*
- *Create a high quality community that will maintain and enhance its economic value and generate tax revenue for the City.*
- *Facilitate the development of an integrated community based on the strong influence of the Quarry Falls Park and its various amenities.*
- *Establish a viable and attractive circulation network accessible to vehicles, bicycles and pedestrians which connects the planning districts within Quarry Falls and facilitates access to the park infrastructure.*

The project's proposed design elements, design guidelines, and development standards are described in Section 3.0, *Project Description*, of this Program EIR.

The Specific Plan proposes seven planning districts (the Parks, Ridgetop, Foothills, Terrace, Creekside, Village Walk, and Quarry Districts) organized around a system of terraced parks and urban open space. Various types and intensities of development would occur in each district, allowing for a logical integration of land uses. Development standards and design guidelines have also been developed to serve as a “*methodology for achieving a high quality, aesthetically cohesive community.*” In fact, the first design objective of the Specific Plan is “*to provide the City with the necessary assurances that the Quarry Falls Specific Plan will develop in the manner intended and envisioned by this Specific Plan.*”

Objective 4: *Facilitate transportation through and within the Valley while establishing and maintaining an adequate transportation network.*

The Elements of the MVCP promote this objective by providing for pedestrian, bicycle and transit opportunities within the community. The proposed project has been designed with a trail system, sidewalks, and bicycle facilities to encourage pedestrian and bicycle activity. Additional circulation and mobility options for the project include bus service, light rail transit, shared car service, shuttle services, and bicycle access. A pedestrian bridge over Friars Road is also proposed, which would connect Quarry Falls with Rio Vista West and the trolley station, located south of the project.

The MVCP calls for the road connection of Qualcomm Way and Mission Center Road (in the Mission Valley community) with I-805 at Phyllis Place (within the Serra Mesa community) when the area that comprises the proposed project site develops. A connection to Phyllis Place would be possible with the proposed design of Quarry Falls; however, the project does not include that roadway connection. Section 10, *Alternatives*, of this Program EIR evaluates an alternative that would provide a Phyllis Place connection as envisioned by the MVCP.

The internal street system of Quarry Falls has been designed with a network of seven main public roads and connections to the primary street network established by existing City streets. Quarry Falls Boulevard is the primary circulation spine for the project and would connect with Mission Center Road on the west and an extension of Qualcomm Way on the east. The existing Qualcomm Way would be extended north into the project site as a six-lane major street. Proposed Russell Park Way would connect Quarry Falls Boulevard to Friars Road to the north of Gill Village Way. As designed, the street network would facilitate traffic to the project site and within the Valley.

Although the Quarry Falls Specific Plan would provide both vehicular and non-vehicular opportunities within the Valley, it would also generate 66,286 total vehicle trips, of which 52,332 trips are cumulative external trips with 3,242 occurring in the AM peak hour and 5,100 occurring in the PM peak hour. The additional vehicle trips would result in significant traffic impacts, as discussed in Section 5.2, *Transportation/Traffic Circulation/Parking*, of this Program EIR.

Objective 5: *Provide public facilities and services that will attend to the needs of the community and the region.*

Public utilities and services to serve the Quarry Falls development are readily available due to the existing surrounding development in the Valley. Implementation of the project would require off-site upgrades and/or connections to existing sewer and water mains to meet City design standards and to handle the demand from the project. Additionally, the project would maintain the total quantity of storm water runoff, despite the introduction of impervious surfaces at the site. The project would not conflict with Objective 5, and no impacts are anticipated. A detailed analysis of the project's effects on public utilities can be found in Section 5.12, *Public Utilities*. A discussion of *Hydrology* (drainage) and *Water Quality* impacts associated with the project are presented in Sections 5.9 and 5.13, respectively.

Objective 6: *Provide guidelines that will result in urban design which will be in keeping with the natural features of the land and establish community identity, coherence, and a sense of place.*

The Urban Design Element of the MVCP identifies design guidelines for development within the community. The project site is located in the northern hillside portion of the community. However, due to on-going mining activities, the majority of the project site has been disturbed. As part of the project, an adjustment to the approved reclamation plan is proposed, which would result in a more terraced condition rather than the relatively flat pad currently approved as part of the Reclamation Plan.

As discussed under Objective 1, above, the Specific Plan includes development standards and design guidelines for development of Quarry Falls. The project is centered around a park and trail system that unifies the project site, while maintaining interest through the use of districts to establish individual neighborhood identities. The residential districts of Quarry Falls would be located in areas of the site set at higher elevations, which are located away from existing retail and office developments and which maximize views of the valley for the residents. The highest density residential developments are proposed in the southern portion of the site where residents are within walking distance to the trolley station at the Promenade in Rio Vista West. The districts allowing for retail, office, and mixed-use areas would be located in the southern portion of the site, nearest to Friars Road and existing similar uses. This would allow more convenient access to work and shopping opportunities, while providing a buffer to the residential uses.

There are no public view corridors identified in the Mission Valley Community Plan or adjacent community plans that cover the site. The San Diego River and I-805 Jack Schrade Bridge are identified in the Mission Valley Community Plan as major public resources or landmarks. The location of the development outside of the river corridor and set back from the I-805 overpass does not block any view or resource considered significant in the Mission Valley Community Plan.

The Mission Valley Community Plan calls for the rehabilitation of the northern hillsides and incorporation into future development, while the Steep Hillside Guidelines contained in the Community Plan encourage development of roof forms and the use of roof material that create positive visual impacts through the use of color and pattern. The project has been designed to meet these objectives. Smaller buildings (lower in height) are proposed on the upper pad areas, and larger buildings are proposed closer to the urban development of the valley floor. Views from Phyllis Place and other public areas are maintained with minimal disruption across the horizon line to the south rim of Mission Valley. Because of view impacts of buildings as seen from above, the proposed Specific Plan and the City's Land Development Code require that roof areas be designed to screen mechanical equipment.

A description of the project's design guidelines and development standards is presented in Section 3.0, *Project Description*, of this Program EIR. The project's affect on visual quality and neighborhood character is addressed in Section 5.3, *Visual Effects and Neighborhood Character*.

Mission Valley Planned Development Ordinance

The proposed project is located within the Multiple Use Zone (MV-M) identified in the MVPDO. In accordance with the goals of this zone, the project would develop a pedestrian oriented project that integrates residential, commercial retail, commercial office, civic, parks and open space uses. The proposed Quarry Falls Specific Plan contains specific development standards and design guidelines for development of the project site, which is consistent with the requirements of MVPDO for MV-M zoned property.

The project site is also within the Development Intensity District "F" (DID "F"), which is intended to "limit development intensity to the levels allowed under the adopted community plan." The MVPDO establishes 140 ADT/acre as the threshold for requiring a discretionary action. Projects that generate less than 140 ADT/acre and meet all other requirements of the MVPDO, may be

processed ministerially. For projects that exceed 140 ADT/acre, the MVPDO requires that a Community Plan Amendment and traffic study be prepared.

For the Quarry Falls project, 140 ADT/acres would equate to 31,497 ADT. Therefore, t~~he Quarry Falls project would generate traffic in excess of the traffic Threshold 2. Therefore, in~~In accordance with the MVPDO, the project would be processed as a Community Plan Amendment and required to prepare a traffic study and an environmental study in accordance with CEQA. The proposed project includes a Community Plan Amendment. A traffic study has been prepared and traffic impacts are fully analyzed in Section 5.2, *Transportation/Traffic Circulation/Parking*, of this Program EIR. As stated previously, the project would result in significant impacts associated with traffic circulation. Mitigation measures are proposed to reduce impacts; however, all impacts would not be reduced to below a level of significance. Therefore, approval of the project would require that the decision-makers adopt Findings and a Statement of Overriding Considerations in accordance Sections 15091 and 15093 of the CEQA Guidelines.

Significance of Impacts

The proposed project is consistent with the goals of the MVCP and the MVPDO. As required, a traffic study has been prepared for the project. Traffic generated from the proposed project would result in significant impacts to the circulation system.

Mitigation Measures

Mitigation measures for traffic impacts are identified in Section 5.2, *Transportation/Traffic Circulation/Parking*. However, as presented in Section 5.2, mitigation measures required for the project would not fully mitigate the project's traffic circulation impacts. Therefore, adoption of a Statement of Overriding Considerations would be required should the decision makers choose to approve the project.

Significance of Impacts Following Implementation of Mitigation Measures

Mitigation measures have been identified in 5.2, *Transportation/Traffic Circulation/Parking*, to reduce impacts. However, mitigation measures would not fully mitigate impacts, and land use impacts associated with traffic circulation would remain significant and unmitigated.

Issue 2

Would the project implement goals of the Strategic Framework Element, the City of Villages policy and the Transit Oriented Development (TOD) Guidelines?

Impacts

As presented in Section 5.1.1 above, the City's Strategic Framework Element includes a strategy for the City of Villages, with policies that address Urban Form, Neighborhood Quality, Public Facilities and Services, Mobility, Housing Affordability, and Economic Prosperity and Regionalism.

The project site is bordered by Friars Road to the south, Mission Center Road to the west, the Serra Mesa community to the north, and I-805 to the east. Relative to **Urban Form**, the project includes an overall landscape plan, streetscape guidelines, and design guidelines and development standards (see Section 3.0, *Project Description*). The project proposes to develop a series of districts to promote

diversity within the Specific Plan area by allowing for a variety of land uses and development intensities.

The proposed Quarry Falls Specific Plan is centered around a park and trail system. Quarry Falls Park would provide active and passive recreation elements, and a trail system would connect the park to surrounding residential uses. Trails, sidewalks and bicycle paths are proposed throughout the project site, and a pedestrian bridge is proposed over Friars Road to connect pedestrians to existing shopping and transit opportunities in the community. The Park Trail and Grand Steps would link the park opportunities with commercial, office, and mixed uses located in the southern portion of the site. In this manner, the project would promote a development with integrated park, bicycle, and pedestrian opportunities, as recommend by the **Neighborhood Quality** policies of the Strategic Framework Element.

Relative to the **Public Facilities and Services** policies of the Strategic Framework Element, the project provides housing opportunities and would contribute financing for community facilities to support the increase in residential demands on the community. Implementation of the project would also result in the undergrounding of electrical lines along Friars Road. The project's payment of development impact fees through the Mission Valley PFFP would "*focus infrastructure investments in communities that have a demonstrated need for such resources*" and toward the construction of "*public facilities commensurate with the level of impact.*" In this manner, the project would "*provide public facilities and services to assure that adequate levels of service standards are attained concurrently with development.*" (See also discussion of *Public Utilities* in Section 5.12 of this Program EIR.)

Consistent with the **Conservation and the Environment** policies of the Strategic Framework Element, one of the objectives of the project is to "*encourage sustainability in design to foster 'green' development that reduces energy needs and water consumption.*" The Quarry Falls project proposes a mix of development and project features on site which are directed at achieving the broad goals of smart growth and sustainable development. The Quarry Falls Specific Plan and City Council policy require that each of the public buildings on site be designed to achieve a minimum of a "Silver" Leadership in Energy and Environmental Design program for new construction (LEED-NC). A solar access study has been performed to ensure individual development parcels would have access for potential installation of solar facilities. The solar access study is based on maximum building heights for planning districts as presented in the Specific Plan. In the case where the zone does not include a maximum height, the solar access study assumes a height at the maximum floor-area ratio of buildings proposed in those districts. (See Section 5.12, *Public Utilities*.)

The Quarry Falls project proposes an urban development, connected to regional transit systems and offering alternatives to the use of the personal automobile (such as pedestrian trails and sidewalks, bikeways, and connections to bus routes and the Mission Valley Trolley). Incentives (such as the MTS transit passes, which provide a way to purchase annual transit passes for employees and residents at below-cost) would be available to residents. Transit information kiosks are proposed to be located strategically throughout the project to provide information regarding transit service and commuter programs, such as regional carpooling and vanpooling that would be promoted within the project. Bike lanes/routes are proposed on all public streets within Quarry Falls and connect to the

regional San Diego bike trail system. Bicycle racks and storage would be distributed throughout the retail and office zones, and shower facilities would be provided at employment centers for cyclists.

The net residential density for Quarry Falls would be more than 30 dwellings per acre on a site that is located in one of the three designated “urban centers” in the City of San Diego. This results in concentrating planned development on an “infill” site previously disturbed by mining activities, adding a new community to Mission Valley with minimal loss of quality biological habitat or open space. Quarry Falls would provide a diverse range of offices, neighborhood and community shops and services including convenience and specialty stores, and entertainment and restaurant establishments located proximate to residential buildings

Landscape and open space areas within Quarry Falls would include sustainable features and techniques to provide residents with access to, and interaction with, natural resources and amenities. The project proposes the use of native, non-invasive and drought-resistant plants that require little or no irrigation once established.

Best Management Practices (BMPs) would be employed during construction to control sediment and protect slopes from erosion to prevent these materials from polluting waterways. Healthy topsoil within areas of construction would be preserved, protected, and reapplied to the site when landscape elements are installed. All disturbed areas and slopes would be revegetated upon the completion of building construction.

The water quality management plan for Quarry Falls addresses both the treatment and discharge of on-site water and off-site drainage onto the site. A large majority of storm water on-site would be directed to landscape areas to dissipate and filter pollutants through the use of select planting material in bioswales and detention ponds (see Figure 5.13-1, *Water Quality Management Design*) before the water reaches the San Diego River.

The most visible feature of the storm water treatment system is a bioswale (see Figure 5.13-2, *Bioswale Cross Section*) designed as a natural dry creek which runs along the western edge of Quarry Falls Park. The proposed bioswale would treat and filter the “first flush” of polluted water during rain events. Mechanical storm water pollutant removal devices would be provided where necessary to handle water and pollutants that are not naturally cleansed. All storm water inlets would be labeled to inform residents about the negative downstream effects of illegal dumping and littering. The project proposes the following additional measures to help reduce the overall amount of water used on site for domestic, commercial and irrigation uses.

- To reduce the demand for indoor water uses, products which carry the Environmental Protection Agency’s (EPA) WaterSense certification would be preferred, including high-efficiency toilets (HETs), low-flow faucet aerators and water-efficient showerheads. The installation of automatic bathroom fixtures would be encouraged in public facilities.
- High-efficiency irrigation equipment such as evapotranspiration controllers, soil moisture sensors or drip emitters would be utilized to minimize outdoor water use. Irrigation would take place during the coolest parts of the day to minimize water loss due to evaporation. Flow sensors would be utilized to detect leaks in or damage to irrigation infrastructure.

- To maintain a consistently low level of potable water use, all fixtures and water lines would be monitored and maintained to reduce the occurrence of water leaks and loss; and education programs which involve residents, employees and students would be developed.

To reduce energy use within the project, the project encourages the use of products which carry the EPA's ENERGYSTAR® certification, including high efficiency lighting fixtures and appliances.

The proposed site layout and building orientation would be designed to promote direct solar access to maximize the potential use of photovoltaic panels for energy generation. To reduce energy use for heating and cooling of structures, residential buildings would include operable windows oriented to take advantage of the prevailing winds to naturally ventilate indoor spaces. The project also requires the selection of vertical landscape elements such as trees, large shrubs and climbing vines, which would be encouraged to shade southern and western building façades to reduce heating in summer and increase solar heat gain in winter months.

To reduce the demand for raw materials required for building construction, the project encourages the use of recycled-content, salvaged, refurbished, reusable, durable and rapidly-renewable materials for building and landscape construction. Exceeding City requirements of 50 percent, the project's construction waste management plan would be developed and implemented to divert at least 75 percent of construction and demolition waste from landfills. An overall recycling waste program would be developed in accordance with City guidelines.

The Quarry Falls project would *"locate mixed use centers, civic uses and neighborhood and community commercial uses to be accessible by foot, bicycle and transit, in addition to the car,"* as recommended by the **Mobility** policies of the Strategic Framework Element. The project includes pedestrian trails, sidewalks, and bicycles lanes to promote non-vehicular travel. It is also proximate to a light rail transit stop and several bus stops. The project promotes "walkable, tree-lined streets" through offset walkways and planted medians to enhance walkability, bicycling, and distribution of traffic.

One of the project's objectives is to *"provide 'for sale' and 'for rent' multi-family and single-family residential units to serve a variety of income levels for residents of San Diego"* as recommended by the Strategic Framework Element's **Housing Affordability** policies. The proposed project would comply with the City's Affordable Housing ordinance by providing 10 percent of the total residential units as affordable units. Additionally, the project would develop multiple use areas that collocate residential and employment opportunities in the Mission Valley Subregional District.

Relative to the Strategic Framework Element's **Economic Prosperity and Regionalism** policies, the project would *"concentrate commercial development in areas best able to support those uses such as urban and neighborhood centers and mixed-use corridors."* The project would allow for development of retail commercial and office commercial land uses, in addition to residential, civic, parks and open space land uses.

Consistent with the goals of the **City of Villages** policies relative to Urban Form, Neighborhood Quality, Conservation and the Environment and Mobility, the Quarry Falls project would provide housing opportunities within walking distance of employment opportunities, as well as commercial/retail uses, parks and civic uses. The proposed Specific Plan calls for trails, sidewalks,

and bicycle lanes to encourage pedestrian activity. Furthermore, the project would develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and develop tree-lined streets. This is consistent with the goals of the Strategic Framework Element.

The project would achieve pertinent goals of the **TOD Guidelines**. The City's TOD Guidelines represent a strategy to “*strike a balance between resolving today's critical transportation issues and allowing freedom of movement and choice of travel mode.*” The proposed Quarry Falls Specific Plan implements many strategies identified for a transit-oriented development. Quarry Falls could be considered a Neighborhood TOD, which is defined as being “*located on the feeder bus line network within 10 minutes transit travel time (no more than 3 miles) from a light rail stop or express bus stop, or along high frequency bus lines that pass through residential neighborhoods. They should place an emphasis on residential uses and local-serving shopping.*” Consistent with the TOD Guidelines, the project offers “*a mix of housing densities, ownership patterns, price and building types.*” Retail commercial and office land uses would be located adjacent to residential uses. The project is centered around the Quarry Falls Park, which offers both active and passive recreation opportunities and is centrally located along public streets, residential areas, and retail uses. Tree-lined streets would be developed. The project proposes sidewalks separated from public streets with landscaped parkways and trails between residential communities to encourage pedestrian travel. Bike routes along project streets would facilitate bicycle travel. The project site is also located proximate to a light rail transit stop, which is accessible from bicycle and pedestrian links.

Significance of Impacts

The proposed project is consistent with the goals and strategies of the Strategic Framework Policy and City of Villages Strategy. The project also achieves relevant goals of the TOD Guidelines. No impacts associated with the Strategic Framework Policy, City of Villages Strategy, or TOD Guidelines would result from implementation of the proposed project.

Mitigation Measures

Because the project would not result in significant impacts associated with the Strategic Framework Element, the City of Villages policy, and the TOD Guidelines, no mitigation measures have been identified.

Issue 3

Would the project be compatible with the existing quarry operations?

Impacts

The proposed project would develop in phases over a period of several years. As shown in Figure 3-6, *Quarry Falls Phasing Plan*, the project site has been divided into four phase areas (Phases A–D). Table 5.1-1, *Quarry Falls Development Phasing with Mining/ Asphalt and Concrete Plant Operations Phases*, provides a summary of the project phasing in context with the phasing out of mining operations and relocation of the asphalt and concrete plants.

As shown in Table 5.1-1, the majority of mining operations are expected to cease in 2010. The existing plants would operate at their existing locations until 2009 and then would be relocated and

would operate at the new location until 2022. Development would begin in 2009, with residential units beginning to be occupied in 2010.

Table 5.1-1. Quarry Falls Development Phasing with Mining/Asphalt and Concrete Plant Operations Phases

Operation	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Mining Operations	Orange	Orange	Orange	Orange												
Asphalt / Concrete Plants Operations																
At Existing Location	Brown	Brown	Brown													
At Re-location Site				Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown
Development Phases			Light Orange	Light Orange	Light Orange	Light Orange	Light Orange	Light Orange	Light Orange	Light Orange	Light Orange	Light Orange	Light Orange	Light Orange	Light Orange	Light Orange

Land use conflicts could arise as a result of noise generated by on-going mining operations, as well as noise from the asphalt and concrete plants. Noise impacts are addressed in Section 5.5, *Noise*, of this Program EIR. Based on the analysis presented in Section 5.5, impacts to sensitive receptors could occur, and mitigation measures are proposed which would reduce compatibility impacts to below a level of significance.

Significance of Impacts

Noise impacts associated with on-going quarry operations would be incompatible with development of the project site in areas where sensitive receptors would be located.

Mitigation Measures

Mitigation measures for noise impacts are identified in Section 5.5, *Noise*.

Significance of Impacts Following Implementation of Mitigation Measures

Mitigation measures have been identified in Section 5.5, *Noise*. Implementation of these measures would reduce impacts to below a level of significance.

Issue 4

Evaluate the project’s compatibility with the existing and planned land uses within Serra Mesa. How would the project relate to the adjacent Serra Mesa Community Plan?

Impacts

The proposed project includes an amendment to the Mission Valley Community Plan, the Quarry Falls Specific Plan, Rezone, Master PDP, SDP, and VTM. Only a portion of the site (approximately six acres) is within the Serra Mesa community; the remainder of the project site is within Mission Valley.

The portion of the project site within Serra Mesa is currently zoned RS-1-7, which allows for single-family homes on minimum 5,000-square-foot lots, in concert with the existing single-family neighborhood to the west. The underlying zone in this area would not be changed. The Quarry Falls project proposes the development of a 1.3-acre passive park on a portion of the six acres located in Serra Mesa, with a trail connection between Quarry Falls and Phyllis Place.

The proposed project would rezone the adjacent land to the south within Mission Valley from MVPD-MV-M to RM-1-1, RM-2-4, and OP-2-1. The rezoned land corresponds to the Ridgetop District West, Ridgetop District East, and Parks District in the proposed Quarry Falls Specific Plan, respectively. The Ridgetop District is intended to provide a transition between the existing single-family development to the north and west in Serra Mesa to the more dense urban development within Quarry Falls and Mission Valley to the south. As such, the proposed target density for Ridgetop West is approximately ten dwelling units per net acre and for Ridgetop East is approximately nine dwelling units per net acre, which is generally consistent with the density range identified for the six acres in Serra Mesa (six to nine dwelling units per acre). The adjacent residential development associated with Quarry Falls would be compatible with the low-density residential development called for by the Serra Mesa Community Plan for the six acres covered by the VTM. The adjacent proposed Phyllis Place Park in Quarry Falls would also be compatible with nearby low-density residential development, church and school facilities in Serra Mesa.

Traffic associated with the proposed Quarry Falls development would impact roadways and intersections within the Serra Mesa community as discussed in Section 5.2, *Traffic Circulation*, of this Program EIR. Mitigation measures have been identified to reduce significant traffic impacts, although not to below a level of significance. Additionally, alternative plans of development and their potential effects have been evaluated in Section 10.0, *Alternatives*. Please refer to those sections for detailed traffic impacts to the Serra Mesa community associated with the proposed project.

Significance of Impacts

The proposed project would result in the development of residential land uses adjacent to the Serra Mesa community and approximately 1.3 acres of park uses on a portion of the project site located within Serra Mesa. Existing and planned land uses within Serra Mesa proximate to the project site include low-density residential, church and school facilities. No incompatibilities between land use types would occur. However, the proposed project would result in the generation of traffic that would impact roadways and intersections within Serra Mesa. These significant impacts are discussed in Section 5.2, *Transportation/Traffic Circulation/Parking*, of this Program EIR.

Mitigation Measures

The project would not result in incompatible land uses with the Serra Mesa Community Plan. Impacts to roadways and intersections within Serra Mesa would result as identified in Section 5.2, *Transportation/Traffic Circulation/Parking*, of this Program EIR. Mitigation measures for traffic impacts associated with the proposed project are identified in Section 5.2.

Significance of Impacts Following Implementation of Mitigation Measures

Mitigation measures have been identified in Section 5.2, *Transportation/Traffic Circulation/Parking*, to reduce impacts. However, mitigation measures would not fully mitigate impacts, and land use impacts associated with traffic circulation would remain significant and unmitigated.

Issue 5

Would the project be consistent with the encroachment allowance, density calculations, design standards, use restrictions and any other development regulations of the City's Land Development Code related to the applicable zoning

regulations? Would the project conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project?

Impacts

The project site is currently zoned MVPD-MV-M (Multiple Use Zone), MVPD-MV/SP (Specific Plan), and RS-1-7 (Residential – Single Unit). In accordance with the MVPD-MV-M zone, the project would rezone the portion of the project site within Mission Valley, which comprises the Quarry Falls Specific Plan area, to allow for development in that area consistent with the Quarry Falls Specific Plan, Master PDP and VTM. Specific zones for the Quarry Falls Specific Plan area are discussed below. The portion of the project site within Serra Mesa, which is part of the VTM, would remain in the RS-1-7 zone.

The City's Progress Guide and General Plan, the Strategic Framework Element, the Mission Valley Community Plan, and the City's Land Development Code (LDC) form the planning framework for the proposed Quarry Falls Specific Plan. Zones identified in the LDC would be applied to Quarry Falls as described in and modified, in some cases, by the Specific Plan and Master PDP. Figure 3-5, *Proposed Zoning*, shows the proposed zones for the Quarry Falls Specific Plan. As shown, the Parks District includes the OP-2-1 and RM-2-4 zones, the Ridgetop District includes the RM-1-1 and RM-2-4 zones; the Foothills District and Terrace District include the RM-3-7, RM-3-8, and RM-4-10 zones; the Creekside District includes the RM-3-9, RM-4-10, and CC-3-5 zones; the Village Walk District includes the CC-3-5 zone; and the Quarry District includes the IL-3-1 zone. The Specific Plan and Master PDP describe additional uses for some of the zones in specific districts to allow for uses anticipated in the urban village/core.

The Specific Plan and Master PDP would allow for some variation in development standards and regulations from the City's Land Development Code in order to achieve the goals and objectives of the proposed project. Variations include modified setbacks, modifications to maximum building heights, and expanded uses as described in Section 3.0, *Project Description*, and presented in Table 5.1-2, *Proposed Modifications to City Base Zones for the Quarry Falls Project*. The setback modifications would allow buildings to better address the street, as in an urban development. The height variations would allow architectural elements to create landmarks and identification and screening of roof top equipment, as well as allowing for higher level development as anticipated for urban villages. A discussion of the modifications on visual quality is provided in Section 5.3, *Visual Effects and Neighborhood Character*, of this Program EIR.

Significance of Impacts

The proposed project would rezone the portion of the project site within Mission Valley to allow for its development. The proposed Specific Plan would modify some of the proposed base zones' allowable uses, setbacks, and height allowances as shown in Table 5.1-2 to accommodate development as anticipated for urban villages. A discussion of the proposed modifications on the built environment is presented in Section 5.3, *Visual Effect and Neighborhood Character*. The portion of the project site within Serra Mesa would remain as RS-1-7. The project would not result in significant impacts associated with zoning or other applicable policies.

Mitigation Measures

The project would not result in significant impacts related to zoning or other regulations. No mitigation measures are required.

Issue 6

Evaluate the project's consistency with the City's Multiple Species Conversation Program.

Impacts

The project site is not within or adjacent to an MHPA, as designated by the City's MSCP. Implementation of the proposed project would, however, result in significant impacts to sensitive habitat. As discussed in Section 5.6, *Biological Resources*, a total of 1.08 acres of Coastal Sage Scrub (Tier II), 0.28 acre of Mixed Chaparral (Tier IIIA), 0.18 acre of Disturbed Wetland (includes 0.06 on-site and 0.12 off-site), and 12.54 acres of Non-native Grassland (Tier IIIB) would occur. The project would require incorporation of mitigation measures which would reduce impacts to below a level of significance.

**Table 5.1-2.
Proposed Modifications to City Base Zones for the Quarry Falls Project**

PARK DISTRICT						
Zoning & Development Regulations	Park		Civic Center		Community Recreation Center	
LDC Zone	OP-2-1		RM-1-1		RM-1-1	
Front Setback	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed
Minimum	--	--	15 ft	5 ft	15 ft	5 ft
Standard	--	--	20 ft	10 ft	20 ft	10 ft
Rear Setback	--	--	15 ft	5 ft	15 ft	5 ft
Height	--	--	30 ft	70 ft	30 ft	70 ft
Retaining Wall Height	12 ft	30 ft	--	--	--	--
Justification	<p>Heights: An exception to the retaining wall height limit is proposed in the upper park district to accommodate a waterfall as part of the project. Retaining walls would be necessary for structural stability to create the effect of falling water on a scale visible from on and off the site. The walls would be shielded by the water fall itself and an engineering rock face to represent a natural environment.</p>		<p>Setbacks: Deviations in setbacks are proposed for buildings in relation to slopes and the public park space to allow for an architectural statement for the buildings. The additional height is proposed to allow for a landmark, such as a clock tower or campanile, visible from beyond the project boundaries to designate the public civic and park areas for the community.</p>			

-- = No change proposed.

RIDGETOP DISTRICT				
Zoning & Development Regulations	West		East	
LDC Zone	RM-1-1		RM-2-4	
Front Setback	Allowed	Proposed	Allowed	Proposed
Minimum	--	--	--	--
Standard	--	--	--	--
Rear Setback	--	--	--	--
Height	--	--	--	--
Justification	No deviations are requested for the Ridgetop District.			

-- = No change proposed.

FOOTHILLS DISTRICT						
Zoning & Development Regulations	North		Southwest		Southeast	
LDC Zone	RM-3-7		RM-3-8		RM-4-10	
Front Setback Quarry Falls Boulevard	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed
Minimum	--	--	10 ft	5 ft	--	--
Standard	--	--	20 ft	10 ft	--	--
North/East Setback	--	--	--	--	--	--
Height	40 ft	70 ft	50 ft	70 ft	--	--
Justification			<p>Setbacks: The reduced front setback edge treatment along Quarry Falls Boulevard is proposed to allow the buildings to address the street in an urban manner.</p>			
			<p>Heights: Increased heights are proposed to allow greater architectural flexibility for building articulation and roofline variation, to create greater options for site design, and to increase open space with the higher density proposed for this area. Increased heights are also proposed to allow for a transition from lower density/height projects to higher density/height projects and to expose views from southern off-site vantage points, avoiding a "walling off" affect associated with projects built at all one height.</p>			

-- = No change proposed.

TERRACE DISTRICT						
Zoning & Development Regulations	North		West		South	
LDC Zone	RM-3-8		RM-3-7		RM-4-10	
	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed
Front Setback Quarry Falls Boulevard						
Minimum	--	--	10 ft	5 ft	--	--
Standard	--	--	20 ft	10 ft	--	--
Front Setback Community Lane						
Minimum	10 ft	5 ft	10 ft	5 ft	--	--
Standard	20 ft	10 ft	20 ft	10 ft	--	--
Height	50 ft	70 ft	40 ft	70 ft	--	--
Justification	<p>Setbacks: The reduced setback along Community Lane is proposed to allow structures to address the street in an urban manner and to provide entryways from the sidewalks to increase pedestrian activity.</p>		<p>Setbacks: The reduced front setback edge treatment along Quarry Falls Boulevard is proposed to allow the buildings to address the street in an urban manner. A five foot reduction in the standard setback along the Grand Steps is proposed to provide a strong formal edge of residential development to front the park.</p>			
	<p>Heights: Increased heights are proposed to allow greater architectural flexibility for building articulation and roofline variation to achieve high quality design and for a transition from lower density/height projects to higher density/height.</p>		<p>Heights: Increased heights are proposed to allow greater architectural flexibility for building articulation and roofline variation, to provide greater options for site design, and to increase open space with the higher density proposed for this area. Increased heights are also proposed for a transition from lower density/height projects to higher density/height projects and expose views from southern off-site vantage points, avoiding a “walling off” affect associated with projects built at all one height.</p>			

-- = No change proposed.

CREEKSIDE DISTRICT						
Zoning & Development Regulations	West		Central		East	
LDC Zone	RM-3-9		RM-4-10		CC-3-5	
Front Setback Quarry Falls Boulevard Via Alta Russell Park Way Creekside Park Lane	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed
Minimum	10 ft	5 ft	--	--	--	--
Standard	20 ft	10 ft	--	--	--	--
Maximum	--	--	--	--	10 ft	30 ft
Street Side Setback						
Minimum	--	--	--	--	--	--
Maximum	--	--	--	--	10 ft	30 ft
Street Frontage Setback					Applies to 70%	Applies to 30%
North/East/Rear Setback	--	--	--	--	10 ft	5 ft
Height	60 ft	70 ft	--	--	--	--
Justification	<p>Setbacks: The reduced front setback edge treatment along Quarry Falls Boulevard is proposed to allow the residential development to address the street in an urban manner and to allow greater architectural flexibility for building articulation and roofline variation.</p>				<p>Setbacks: An increased maximum setback is proposed to create the "main street" of an activated mixed-use village and, in the case of the southerly boundary along Friars Road, to provide consistency with the adjacent Districts and achieve variations in massing and visual impact.</p>	
	<p>Heights: Increased height provides greater options for site design and increasing open space with the higher density proposed for this area.</p>					

-- = No change proposed.

VILLAGE WALK DISTRICT		
Zoning & Development Regulations	Village Walk District	
LDC Zone	CC-3-5	
Front Setback Quarry Falls Boulevard Russell Park Way	Allowed	Allowed
Minimum	--	--
Maximum	10 ft	30 ft
Street Side Setback		
Minimum	--	--
Maximum	10 ft	30 ft
Street Frontage Setback	Applies to 70%	Applies to 30%
Rear Setback	10 ft	5 ft
Justification	Setbacks: An increased maximum setback is proposed to create the "main street" of an activated mixed-use village and, in the case of the southerly boundary along Friars Road, to provide consistency with the adjacent Districts and achieve variations in massing and visual impact.	

-- = No change proposed.

QUARRY DISTRICT		
Zoning & Development Regulations	Quarry District	
LDC Zone	IL-3-1	
Front Setback	Allowed	Proposed
Minimum	--	--
Standard	--	--
Rear Setback	--	--
Height	--	--
Justification	No deviations are requested for the Quarry District	

-- = No change proposed.

The increase of human presence at the project site and impermeable surface area could also impact runoff and water quality. Runoff and water quality are discussed in detail in Sections 5.9, *Hydrology*, and 5.14, *Water Quality*, of this Program EIR. The project would implement BMPs, and no significant impacts to runoff or water quality would occur.

Significance of Impacts

The proposed project would be consistent with the City's MSCP; however, development of the project site would result in significant impacts to biological resources if not mitigated.

Mitigation Measures

Development of the project site would impact biological resources covered by the MSCP. Mitigation measures 5.6-1 through 5.6-10 would reduce impacts to below a level of significance.

Significance of Impacts Following Implementation of Mitigation Measures

Mitigation measures have been identified in Section 5.6, *Biological Resources*. Implementation of those mitigation measures would reduce impacts to biological resources to below a level of significance.

5.0 ENVIRONMENTAL ANALYSIS

5.2 TRANSPORTATION/TRAFFIC CIRCULATION/PARKING

Katz, Okitsu and Associates, Inc. has prepared a traffic study, titled *Quarry Falls Traffic Impact Study* (September 2007), that examines the effects of the proposed Quarry Falls project on the existing and planned circulation system based on the anticipated phasing of the project and build-out of the community. Thus, the Traffic Impact Study evaluates existing conditions (based on current street improvements and operations), Phase 1 (Year 2010), Phase 2 (Year 2012), Phase 3 (Year 2014), Phase 4 (Project Build-out - Year 2022), and Horizon Year (Year 2030). (See Figure 3-50, Quarry Falls Phasing Plan, for a depiction of the four phases of the project. For purposes of the Traffic Impact Study, numbers have been used to denote phases: Phase 1 is the same as Phase A, Phase 2 is the same as Phase B, Phase 3 is the same as Phase C, and Phase 4 is the same as Phase D.)

The Quarry Falls project lies within two communities: Mission Valley and Serra Mesa. The Mission Valley Community Plan envisions a road connection through the project site that would connect Serra Mesa (at Phyllis Place) to Mission Valley (at Friars Road and Mission Center Road). This road connection is not identified in the Serra Mesa Community Plan. While the traffic study evaluates the project both without and with the road connection, the project does not propose to construct the connection. Therefore, the discussion in this section focuses on impacts associated with the proposed project without the connection. The *Alternatives* section of this Program EIR (Section 10.0) includes a discussion of an alternative project which would include constructing a road connection between Friars Road and Phyllis Place, including the traffic impacts that could result from that alternative.

The study area for the project is based on the City of San Diego *Traffic Impact Study Manual Guidelines*, as well as review of on-going traffic studies and knowledge of the local transportation system, and is consistent with the San Diego Association of Governments' (SANDAG's) *Congestion Management Program*. The study area for the proposed project includes existing intersections and their corresponding roadway segments including:

- Friars Road from Napa Street in Mission Valley to Jackson Drive in the Navajo community;
- Mission Center Road from Murray Ridge Road to Camino Del Rio South;
- Qualcomm Way from the project to I-8;
- Texas Street from I-8 to El Cajon Boulevard in the Greater North Park community;
- Phyllis Place/Murray Ridge Road from I-805 to Pinecrest Avenue;
- Portions of Camino del la Reina, Camino del Rio North, and Fenton Parkway; and
- Other internal project streets.

Ramp meters at freeway entrances in the study area exist at:

- I-805 Northbound at Murray Ridge (AM peak hour)
- I-15 Northbound at Friars Road (AM peak hour)
- I-805 Southbound at Murray Ridge (PM peak hour)
- I-8 Eastbound at Southbound Texas Street (PM peak hour)
- I-8 Eastbound at Northbound Texas Street (PM peak hour)
- I-15 Northbound at Friars Road (PM peak hour)
- I-15 Southbound at Friars Road (PM peak hour)
- I-15 Southbound at Friars Road (I-8 Bypass) (PM peak hour)

5.0 ENVIRONMENTAL ANALYSIS

The study area also includes a freeway mainline analysis of the following:

- I-8 from SR 163 to I-805;
- I-805 from I-8 to Mesa College Drive;
- SR 163 from I-8 to Genesee Avenue; and
- I-15 from I-8 to Aero Drive

To determine potential temporary impacts associated with the construction of the project, the amount, distribution and duration of construction traffic has been estimated based upon engineering judgment and the standards contained in the South Coast Air Quality Management District CEQA Air Quality Handbook (1993). Information from the traffic study is summarized in this section, and the entire report is included as Appendix B to this Program EIR.

5.2.1 Existing Conditions

Existing Circulation Network Characteristics

The principal roadways in the project study area are described briefly below. The description includes the physical characteristics, adjacent land uses, and traffic control devices along these roadways. The study area includes study segments from the Mission Valley community, the Serra Mesa community, the Navajo community, and the North Park community. The existing functional roadway classifications are shown on Figure 5.2-1, *Existing Study Area Roadway Classifications*.

Camino Del Rio North is an east-west Collector that intermittently has two, three and four travel lanes from Camino del la Reina to Fairmont Avenue. It provides access to Mission Valley Regional Shopping Center and other popular retail centers. It is not a classified bike route, and it does not serve any transit routes.

Camino De La Reina runs in a general east-west direction. The roadway is classified as a 4-lane Major Arterial west of Camino De La Siesta to Qualcomm Way. A two-way center turn lane is provided between Avenida Del Rio and Hotel Circle North. On-street parking is generally permitted on both sides of the street. It has a Class II bike route between Mission City and Qualcomm Way and a Class III Bike Route between Qualcomm Way and Mission Center Road. Camino de la Reina serves a local bus route from Mission City to Avenida Del Rio, which connects to Fashion Valley Mall. The speed limit on Camino De La Reina is 40 miles per hour (mph).

Fenton Parkway runs north-south and provides access to the Fenton Market Place shopping center. It functions as a 4-lane Collector. The Mission Valley Community Plan (1996 update) shows its ultimate classification as a 6-lane Major.

Frazer Road is a north-south 4-lane Collector that crosses Friars Road east of SR-163. On-street parking is permitted north and south of the Friars Road intersection, beginning at mid-block, on both sides of the street. Frazer Road provides direct access to the Hazard Center shopping center. The speed limit is 35 mph. Frazer Road serves a local bus route.

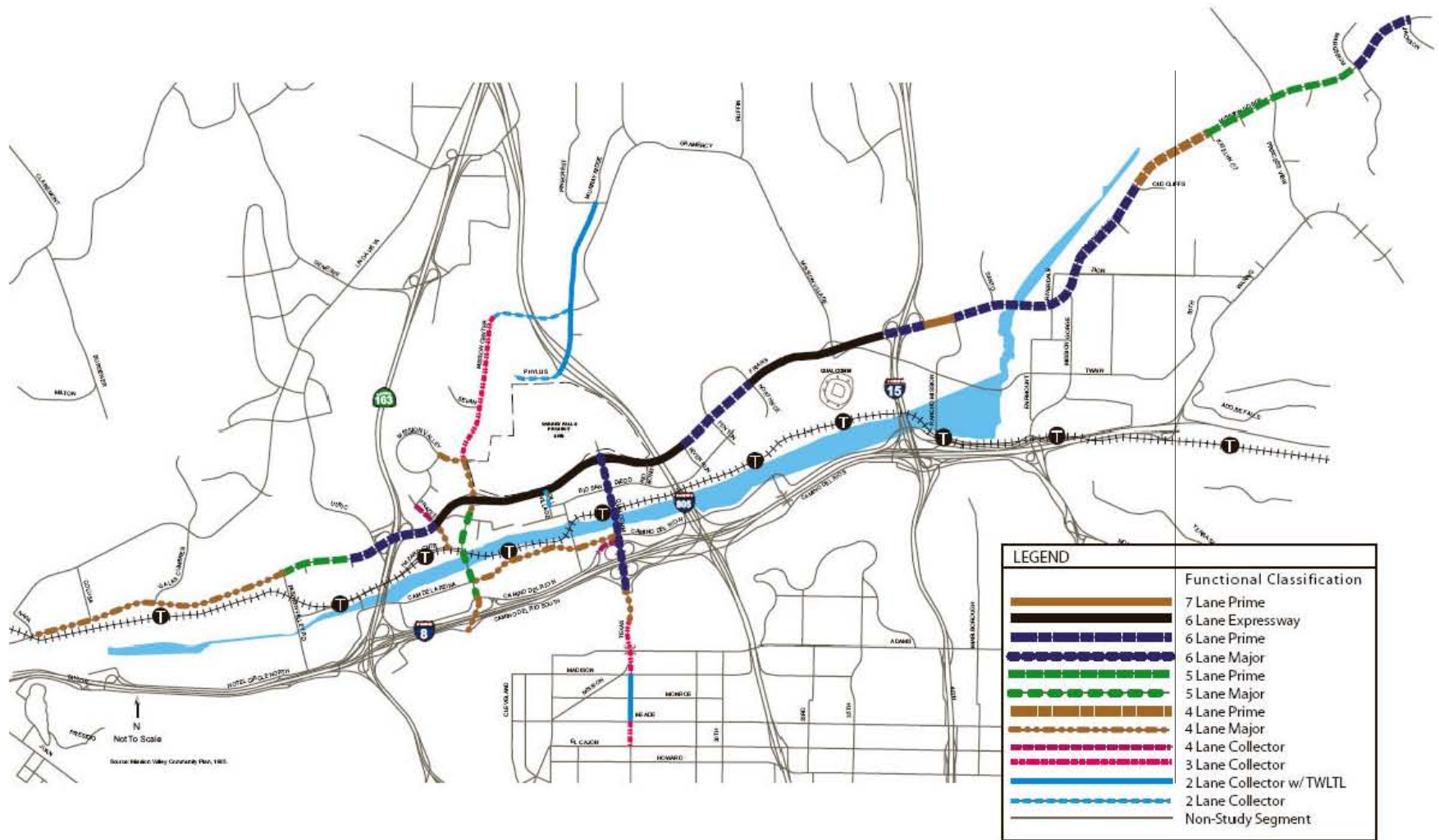


Figure 5.2-1.
Existing Study Area Roadway Classifications

Friars Road is an east-west regionally significant arterial that runs from the Navajo community to the east, where it becomes Mission Gorge Road and heads east into Santee, to Sea World Drive in Mission Bay to the west. It provides access to Qualcomm Stadium, Hazard Center and Fashion Valley Mall. The functional classification of Friars Road varies, as follows:

- 4-lane Major Arterial from Napa Street to Fashion Valley Road
- 5-lane Prime Arterial between Fashion Valley Road and Avenida De Las Tiendas
- 6-lane Prime Arterial from Avenida De Las Tiendas to Frazee Road
- 6-lane Expressway from Frazee Road to River Run Road
- 6-lane Prime Arterial from River Run Road to Northside Drive
- 6-Lane Expressway from Northside Drive to I-15 southbound ramp
- 6-Lane Prime Arterial from I-15 southbound ramp to I-15 northbound ramp
- 7-Lane Prime Arterial from I-15 northbound ramp to Rancho Mission Road
- 6-Lane Prime Arterial from Rancho Mission Road to Mission Gorge Road

On-street parking is permitted on north sides of Friars Road between Napa Street and just east of Fashion Valley Road. Parking is prohibited along Friars Road east of Fashion Valley Road. Friars Road has a Class I bike path/trail west of Fashion Valley Road and a Class II bike lane east of Fashion Valley Road. Friars Road is also a transit corridor for local bus service from Rancho Mission Road west. The speed limit is 50 mph.

Mission Center Road is a north-south 5-lane Major Arterial between Camino Del Rio North and Mission Center Court and is classified as a 4-lane Major Arterial north of Friars Road. It provides access to the project site from the west. Parking is prohibited along Mission Center Road. Mission Center Road has a Class II bike route and serves a local bus route. The speed limit is 35 mph.

Mission Gorge Road is an east-west regionally significant arterial. It begins at I-8/Fairmount Avenue in the Navajo community and curves northeast at Friars Road into Santee. The functional classification for Mission Gorge Road varies, as follows:

- 6-lane Prime Arterial from Friars Road to Old Cliffs Road
- 4-lane Prime Arterial from Old Cliffs Road to Katelyn Court
- 5-lane Prime Arterial from Katelyn Court to Princess View Drive
- 5-lane Prime Arterial from Princess View Drive to Margerum Avenue
- 6-lane Prime Arterial from Margerum Avenue to Jackson Drive

The Navajo Community Plan (2002) identifies the ultimate classification of Mission Gorge Road as a 6-lane Prime Arterial for these segments. Parking is prohibited along Mission Gorge Road. Mission Gorge Road has a Class II bikeway and also serves local bus traffic from I-8 to Friars Road. The speed limit is 50 mph.

Phyllis Place/Murray Ridge Road is located in the Serra Mesa community and runs in a northeasterly direction from Abbots Hill Road, to over I-805 and connecting with Sandrock Road. Currently, this roadway has two lanes from Abbots Hill Road to Mission Center Road.

Left-turn lanes and a center left-turn lane are provided from the I-805 southbound ramps to Mission Center Road. Phyllis Place/Murray Ridge Road's ultimate classification in the Serra Mesa Community Plan (2000) is a 4-lane Major Arterial. Phyllis Place/Murray Ridge Road provides the Serra Mesa community access to I-805 and Mission Valley (via Mission Center Road).

Qualcomm Way runs north/south from I-8 to Friars Road and provides direct access to the project site. The roadway functions and is classified as a 6-lane Major. Raised medians and left-turn lanes at signalized intersections are provided. Parking along Qualcomm Way is prohibited. The roadway provides Class II bike lanes in both directions, and the speed limit is 40 mph.

Texas Street is a north/south roadway located in Mission Valley and the North Park communities, beginning at I-8 and terminating at Morley Field in Balboa Park. Texas Street functions as a 3-lane Collector from Camino Del Rio South to Madison Avenue and a 2-lane Collector with a two-way left-turn lane from Madison Avenue to Meade Avenue. From Meade Avenue to El Cajon Boulevard, Texas Street functions as a 3-lane Collector. Its ultimate classification in the Greater North Park Community Plan (1990) is a 4-lane Major Road. Texas Street provides Class II bike lanes on both sides of the street and parking is generally allowed, except from Camino Del Rio South to Madison Avenue.

Levels of Service

Roadway segment, freeway segment and intersection operating conditions are typically described in terms of "Level of Service" (LOS). LOS is a qualitative measure of a roadway's or an intersection's operating performance and the motorists' perception of roadway performance. LOS is expressed as a letter designation from A to F, with A representing the best operating conditions and F the worst. LOS A represents free flowing traffic conditions with no restrictions on maneuvering or operating speeds, low traffic volumes and high speeds; LOS B represents stable flow, more restrictions, and operating speeds beginning to be affected by traffic volume; LOS C represents stable flow, more restrictions, and the point at which maneuverability and speed, motorist comfort, and convenience begin to decline noticeably; LOS D represents conditions approaching unstable flow with traffic volumes that profoundly affect arterials; LOS E represents unstable flow and some stoppages; LOS F represents forced flow, many stoppages, and low operating speeds.

While roadway LOS based on daily traffic volumes is useful in describing traffic operating conditions, roadway performance is most often controlled by the performance of intersections and, more specifically, intersection performance during peak traffic periods. Intersection performance is important because traffic control at intersections interrupts traffic flow, which would otherwise be relatively unimpeded (except for the influences of on-street parking, access to adjacent uses or other factors, which result in interaction among vehicles between controlled intersections). The acceptable LOS for roadways and intersections in San Diego is LOS D; ~~except for undeveloped locations where the goal is to achieve LOS C. The circulation system is implemented and development occurs in these areas.~~ The acceptable LOS for freeways is D.

5.0 ENVIRONMENTAL ANALYSIS

Existing Roadway Segments

As part of the traffic study, a total of 57 roadway segments in the project vicinity were evaluated. The average daily traffic (ADT) volumes for the existing street segments are based on recent counts collected for the project and from the Murray Canyon Properties Traffic Impact Study (TIS) (2005) prepared by Urban Systems Associates. (The Murray Canyon project is located immediately north and west of Quarry Falls, east of Mission Center Road. Approved in 2005, the TIS for this project provides recent traffic data acceptable for use in the Quarry Falls TIS.)

Table 5.2-1, *Existing Roadway Segment Conditions*, shows the existing LOS on study segments. The existing service levels for the analyzed roadway segments were determined by using the City's published daily traffic volume standards for roadways.

**Table 5.2-1.
Existing Roadway Segment Conditions**

Roadway Segment	Lanes/Class	LOS E Capacity	ADT	V/C	LOS
Friars Road					
Napa St. to Colusa St.	4/Major	40,000	18,014	0.450	B
Colusa St. to Via Las Cumbres	4/Major	40,000	17,219	0.430	B
Via Las Cumbres to Fashion Valley Rd.	4/Major	40,000	25,088	0.627	C
Fashion Valley Rd. to Via Moda	5/Prime	50,000	31,756	0.635	C
Via Moda to Avenida de las Tiendas	5/Prime	50,000	38,137	0.763	C
Avenida de las Tiendas to Ulric St./SR-163 SB ramps	6/Prime	60,000	52,687	0.878	D
Ulric St./SR-163 SB ramps to SR-163 NB ramps	6/Prime	60,000	61,200	1.020	F
SR-163 NB ramps to Frazee Rd.	6/Prime	60,000	60,554	1.009	F
Frazee Road to Mission Center Rd.	6/Expressway	80,000	39,460	0.493	B
Mission Center Rd. to Gill Village Way	6/Expressway	80,000	40,830	0.510	B
Gill Village Way to Qualcomm Way	6/Expressway	80,000	38,127	0.477	B
Qualcomm Way to Rio Bonito Way	6/Expressway	80,000	37,681	0.471	B
Rio Bonito Way to River Run Rd.	6/Expressway	80,000	38,936	0.487	B
River Run Rd. to Fenton Pkwy.	6/Prime	60,000	39,423	0.657	C
Fenton Pkwy. to Northside Dr.	6/Prime	60,000	39,023	0.650	C
Northside Dr. to Mission Village Rd.	6/Expressway	80,000	46,769	0.585	C
Mission Village Rd. to I-15 SB ramps	6/Expressway	80,000	49,717	0.621	C
I-15 SB ramps to I-15 NB ramps	6/Prime	60,000	55,976	0.933	E
I-15 NB ramps to Rancho Mission Rd.	7/Prime	70,000	59,881	0.855	D
Rancho Mission Rd. to Riverdale St.	6/Prime	60,000	46,477	0.775	C
Riverdale St. to Mission Gorge Rd.	6/Prime	60,000	46,477	0.775	C
Mission Center Road					
Murray Ridge Rd. to I-805 Overpass	2/Collector	15,000	8,900	0.593	C
I-805 Overpass to Sevan Ct.	3/Collector	22,500	8,900	0.396	B
Sevan Ct. to Mission Valley Rd.	4/Collector	30,000	10,567	0.352	B
Mission Valley Rd. to Friars Rd.	4/Major	40,000	21,638	0.541	C
Friars Rd. to Mission Center Ct	4/Major	40,000	22,069	0.552	C
Mission Center Ct to Hazard Center Dr.	5/Major	45,000	22,721	0.505	B
Hazard Center Dr. to Camino de la Reina	5/Major	45,000	31,566	0.701	C
Camino de la Reina to Camino del Rio North	5/Major	45,000	33,685	0.749	C

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/ Traffic Circulation/Parking

Roadway Segment	Lanes/Class	LOS E Capacity	ADT	V/C	LOS
Camino del Rio North to I-8 EB ramp	4/Major	40,000	38,221	0.956	E
Frazer Road					
Murray Canyon Rd. to Friars Rd.	4/Collector	30,000	18,348	0.612	C
Friars Rd. to Hazard Center Dr.	4/Major	40,000	16,517	0.413	B
Mission Valley Road					
Metropolitan Dr. to Mission Center Rd.	4/Major	40,000	9,644	0.241	A
Phyllis Place					
South of I-805 SB ramps*	2/Collector (no fronting property)	10,000	2,760	0.276	A
Murray Ridge Road					
I-805 SB ramps to I-805 NB ramps	2/C w/TWLTL	15,000	10,175	0.678	D
I-805 NB ramps to Mission Center Rd.	2/C w/TWLTL	15,000	16,834	1.122	F
Mission Center Rd. to Pinecrest Ave.	2/C w/TWLTL	15,000	11,572	0.771	D
Qualcomm Way					
Friars Rd. to Quarry Falls Blvd.	NA	NA	NA	NA	NA
Friars Rd. to Rio San Diego Dr.	6/Major	50,000	16,478	0.330	A
Rio San Diego Dr. to Camino de la Reina	6/Major	50,000	30,473	0.609	C
Camino de la Reina to Camino del Rio North/ I-8 WB ramps	6/Major	50,000	27,648	0.553	B
I-8 WB ramps to I-8 EB ramps	6/Major	50,000	27,668	0.553	B
Texas Street					
I-8 EB ramps to Camino del Rio South	4/Major	40,000	33,690	0.842	D
Camino del Rio South to Madison Ave.	3/Collector	22,500	29,435	1.308	F
Madison St. to Monroe Ave.	2/C w/TWLTL	15,000	18,394	1.226	F
Monroe Ave. to Meade Ave.	2/C w/TWLTL	15,000	17,959	1.197	F
Meade Ave. to El Cajon Blvd.	3/Collector	22,500	18,922	0.841	D
Camino de la Reina					
Mission Center Rd. to Camino del Este	4/Major	40,000	21,548	0.539	C
Camino del Este to Qualcomm Way	4/Major	40,000	17,029	0.426	B
Camino del Rio North					
I-8 WB ramp to Qualcomm Way	4/Collector	30,000	22,368	0.746	D
Gill Village Way					
South of Friars Rd.	2/Collector (no fronting property)	10,000	5,962	0.596	C
Mission Gorge Road					
Friars Rd. to Zion Ave.	6/Prime	60,000	42,915	0.715	C
Zion Ave. to Old Cliffs Rd.	6/Prime	60,000	31,344	0.522	B
Old Cliffs Rd. to Katelyn Ct.	4/Prime	40,000	26,696	0.667	C
Katelyn Ct to Princess View Dr.	5/Prime	50,000	31,801	0.636	C
Princess View Dr. to Margerum Ave.	5/Prime	50,000	23,165	0.463	B
Margerum Ave. to Jackson Dr.	6/Prime	60,000	18,542	0.309	A
Fenton Parkway					
Friars Rd. to Rio San Diego Dr.	4/Collector	30,000	11,392	0.380	B

SB = southbound
 NB = northbound
 EB = eastbound
 WB = westbound
 TWLTL = two-way left turn lane

5.0 ENVIRONMENTAL ANALYSIS

As shown by Table 5.2-1, the following eight street segments currently operate at unacceptable levels of service (LOS E or F).

- Friars Road – Ulric Street/SR-163 Southbound Ramps to SR-163 Northbound Ramps
- Friars Road – SR-163 Northbound Ramps to Frazee Road
- Friars Road – I-15 Southbound Ramps to I-15 Northbound Ramps
- Mission Center Road – Camino del Rio North to I-8 Eastbound Ramp
- Murray Ridge Road – I-805 NB Ramps to Mission Center Road
- Texas Street – Camino del Rio South to Madison Street
- Texas Street – Madison Street to Monroe Avenue
- Texas Street – Monroe Avenue to Meade Avenue

Existing Arterial Segments

Friars Road and its transition to Mission Gorge Road are comprised of 24 roadway segments from Napa Street on the west to Jackson Drive on the east. These segments were analyzed in both the morning (AM) and afternoon (PM) peak hours based upon the ADT volumes for the existing street segments from recent counts collected for the project and from the Murray Canyon Properties TIS (2005) prepared by Urban Systems Associates. This supplemental analysis includes many of the same segments previously analyzed under the roadway segment analysis. Table 5.2-2, *Existing Arterial Segment Conditions*, shows the existing LOS on study segments.

**Table 5.2-2.
Existing Arterial Segment Conditions**

Segment	Length (miles)	Free-flow speed (mph)	Arterial Speed (mph)	Arterial LOS
AM Peak Hour			Eastbound	
Napa St. to Colusa St.	0.33	45	30.9	C
Colusa St. to Via Las Cumbres	0.36	45	32.2	C
Via Las Cumbres to Fashion Valley Rd.	0.56	45	41.0	B
Fashion Valley Rd. to Via Moda	0.13	40	31.5	B
Via Moda to Avenida de las Tiendas	0.25	40	29.4	B
Avenida de las Tiendas to Ulric St./SR-163 SB ramps	0.17	40	10.5	F
Ulric St./SR-163 SB ramps to SR-163 NB ramps	0.23	50	35.9	A
SR-163 NB ramps to Frazee Rd.	0.12	50	18.0	D
Frazee Rd. to River Run Rd.	1.40	50	28.9	C
River Run Rd. to Fenton Pkwy.	0.26	50	29.9	B
Fenton Pkwy. to Northside Dr.	0.25	50	25.6	C
Northside Dr. to Stadium Rd.	0.18	50	35.8	B
Stadium Rd. to I-15 SB ramps	0.65	50	36.0	B
I-15 SB ramps to I-15 NB ramps	0.25	50	35.9	B
I-15 NB ramps to Rancho Mission Rd.	0.17	50	15.1	F
Rancho Mission Rd. to Santo Rd.	0.22	50	35.6	B
Santo Rd. to Riverdale St.	0.32	50	23.8	D
Riverdale St. to Mission Gorge Rd.	0.10	50	10.4	F

5.0 ENVIRONMENTAL ANALYSIS

Segment	Length (miles)	Free-flow speed (mph)	Arterial Speed (mph)	Arterial LOS
Friars Rd. to Zion Ave.	0.12	45	17.1	D
Zion Ave. to Old Cliffs Rd.	0.65	45	42.9	A
Old Cliffs Rd. to Katelyn Ct	0.59	55	51.6	A
Katelyn Ct to Princess View Dr.	0.33	55	32.3	C
Princess View Dr. to Margerum Ave.	0.69	55	45.7	A
Margerum Ave. to Jackson Dr.	0.77	55	46.3	A
AM Peak Hour			Westbound	
Napa St. to Colusa St.	0.33	45	29.2	C
Colusa St. to Via Las Cumbres	0.36	45	30.8	C
Via Las Cumbres to Fashion Valley Rd.	0.56	45	38.9	B
Fashion Valley Rd. to Via Moda	0.13	40	28.3	B
Via Moda to Avenida de las Tiendas	0.25	40	34.5	B
Avenida de las Tiendas to Ulric St./SR-163 SB ramps	0.17	40	34.3	B
Ulric St./SR-163 SB ramps to SR-163 NB ramps	0.23	50	11.0	F
SR-163 NB ramps to Frazee Rd.	0.12	50	19.4	D
Frazee Rd. to River Run Rd.	1.40	50	32.8	C
River Run Rd. to Fenton Pkwy.	0.26	50	31.0	B
Fenton Pkwy. to Northside Dr.	0.25	50	28.0	C
Northside Dr. to Stadium Rd.	0.18	50	22.3	D
Stadium Rd. to I-15 SB ramps	0.65	50	43.9	A
I-15 SB ramps to I-15 NB ramps	0.25	50	13.5	F
I-15 NB ramps to Rancho Mission Rd.	0.17	50	25.0	D
Rancho Mission Rd. to Santo Rd.	0.22	50	23.1	D
Santo Rd. to Riverdale St.	0.32	50	36.6	B
Riverdale St. to Mission Gorge Rd.	0.10	50	16.5	E
Friars Rd. to Zion Ave.	0.12	45	12.7	F
Zion Ave. to Old Cliffs Rd.	0.65	45	28	C
Old Cliffs Rd. to Katelyn Ct	0.59	55	41.9	B
Katelyn Ct to Princess View Dr.	0.33	55	34	C
Princess View Dr. to Margerum Ave.	0.69	55	40.3	B
Margerum Ave. to Jackson Dr.	0.77	55	36	B
PM Peak Hour			Eastbound	
Napa St. to Colusa St.	0.33	45	28.2	C
Colusa St. to Via Las Cumbres	0.36	45	29.9	C
Via Las Cumbres to Fashion Valley Rd.	0.56	45	28.1	C
Fashion Valley Rd. to Via Moda	0.13	40	19.0	D
Via Moda to Avenida de las Tiendas	0.25	40	25.5	C
Avenida de las Tiendas to Ulric St./SR-163 SB ramps	0.17	40	6.9	F
Ulric St./SR-163 SB ramps to SR-163 NB ramps	0.23	50	35.1	A
SR-163 NB ramps to Frazee Rd.	0.12	50	5.1	F
Frazee Rd. to River Run Rd.	1.40	50	39.9	B
River Run Rd. to Fenton Pkwy.	0.26	50	27.9	C

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/ Traffic Circulation/Parking

Segment	Length (miles)	Free-flow speed (mph)	Arterial Speed (mph)	Arterial LOS
Fenton Pkwy. to Northside Dr.	0.25	50	20.6	D
Northside Dr. to Stadium Rd.	0.18	50	35.4	B
Stadium Rd. to I-15 SB ramps	0.65	50	31.0	C
I-15 SB ramps to I-15 NB ramps	0.25	50	35.5	B
I-15 NB ramps to Rancho Mission Rd.	0.17	50	15.9	F
Rancho Mission Rd. to Santo Rd.	0.22	50	34.7	B
Santo Rd. to Riverdale St.	0.32	50	23.7	D
Riverdale St. to Mission Gorge Rd.	0.10	50	22.1	C
Friars Rd. to Zion Ave.	0.12	45	14.2	E
Zion Ave. to Old Cliffs Rd.	0.65	45	40.7	A
Old Cliffs Rd. to Katelyn Ct	0.59	55	48.9	A
Katelyn Ct to Princess View Dr.	0.33	55	25.2	D
Princess View Dr. to Margerum Ave.	0.69	55	40.0	B
Margerum Ave. to Jackson Dr.	0.77	55	45.0	A
PM Peak Hour			Westbound	
Napa St. to Colusa St.	0.33	45	28.1	C
Colusa St. to Via Las Cumbres	0.36	45	29.5	C
Via Las Cumbres to Fashion Valley Rd.	0.56	45	34.9	B
Fashion Valley Rd. to Via Moda	0.13	40	20.2	D
Via Moda to Avenida de las Tiendas	0.25	40	28.8	B
Avenida de las Tiendas to Ulric St./SR-163 SB ramps	0.17	40	28.4	B
Ulric St./SR-163 SB ramps to SR-163 NB ramps	0.23	50	5.1	F
SR-163 NB ramps to Frazee Rd.	0.12	50	2.9	F
Frazee Rd. to River Run Rd.	1.40	50	31.6	C
River Run Rd. to Fenton Pkwy.	0.26	50	28.1	B
Fenton Pkwy. to Northside Dr.	0.25	50	34.8	B
Northside Dr. to Stadium Rd.	0.18	50	17.3	E
Stadium Rd. to I-15 SB ramps	0.65	50	43.7	A
I-15 SB ramps to I-15 NB ramps	0.25	50	13.2	F
I-15 NB ramps to Rancho Mission Rd.	0.17	50	19.4	E
Rancho Mission Rd. to Santo Rd.	0.22	50	33.7	C
Santo Rd. to Riverdale St.	0.32	50	30.5	C
Riverdale St. to Mission Gorge Rd.	0.10	50	14.8	E
Friars Rd. to Zion Ave.	0.12	45	22.3	C
Zion Ave. to Old Cliffs Rd.	0.65	45	37.0	A
Old Cliffs Rd. to Katelyn Ct	0.59	55	44.7	A
Katelyn Ct to Princess View Dr.	0.33	55	37.0	B
Princess View Dr. to Margerum Ave.	0.69	55	45.3	A
Margerum Ave. to Jackson Dr.	0.77	55	46.1	A

SB = southbound
NB = northbound

EB = eastbound
WB = westbound

5.0 ENVIRONMENTAL ANALYSIS

As shown by Table 5.2-2, the arterial segments analysis identifies the same segments that currently operate at acceptable levels of service (LOS E or F) as the segment analysis. In addition, the arterial analysis shows the following five segments operating at unacceptable levels of service.

- Friars Road - Avenida de las Tiendas to Ulric Street/SR-163 Southbound ramps
- Friars Road - Northside Drive to Stadium Road
- Friars Road - I-15 Northbound to Rancho Mission Road
- Friars Road - Riverdale Street to Mission Gorge
- Mission Gorge Road - Friars Road to Zion Avenue

Existing Intersections

The traffic study evaluated a total of 57 intersections in the project vicinity. Levels of services for these intersections are identified in Table 5.2-3, *Existing Intersection Conditions*.

**Table 5.2-3.
Existing Intersection Conditions**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Friars Rd./ Napa St.	7.1	A	8.0	A
Friars Rd./ Colusa St.	9.3	A	11.0	B
Friars Rd./ Via Las Cumbres	11.7	B	14.8	B
Friars Rd./ Fashion Valley Rd.	12.2	B	40.8	D
Friars Rd./ Via Moda	3.9	A	13.7	B
Friars Rd./ Avenida de las Tiendas	2.7	A	12.0	B
Friars Rd./ SR-163 SB ramp/Ulric St.	71.8	E	84.8	F
Friars Rd./ SR-163 NB ramp	3.5	A	70.5	E
Friars Rd./ Frazee Rd.	24.9	C	73.6	E
Friars Rd. Westbound/ Mission Center Rd.	11.9	B	8.7	A
Friars Rd. Eastbound/ Mission Center Rd.	13.2	B	13.6	B
Friars Rd./ Gill Village Way*	10.8	B	29.8	D
Friars Rd. Westbound/ Qualcomm Way	15.1	B	16.7	B
Friars Rd. Eastbound/ Qualcomm Way	6.3	A	6.7	A
Friars Rd./ Rio Bonito Way*	9.9	A	19.5	C
Friars Rd./ River Run Rd.	12.0	B	15.5	B
Friars Rd./ Fenton Pkwy.	11.7	B	12.7	B
Friars Rd./ Northside Dr.	17.0	B	24.5	C
Friars Rd. Westbound/ Mission Village Dr.	8.1	A	13.9	B
Friars Rd. Eastbound/ Mission Village Dr.	15.1	B	16.1	B
Friars Rd./ I-15 SB ramp	19.8	B	49.0	D
Friars Rd./ I-15 NB ramp	5.3	A	15.5	B
Friars Rd./ Rancho Mission Rd.	19.7	B	16.6	B
Friars Rd./ Santo Rd.	5.4	A	6.2	A
Friars Rd./ Riverdale St.	25.7	C	23.7	C
Friars Rd./ Mission Gorge Rd.	10.2	B	14.3	B
Mission Gorge Rd./ Zion Ave.	41.6	D	27.6	C

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Mission Gorge Rd./ Old Cliffs Rd.	12.8	B	9.0	A
Mission Gorge Rd./ Katelyn Ct	6.3	A	5.5	A
Mission Gorge Rd./ Princess View Dr.	23.2	C	19.3	B
Mission Gorge Rd./ Margerum Ave.	20.7	C	17.7	B
Mission Gorge Rd./ Jackson Dr.	20.0	B	13.2	B
Mission Center Rd./ Quarry Falls Blvd.	16.6	B	18.0	B
Mission Center Rd./ Mission Center Drwy.	9.8	A	15.0	B
Mission Center Rd./ Mission Center Ct	11.3	B	18.9	B
Mission Center Rd./ Hazard Center Dr.	13.2	B	20.4	C
Mission Center Rd./ Camino de la Reina	18.8	B	30.3	C
Mission Center Rd./ Camino del Rio North	18.7	B	25.7	C
Camino del Rio North/ I-8 WB ramp	15.2	B	22.2	C
Mission Center Rd./ I-8 EB ramp	18.7	B	82.7	F
Qualcomm Way/ Rio San Diego Dr.	18.1	B	24.3	C
Qualcomm Way/ Camino de la Reina	15.0	B	28.0	C
Camino de la Reina/ Camino del Este	28.9	C	26.9	C
Qualcomm Way/ I-8 WB ramp	9.8	A	15.3	B
Camino del Rio North/ I-8 WB ramp*	7.6	A	17.3	C
Qualcomm Way/ I-8 EB ramp	4.8	A	8.2	A
Texas St./ Camino del Rio South	30.3	C	47.5	D
Texas St./ Madison Ave.	35.3	D	37.2	D
Texas St./ Monroe Ave.*	13.5	B	21.6	C
Texas St./ Meade Ave.	9.5	A	10.6	B
Texas St./ El Cajon Blvd.	32.7	C	50.7	D
Rio San Diego Dr./ Fenton Pkwy.	18.4	B	22.6	C
Phyllis Pl/ I-805 SB ramp*	61.3	F	150.7	F
Phyllis Pl/ I-805 NB ramp*	18.8	C	32.0	D
Murray Ridge Rd./ Mission Center Rd.*	11.1	B	26.8	D
Murray Ridge Rd./ Pinecrest Ave.*	16.7	C	30.7	D
SR-163 SB ramp/ Ulric St.*	13.4	B	18.8	C

*Unsignalized intersection

SB = southbound

NB = northbound

EB = eastbound

WB = westbound

As shown, the following five intersections operate at LOS E or worse under existing conditions.

- Friars Road/SR-163 Southbound Ramp/Ulric Street (AM and PM Peak)
- Friars Road/SR-163 Northbound Ramp (PM Peak)
- Friars Road/Frazee Road (PM Peak)
- Mission Center Road/I-8 Eastbound ramp (PM Peak)
- Phyllis Place/I-805 Southbound Ramp (AM and PM Peak)

5.0 ENVIRONMENTAL ANALYSIS

Existing Ramp Meter Operations

Freeway ramp meters are designed to maximize mainline freeway capacity, reduce traffic congestion and reduce peak period delays. Within the project area, freeway on-ramps are metered at the following locations, with six locations experiencing excess demand:

- I-805 Northbound at Murray Ridge Road(AM peak hour)
- I-15 Northbound at Friars Road (AM peak hour) *Excess Demand*
- I-805 Southbound at Murray Ridge Road (PM peak hour) *Excess Demand*
- I-8 Eastbound at Southbound Texas Street (PM peak hour) *Excess Demand*
- I-8 Eastbound at Northbound Texas Street (PM peak hour)
- I-15 Northbound at Friars Road (PM peak hour) *Excess Demand*
- I-15 Southbound at Friars Road (PM peak hour) *Excess Demand*
- I-15 Southbound at Friars Road (I-8 Bypass) (PM Peak Hour) *Excess Demand*

Table 5.2-4, *Existing Ramp Meter Conditions*, shows the on-ramp flows and estimated vehicle queues.

**Table 5.2-4.
Existing Ramp Meter Conditions**

Location	Most Restrictive Meter Rate (veh/hr/lane)	No of Lanes	Demand (veh/hr)	Excess Demand (veh/hr)	Delay (min)	Queue (feet)
AM Peak Hour						
I-805 NB at Murray Ridge	394	1	265	0	0	0
I-15 NB at Friars Road	516	2	1,274	242	28.1	6,050
I-15 NB at Friars Road (HOV)	516	1	141	0	0	0
PM Peak Hour						
I-805 SB at Murray Ridge	287	1	357	70	14.6	1,750
I-805 SB at Murray Ridge (HOV)	287	1	40	0	0	0
I-8 EB at SB Texas St.	318	1	494	176	33.2	4,400
I-8 EB at SB Texas St. (HOV)	318	1	55	0	0	0
I-8 EB at NB Texas St.	626	1	525	0	0	0
I-15 NB at Friars Rd.	386	2	1,171	399	62	9,975
I-15 NB at Friars Rd. (HOV)	386	1	130	0	0	0
I-15 SB at Friars Rd.	660	1	854	194	17.6	4,850
I-15 SB at Friars Rd.(I-8 Bypass)	492	1	770	278	33.9	6,950

SB = southbound HOV = High Occupancy Vehicle
 NB = northbound Veh/Hr/Lane = Vehicles per hour per lane
 EB = eastbound Veh/Hr = Vehicles per hour
 WB = westbound Min = Minute

5.0 ENVIRONMENTAL ANALYSIS

Existing Freeway Segments

Existing freeway segments were also evaluated in the traffic study. Levels of services for these freeway segments are identified in Table 5.2-5, *Existing Peak Hour Freeway Mainline Conditions*.

As shown, the following freeway segments operate at LOS E or worse under existing conditions.

- I-8 – SR-163 to Qualcomm Way
- I-805 – I-8 to North of Phyllis Place
- SR-163 – I-8 to Genesee Avenue
- I-15 (Northbound) – I-8 to North of Friars Road
- I-15 (Southbound) – North of Friars Road

Parking

Parking in the project vicinity is generally provided through parking lots serving their respective developments. No parking is permitted along Friars Road or Mission Center Road adjacent to the project boundary. Street parking is allowed on other streets in the project area and elsewhere in Mission Valley, such as the north side of Friars Road between Napa Street and Fashion Valley Road, Murray Ridge Road, and Camino del Rio North.

Existing Transit

Transit opportunities in the project vicinity include bus service and the trolley. Mission Center Road, which provides access to the project location from the west, is served by bus Route 6. Other nearby bus routes include Routes 13 and 928. Additionally, the trolley service runs parallel to Friars Road. There are two stops proximate to the project site: one located at Mission Center Road/Hazard Center Drive, and one located just west of Qualcomm Way.

Pedestrian and Bicycle System

Pedestrian facilities are provided as sidewalks and multi-use trails throughout Mission Valley. Bicycle opportunities are provided by bikeways.

The City has three classifications for bikeways: Class I (Bike Path or Trail), Class II (Bike Lane), and Class III (Bike Route). A Class I Bike Path/Trail is designated along Friars Road west of Fashion Valley Road; a Class II bike lane is provided along Friars Road east of Fashion Valley Road. Additionally, there are Class II Bike Lanes along Mission Center Road and Qualcomm Way. Class I paths for both pedestrians and bicyclists have been developed within the San Diego River open space corridor. The Mission Valley Bike System connects to the bike systems of neighboring communities.

**Table 5.2-5.
Existing Peak Hour Freeway Mainline Conditions**

Segment	Lanes (1 Way)	Capacity	Count Year	Directional ADT	Peak Hour Peak Direction Volume	Full (Two- Way) ADT	Truck Factor	Peak Hour %	Peak Hour Peak Direction PCE	V/C	LOS
AM Peak Hour											
I-8 (Westbound)*											
SR-163 to Mission Center Rd.	4	9,200	2005	113,134	9,383	200,880	0.9766	95%	10,113	1.099	F(0)
Mission Center Rd. to Qualcomm Way	4	9,200	2005	126,276	10,473	200,880	0.9766	95%	11,288	1.227	F(0)
Qualcomm Way to I-805	4	9,200	2005	84,941	7,133	148,038	0.9766	95%	7,688	0.836	D
I-805 (Northbound)**											
I-8 to Phyllis Pl/Murray Ridge Rd.	5	11,500	2004	106,508	11,515	217,637	0.9766	95%	12,411	1.079	F(0)
North of Phyllis Pl	5	11,500	2004	105,648	11,422	202,660	0.9766	95%	12,311	1.071	F(0)
SR-163 (Northbound)**											
I-8 to Friars Rd.	4	9,200	2004	100,814	8,300	162,739	0.9766	95%	8,946	0.972	E
Friars Rd. to Genesee Ave.	4	9,200	2004	118,888	9,788	200,918	0.9766	95%	10,550	1.147	F(0)
I-15 (Northbound)*											
North of Friars Rd.	4	9,200	2006	96,779	9,465	177,118	0.9766	95%	10,202	1.109	F(0)
South of Friars Rd.	4	9,200	2006	100,286	9,808	183,537	0.9766	95%	10,572	1.149	F(0)
PM Peak Hour											
I-8 (Eastbound)*											
SR-163 to Mission Center Rd.	4	9,200	2005	99,166	9,950	200,880	0.9766	95%	10,725	1.166	F(0)
Mission Center Rd. to Qualcomm Way	4	9,200	2005	100,352	10,069	200,880	0.9766	95%	10,853	1.180	F(0)
Qualcomm Way to I-805	4	9,200	2005	71,898	7,214	148,038	0.9766	95%	7,776	0.845	D
I-805 (Southbound)**											
I-8 to Phyllis Pl/Murray Ridge	5	11,500	2004	111,129	11,338	217,637	0.9766	95%	12,221	1.063	F(0)
North of Phyllis Pl	5	11,500	2004	108,600	11,080	202,660	0.9766	95%	11,943	1.038	F(0)

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/ Traffic Circulation/Parking

Segment	Lanes (1 Way)	Capacity	Count Year	Directional ADT	Peak Hour Peak Direction Volume	Full (Two- Way) ADT	Truck Factor	Peak Hour %	Peak Hour Peak Direction PCE	V/C	LOS
SR-163 (Southbound)**											
I-8 to Friars Rd.	4	9,200	2004	113,480	9,260	162,739	0.9766	95%	9,981	1.085	F(0)
Friars Rd. to Genesee Ave.	4	9,200	2004	118,493	9,669	200,918	0.9766	95%	10,422	1.133	F(0)
I-15 (Southbound)*											
North of Friars Rd.	4	9,200	2006	106,126	8,437	177,118	0.9766	95%	9,094	0.988	E
South of Friars Rd.	4	9,200	2006	94,855	7,541	183,537	0.9766	95%	8,128	0.883	D

*PeMs 2005,2006 Data

**CALTRANS 2004 Volumes

PCE = Passenger Car Equivalent: The number of passenger cars displaced by a single heavy vehicle of a particular type under specified roadway, traffic, and control conditions.

ADT = Average daily traffic

V/C = Vehicle to capacity ratio

LOS = Level of Service

5.0 ENVIRONMENTAL ANALYSIS

5.2.2 Impact Analysis

Impact Threshold

The City of San Diego Environmental Analysis Section has established criteria to determine if a traffic impact at an intersection, roadway segment, or freeway is considered significant. These thresholds are listed below. Both project specific and cumulative project impacts can be significant impacts. It should be noted that the City’s Environmental Analysis Section published new impact thresholds in January 2007 which revised the previous thresholds for traffic impacts. However, as specifically stated in Section 0.1, *Traffic/Parking*, page 73, of the January 2007 *Significance Determination Thresholds*, for projects deemed complete before January 1, 2007, the previously adopted thresholds would apply. The Quarry Falls project was deemed complete on May 17, 2005. Therefore, the thresholds presented below shall be used in assessing significance of impacts for the Quarry Falls project.

1. If any intersection or roadway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the following allowable increases in delay or intersection capacity utilization for affected intersections or volume-to-capacity ratio or speed for affected roadway segments:

Level of Service with Project	Allowable Increase Due To Project Impacts*			
	Intersections		Roadway Sections	
	Delay (sec.)	ICU (V/C)	V/C	Speed (mph)
E**	2	0.02	0.02	1
F**	2	0.02	0.02	1

Notes:

* If a proposed project’s traffic impacts exceed the values shown in the table, then the impacts are deemed “significant.” The project applicant shall identify “feasible mitigations” to achieve LOS D or better.

** The acceptable LOS standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve LOS C.

2. If a project would add a substantial amount of traffic to a congested freeway segment, interchange, or ramp, the impact may be significant.
3. If a project would increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway), the impact would be significant.
4. If a project would result in the construction of a roadway which is inconsistent with the General Plan and/or a community plan, the impact would be significant if the proposed roadway would not properly align with other existing or planned roadways.
5. If a project would result in a substantial restriction in access to publicly or privately owned land, the impact would be significant.
6. If any facility affected by a project would degrade from an acceptable level of service (LOS D or better) to an unacceptable level of service (LOS E or worse), the impact

would be significant.

The City's Transportation section has also established thresholds relative to freeway segments, roadway sections, interchanges, and ramps, as shown in the following table.

Level of Service with Project	Allowable Change due to Project Impact					
	Freeways		Roadway Sections		Intersections	Ramps
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E & F	0.01	1	0.02	1	2	2

In addition, the City has criteria to address impacts attributable to parking deficiencies. While a parking deficiency does not constitute a significant environmental impact, if a project is deficient by more than ten percent of the required amount of parking and at least one of the following criteria applies, then a significant impact may result:

1. The parking deficiency would substantially impact an adjacent residential area.
2. The parking deficiency would severely impede the accessibility of a public facility, such as a park or beach.

Issue 1

What direct and/or cumulative traffic impacts would the project have on existing and planned community and regional circulation networks?

Impacts

The Quarry Falls project would replace on-going resource extraction operations with a mix of uses including parks, open space, and civic uses; commercial office space; commercial retail space; and residential dwelling units. As shown in Table 5.2-6, *Total Driveway Trip Generation*, build out of the proposed project would generate a total of 66,286 daily driveway vehicle trips internally. Of the 66,286 total driveway vehicle trips, 52,332 trips are cumulative external trips with ~~3,242~~ 241 occurring in the morning (AM) peak hour and ~~5,400~~ 098 occurring in the afternoon (PM) peak hour (Table 5.2-7, *Total External Cumulative Trip Generation*). (Cumulative external trips are trips that would leave the site).

Because build-out of Quarry Falls would occur in four phases, daily trips would be generated incrementally over time as each phase is implemented. The impact associated with the cumulative total of trips as each of the four phases is implemented is analyzed below as:

- Phase 1 (Year 2010)
- Phase 2 (Year 2012)
- Phase 3 (Year 2014)
- Phase 4 (Project Built-out – Year 2022)
- Horizon Year (Year 2030)

5.0 ENVIRONMENTAL ANALYSIS

The analysis of each phase includes a discussion of *Impacts*, *Significance of Impacts*, *Mitigation Measures*, and *Significance of Impacts Following Implementation of Mitigation Measures* is presented. In this manner, the environmental effect and associated mitigation can be understood for each phase of development.

Phase 1 (Year 2010)

Phase 1 consist of 2,477 residential units, 50,000 square feet of community commercial, and 50,000 square feet of neighborhood commercial. Development of Phase 1 is expected to generate 17,450 daily external trips, with 1,144 occurring in the AM peak hour and 1,649 occurring in the PM peak hour. Roadway improvements for Phase 1 of the project include construction of Russell Park Way, a connection directly to Friars Road from Russell Park Way, two connections to Mission Center Road, and the construction of Quarry Falls Boulevard from Mission Center Road to Russell Park Way (see Figure 3-16, *Quarry Falls Vehicle Circulation Plan*).

Impact 5.2-1: Impacts from Phase 1 are expected to be significant on the following roadway and arterial segments:

- Friars Road – Via Las Cumbres to Fashion Valley Road
- Friars Road – Ulric/SR-163 Southbound Ramps to SR-163 Northbound Ramps
- Friars Road – SR-163 Northbound Ramps to Frazee Road
- Friars Road – Fenton Parkway to Northside Drive
- Friars Road – I-15 Southbound Ramps to I-15 Northbound Ramps
- Friars Road – I-15 Northbound Ramps to Rancho Mission Road
- Friars Road – Riverdale Street to Mission Gorge Road
- Mission Center Road – Mission Valley Road to Friars Road
- Murray Ridge Road – I-805 Northbound Ramps to Mission Center Road
- Murray Ridge Road – Mission Center Road to Pinecrest Avenue
- Texas Street – I-8 Eastbound Ramps to Camino del Rio South
- Texas Street – Camino del Rio South to Madison Street
- Texas Street – Madison Street to Monroe Avenue
- Texas Street – Monroe Avenue to Meade Avenue

Impact 5.2-2 Impacts from Phase 1 are expected to be significant at the following intersections:

- Friars Road/SR-163 Southbound Ramp/Ulric Street (AM and PM Peak)
- Friars Road/SR-163 Northbound Ramp (PM Peak)
- Friars Road/Frazee Road (PM Peak)
- Phyllis Place/I-805 Southbound Ramp (AM and PM Peak)
- Phyllis Place/I-805 Northbound Ramp (PM Peak)
- Murray Ridge Road/Mission Center Road (PM Peak)
- Murray Ridge Road/Pinecrest Avenue (PM Peak)

**Table 5.2-6.
Total Driveway Trip Generation**

Phase #	Land Use	Units	Quantity	Rate	ADT	AM Peak Hour			PM Peak Hour		
						IN	OUT	TOTAL	IN	OUT	TOTAL
1	Senior Housing	DU	306	4	1,224	24	37	61	51	34	85
	Multi Family > 20 du/acre	DU	2,171	6	13,026	208	834	1,042	821	352	1,173
	Neighborhood Commercial	1000 Sq. Ft.	50	120	6,000	144	96	240	330	330	660
	Community Commercial	1000 Sq. Ft.	50	70	3,500	63	42	105	175	175	350
Phase 1	Cumulative Total				23,750	439	1,009	1,448	1,377	891	2,268
2	Retail Commercial	1000 Sq. Ft.	503	$\frac{\ln(T)=0.756^*}{\ln(x)+5.25}$	21,010	294	126	420	946	945	1,891
	Commercial Office	1000 Sq. Ft.	44	$\frac{\ln(T)=0.756^*}{\ln(x)+3.95}$	908	106	12	118	25	102	127
	Single Family	DU	41	9	369	6	24	30	26	11	37
	Multi Family < 20 du/acre	DU	165	8	1,320	21	84	105	92	40	132
	Multi Family > 20 du/acre	DU	602	6	3,612	58	231	289	228	98	326
	Active Park	Acre	3	50	150	3	3	6	6	6	12
	Passive Park	Acre	12.2	5	61	1	1	2	2	2	4
Phase 2	Subtotal				27,430	489	481	970	1,325	1,204	2,529
Cumulative Total	Cumulative Total				51,180	928	1,490	2,418	2,702	2,095	4,797
3	Single Family	DU	59	9	531	8	34	42	37	16	53
	Multi Family > 20 du/acre	DU	1,194	6	7,164	115	458	573	451	193	644
	Health Club*	1000 Sq. Ft.	..0	40	160	4	3	6	9	6	14
Phase 3	Subtotal				7,855	127	495	622	497	215	712
Cumulative Total	Cumulative Total				59,035	1,056	1,985	3,040	3,199	2,310	5,509
4	Multi Family > 20 du/acre	DU	242	6	1,452	23	93	116	91	39	130
	Commercial Office	1000 Sq. Ft.	576	$\frac{\ln(T)=0.756^*}{\ln(x)+3.95}$	5,799	678	75	753	162	649	811
Phase 4	Subtotal				7,251	701	168	869	253	688	941
Cumulative Total	Cumulative Total				66,286	1,756	2,153	3,909	3,452	2,998	6,450

du /DU = dwelling units

ADT = Average daily traffic

Note: The asphalt and concrete plants continue to operate through Phase 3 of the project. The mining operation will discontinue by Phase 2.

*All health club trips are internal

Table 5.2-7.
External Cumulative Trip Generation

Phase #	Land Use	Units	Quantity	ADT	AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
1	Senior Housing	DU	306	1,102	23	34	56	46	31	77
	Multi Family > 20 du/acre	DU	2,171	11,723	192	767	959	739	317	1,056
	Neighborhood Commercial	1000 Sq. Ft.	50	2,921	71	11	81	148	178	326
	Community Commercial	1000 Sq. Ft.	50	1,704	41	6	47	86	104	190
Cumulative Total	Cumulative Total			17,450	325	818	1,144	1,019	630	1,649
2	Commercial Office	1000 Sq. Ft.	44	880	101	11	112	24	98	122
	Single Family	DU	41	332	5	22	27	23	10	33
	Multi Family < 20 du/acre	DU	165	1,188	19	78	97	83	36	119
	Multi Family > 20 du/acre	DU	602	3,251	53	213	266	205	88	293
	Active Park	Acre	3	150	3	3	6	6	6	12
	Passive Park	Acre	12.2	61	1	1	2	2	2	4
	Retail Trips			16,251	223	73	296	721	737	1,458
Phase 2	Subtotal			22,113	405	400	806	1,065	977	2,042
Cumulative Total	Cumulative Total			39,563	731	1,218	1,950	2,084	1,607	3,691
3	Single Family	DU	59	478	8	31	39	33	14	48
	Multi Family > 20 du/acre	DU	1,194	6,448	106	421	527	406	174	580
	Health Club*	1000 Sq. Ft.	4.0	0	0	0	0	0	0	0
	Neighborhood Commercial			-137	-2	-7	-9	-9	-4	-12
	Community Commercial			-80	-1	-4	-5	-5	-2	-7
	Retail Commercial			-552	-7	-28	-35	-35	-15	-50
Phase 3	Subtotal			6,156	104	413	517	391	167	558
Cumulative Total	Cumulative Total			45,719	834	1,632	2,467	2,474	1,774	4,248
4	Multi Family > 20 du/acre	DU	242	1,307	21	86	107	82	35	117
	Commercial Office	1000 Sq. Feet	576	5,625	644	71	715	156	623	779
	Neighborhood Commercial			-57	-6	-2	-8	-3	-5	-8
	Community Commercial			-33	-4	-1	-5	-2	-3	-5
	Retail Commercial			-229	-26	-8	-34	-11	-21	-33
Phase 4	Subtotal			6,613	630	146	775	222	628	850
Cumulative Total	Cumulative Total			52,332	1,464	1,777	3,241	2,696	2,402	5,098

du /DU = dwelling units

ADT = Average daily traffic

Note: The asphalt and concrete plants continue to operate through Phase 3 of the project. The mining operation will discontinue by Phase 2.

*All health club trips are internal

**The additional residential and office uses in Phases 3 and 4 will experience an internal trip reduction associated with the retail uses of the project. There are no additional retail uses in Phases 3 or 4; however, the retail uses of Phases 1 and 2 will capture additional internal trips from the residential and commercial components of Phases 3 and 4.

Impact 5.2-3: Impacts from Phase 1 are expected to be significant at the following freeway ramps:

- I-15 NB at Friars Road (AM peak hour)
- I-8 EB at SB Texas Street (PM peak hour)
- I-15 NB at Friars Road (PM peak hour)
- I-15 SB at Friars Road (I-8 Bypass) (PM peak hour)

Impact 5.2-4 Impacts from Phase 1 are expected to be significant on the following freeway segments:

- SR-163 (Southbound) – Friars Road to Genesee Avenue (PM Peak)

Significance of Impacts

The project would significantly impact roadway segments, intersections, freeway ramps and freeway mainlines. The impacts to intersections and some roadway segments are considered significant but mitigable. Impacts to freeway ramps and freeway mainlines are considered significant and unmitigable.

Mitigation Measures

The impacts to roadways and intersections would be mitigated by various traffic improvements and funding identified in Table 5.2-9, *Transportation Phasing Plan*, presented in *Mitigation Measures* following the evaluation of the various project phases (see page 5.2-44-49). These measures are phased in conjunction with the impacts identified in each phase of project development.

The following mitigation measures are identified to reduce traffic impacts associated with Phase 1 to below a level of significance for the following street segments:

- MM5.2-1: a. Mission Center Road from Quarry Falls Boulevard to Friars Road – Add northbound through lane and construct a raised center median. This mitigation measure would reduce traffic impacts to this segment to below a level of significance.**
- b. Murray Ridge Road from I-805 Northbound Ramps to Pinecrest Avenue – Restripe to a 4-lane Collector or contribute \$100,000 (2007 dollars) in funding for traffic calming to be determined by the Serra Mesa community. Restriping to a 4-lane Collector would reduce the traffic impacts to below a level of significance; however, the contribution of \$100,000 for traffic calming would only partially mitigate this impact.**

The following partial mitigation measure is identified to implement the goals of the Greater North Park Public Facilities Financing Plan; however, the traffic impact to these street segments remain significant and unmitigated.

5.0 ENVIRONMENTAL ANALYSIS

- c. **Texas Street – Camino del Rio South to El Cajon Boulevard** – Provide pedestrian lighting and a new sidewalks from Camino del Rio South to Madison Avenue as described in the Greater North Park Public Facilities Financing Plan priority list; contribute \$100,000 (2007 dollars) in funding for traffic calming to be determined by the Greater North Park community from Madison Avenue to El Cajon Boulevard.

The following mitigation measures are identified to reduce traffic impacts associated with Phase 1 to below a level of significance for the following intersections:

- MM5.2-2**
- a. **Phyllis Place/I-805 Southbound Ramp** – Signalize.
 - b. **Phyllis Place/I-805 Northbound Ramp** – Signalize.
 - c. **Murray Ridge Road/Mission Center Road** – Signalize; restripe southbound approach; widen westbound approach; restripe eastbound approach.
 - d. **Murray Ridge Road/Pinecrest Avenue** – Signalize.

The following mitigation measures are identified to reduce traffic impacts associated with Phase 1 to below a level of significance at Friars Road/SR-163:

MM 5.2-1/5.2-2

Friars Road/SR-163 Interchange – Construct the following local improvements: widen the northbound approach of the SR-163 SB southbound off ramps; widen southbound Ulric Street at Friars Road; reconfigure southbound approach of Friars Road and SR-163 northbound ramps; widen westbound Friars Road from Frazee Road to SR-163 northbound ramps; widen eastbound Friars Road at Frazee Road. The City may require the project to pay \$5,000,000 (2007 dollars) to the City in lieu of constructing such local improvements to assist in the funding of a comprehensive set of improvements at this same location.

Additionally, the following mitigation measure would be implemented as part of Phase 1 and would mitigate Impact 5.2-11, which would occur in the Horizon Year (see Horizon Year discussion below).

- MM 5.2-11: Murray Ridge Road from I-805 Southbound Ramps to I-805 Northbound Ramps** – Restripe to a ~~4-lane collector~~ five lanes.

Significance of Impacts Following Implementation of Mitigation Measures

The implementation of the mitigation measures presented above would reduce impacts to five roadway segments and all intersections affected by development in Phase 1 to below a level of significance. While roadway LOS based on daily traffic volumes is useful in describing traffic operating conditions, roadway performance is most often controlled by the performance of intersections and, more specifically, intersection performance during peak traffic periods. Intersection performance is important because traffic control at intersections interrupts traffic flow, which would otherwise be relatively unimpeded (except for the influences of on-street parking, access to adjacent uses or other factors, which result in interaction among vehicles between controlled intersections). Segments along two roadways (Friars Road and Texas Street)

5.0 ENVIRONMENTAL ANALYSIS

would remain significant and unmitigable. These segments include:

- Friars Road – Fenton Parkway to Northside Drive
 - Friars Road – I-15 SB Ramps to I-15 NB Ramps
 - Friars Road – I-15 NB Ramps to Rancho Mission Road
 - Friars Road – Riverdale Street to Mission Gorge Road
 - Texas Street – I-8 EB Ramps to Camino del Rio South
 - Texas Street – Camino del Rio South to Madison Street*
 - Texas Street – Madison Street to Monroe Avenue*
 - Texas Street – Monroe Avenue to Meade Avenue*
- * Partially mitigated by traffic calming improvements (MM 5.2-1c) in the Phase 1 Transportation Phasing Plan.

Should the City of San Diego elect to receive an in-lieu payment of \$5,000,000 to be used as matching funds, temporary impacts to two roadway segments along Friars Road (Ulric /SR-163 southbound ramps to SR-163 northbound ramps and SR-163 northbound ramps to Frazee Road) and three intersections (Friars Road/SR-163 southbound ramp/Ulric Road; Friars Road/SR-163 northbound ramp; and Friars Road/Frazee Road) would occur until the more comprehensive set of improvements at this same location are implemented.

All significant impacts to road segments (Impact 5.2-1) were analyzed to identify feasible mitigation; however, in some cases impacts remain unmitigable. Friars Road provides benefit to the regional circulation system and is identified by SANDAG as a regional arterial from Sea World Drive to Mission Gorge Road making it eligible for regional funds for future improvements. Friars Road is currently constructed to its ultimate width; therefore, it would not be reasonable for the project to assume improvements that are of regional benefit. In addition, the Caltrans I-15 corridor study has identified significant improvements for HOV lanes requiring bridge lengthening at Friars Road and I-15 resulting in a total reconstruction of the interchange. In addition, the impact to Friars Road from Via Las Cumbres to Fashion Valley Road would be temporary through Phase 3 of the project until Hazard Center Drive is extended west to Fashion Valley Road.

Mitigation is feasible to widen Texas Street; however, the Greater North Park Community has established priorities for traffic calming as an alternative to road widening due to the benefits derived from slowing vehicular speed and providing a more pedestrian friendly environment.

Improvements for freeway ramp and mainline impacts cannot be implemented directly by private development as they are in the control of Caltrans. The Regional Transportation Congestion Improvement Program (RTCIP) was created by SANDAG to ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements. The RTCIP Impact Fee Nexus Study dated September 5, 2006 was prepared for SANDAG to provide a single nexus analysis for use by all local agencies in San Diego County to fulfill their contribution towards regional improvements. Using the nexus study as a basis, Starting on beginning July 1, 2008 each local agency in the City of San Diego region is required to contribute \$2,332.00 per single family

5.0 ENVIRONMENTAL ANALYSIS

unit and \$1,865 per multi-family unit (affordable housing is exempt) in exactions or equivalent improvements for each newly constructed residential housing unit ~~in that jurisdiction~~ to allow the City to ensure the City receives Transnet funding. This program was established based upon the desire to establish a uniform mitigation program that will mitigate the regional transportation impacts of new development on the Regional Arterial System.

The ~~unmitigated-unmitigatable~~ ramp and freeway impacts of the project are offset by significant improvements to Friars Road and other interchange improvements. At build-out, the project would contribute in excess of \$31 million (2007 dollars) towards widened arterials, traffic signal coordination and other traffic improvements, and freeway interchange improvements at SR-163/Friars Road, I-8/Mission Center Road, I-15/Friars Road and I-805/Murray Ridge Road locations. This exceeds the approximately \$9.58 million in exactions for arterial improvements that would be required using the RTCIP as a baseline. Despite these improvements, impacts to freeway ramps (Impact 5.2-3) and mainline segments (Impact 5.2-4) would remain significant and unmitigable.

Phase 2 (Year 2012)

Phase 2 would consist of a cumulative total of 3,285 residential units, 503,000 square feet of retail commercial, 50,000 square feet of community commercial, 50,000 square feet of neighborhood commercial, 44,000 square feet of commercial office, three acres of active park (civic center), and 12.2 acres of passive park. ~~With development of Phase 2, the project~~ is expected to generate a total of 39,563 daily external trips, with 1,950 occurring in the AM peak hour and 3,691 occurring in the PM peak hour. Roadway improvements for Phase 2 of the project include the construction of Via Alta, the construction of Quarry Falls Boulevard from Via Alta to Qualcomm Way, and the construction of Qualcomm Way from Quarry Falls Boulevard to the existing terminus at Friars Road.

Impact 5.2-5: Impacts from Phase 2 are expected to be significant on the following additional ~~segments~~ roadway segments and arterials:

- Friars Road – Avenida de las Tiendas to Ulric Street/SR-163 Southbound Ramps
 - Friars Road – Frazee Road to River Run Drive*
 - Friars Road – Northside Drive to Stadium Road
 - Friars Road – Santo Road to Riverdale Street
 - Mission Center Road – Murray Ridge Road to I-805 Overpass
 - Mission Center Road – Camino del Rio North to I-8 Eastbound Ramp
 - Texas Street – Meade Avenue to El Cajon Boulevard**
 - Mission Gorge Road – Friars Road to Zion Avenue
- * Mitigated to below a level of significance by improvements in the Phase 1 Transportation Improvement Plan
- ** Partially mitigated by traffic calming improvements in the Phase 1 Transportation Improvement Plan

Impact 5.2-6: Impacts from Phase 2 are expected to be significant at the following additional intersections:

- Friars Road/Fashion Valley Road (PM Peak)
- Friars Road/I-15 Southbound Ramp (PM Peak)
- Mission Center Road/I-8 Eastbound Ramp (PM Peak)

Impact 5.2-7: Impacts from Phase 2 are expected to be significant on the following additional freeway segments:

- SR-163 (Northbound) – I-8 to Friars Road (AM Peak)
- SR-163 (Southbound) – I-8 to Friars Road (PM Peak)
- I-8 (Eastbound) – Mission Center Road to Qualcomm Way (PM Peak)

The ramp metering analysis conducted for Phase 2 identifies no additional significant impacts for freeway ramps.

Significance of Impacts

The project would significantly impact additional roadway segments, intersections, and freeway mainlines. The impacts to all intersections affected at Phase 2 of the project and two roadway segments are considered significant but mitigable. Impacts to six segments and one intersection would remain significant and unmitigated. The segment impact to Friars Road from Avenida de las Tiendas to Ulric Street is temporary and fully mitigated by the future extension of Hazard Center Drive as identified in the Mission Valley Public Facilities Financing Plan. Mission Center Road from Camino del Rio North to I-8 Eastbound Ramp, as well as the intersection impact to Mission Center Road/I-8, are temporary impacts until Phase 3 of the project when full mitigation occurs (MM 5.2-5c and 5.2-6d). This improvement is deferred to Phase 3 to avoid additional impacts on access routes to Mission Valley that would occur due to the simultaneous construction at Friars Road/SR-163 and Mission Center/I-8. Impacts to freeway mainlines are significant and unmitigable.

Mitigation Measures

Various traffic improvements and funding identified in Table 5.2-9, *Transportation Phasing Plan*, would be phased in conjunction with the impacts identified in each phase of project development. Implementation of the following measures would mitigate traffic impacts to one segment and two intersections associated with Phase 2 to below a level of significance:

- MM 5.2-5: a. Mission Center Road – Camino del Rio North to I-8 Eastbound Ramp –** Provide fairshare contribution of \$1,000,000 (2007 dollars) for Project Study Report (same as MM 5.2-6c). This contribution only partially mitigates the impact.
- b. Mission Center Road – Murray Ridge Road to I-805 Overpass –** Widen eastbound segment by one through lane.

5.0 ENVIRONMENTAL ANALYSIS

- MM 5.2-6: a. Friars Road/Fashion Valley Road** – Restripe westbound approach
b. Friars Road/Southbound I-15 Off-ramp – Widen southbound approach
c. Mission Center Road/I-8 Eastbound Ramp – Provide fairshare contribution of \$1,000,000 (2007 dollars) for Project Study Report (same as MM 5.2-5a). This contribution only partially mitigates the impact.

The following additional improvements associated with Impact 5.2-1 would be implemented as part of Phase 2:

- MM 5.2-1: d. Friars Road/SR 163 Interchange** – Construct the following local improvements: widen and lengthen Friars Road bridge from Frazee Road to Ulric Street, provide ramp improvements, and widen southbound approach of Friars ~~road~~Road/Frazee Road. The City may require the project to pay \$14,000,000 (2007 dollars) to the City in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location.

The following mitigation measure would be implemented as part of Phase 2 and would mitigate Impact 5.2-10, which would occur in Phase 4 (see Phase 4 discussion below).

- MM 5.2-10: a. Friars Road Eastbound Ramp/Qualcomm Way** – Widen eastbound approach; restripe southbound approach and widen northbound approach. This improvement necessitates the re-striping of the south leg of Friars Road westbound ramp at Qualcomm Way.

Significance of Impacts Following Implementation of Mitigation Measures

Implementation of mitigation measures identified for Phase 2 would mitigate impacts at one segment and at all but one intersection. Mitigation measures included as part of Phase 2 would also mitigate future traffic impacts for Friars Road eastbound at Qualcomm Way associated with Phase 4 to below a level of significance.

The project's impact on the following roadway segments would remain significant and unmitigable:

- Friars Road – Santo Road to Riverdale Street
 - Texas Street – Meade Avenue to El Cajon Boulevard*
 - Mission Gorge Road – Friars Road to Zion Avenue
- * Partially mitigated by traffic calming improvements (MM 5.2-1c) in the Phase 1 Transportation Improvement Plan

Should the City of San Diego elect to receive an in-lieu payment of \$14,000,000 to be used as matching funds, temporary impacts to one roadway segment along Friars Road from Frazee Road to River Run would occur until the more comprehensive set of improvements at this same location are implemented.

The unmitigated impacts to Friars Road and Texas Street were previously discussed in the Phase 1 – *Significance of Impacts Following Implementation of Mitigation Measures*. Mission Gorge Road is currently constructed to its adopted street classification from Friars Road to Old Cliffs Road; therefore, it would not be reasonable for the project to assume construction of additional lanes. The project's impacts at Mission Center Road – Camino del Rio North to I-8 Eastbound Ramp and Mission Center Road/I-8 Eastbound Ramp (PM Peak) are temporary. A fairshare contribution is paid as part of the Phase 2 Transportation Phasing Plan towards a Phase 3 improvement that would mitigate the project's impacts to below a level of significance for both impacts. In addition, temporary impacts occur to Friars Road from Avenida de las Tiendas to Ulric Street/SR-163 Southbound Ramps through Phase 3 and to Friars Road from Northside Drive to Stadium Road through Phase 4.

Additional impacts to freeway segments associated with Phase 2 (Impact 5.2-7) would remain significant and unmitigable. As previously discussed, the project proposes significant improvements towards widened arterials, traffic signal coordination and other traffic improvements, and freeway interchange improvements to offset ramp and freeway impacts.

Phase 3 (Year 2014)

Phase 3 of the Quarry Falls project would consist of a cumulative total of 4,538 residential units, 503,000 square feet of retail commercial, 50,000 square feet of community commercial, 50,000 square feet of neighborhood commercial, 44,000 square feet of commercial office, a 4,000 square foot private recreation center, three acres of active park, and 12.2 acres of passive park. Phase 3 is expected to generate a total of 45,719 daily cumulative external trips, with 2,467 occurring in the AM peak hour and 4,248 occurring in the PM peak hour. Roadway improvements for Phase 3 would consist of the full internal circulation network of the project, including Franklin Ridge Road and Community Lane, both of which are north/south roads, and Quarry Falls Boulevard from Qualcomm Way to Franklin Ridge Road.

With implementation of Phase 3, there would be no additional significant impacts to roadway and arterial segments, intersections or freeway ramps. Implementation of Phase 3 would result in significant impacts on three freeway segments.

Impact 5.2-8: Impacts from Phase 3 are expected to be significant on the following additional freeway segments:

- SR-163 (Northbound) – Friars Road to Genesee Avenue (AM Peak)
- I-15 (Southbound) – North of Friars Road (PM Peak)
- I-15 (Southbound) – South of Friars Road (PM Peak)

Significance of Impacts

The project would significantly impact three additional freeway segments. These impacts are considered significant and unmitigable.

5.0 ENVIRONMENTAL ANALYSIS

Mitigation Measures

The following additional mitigation measures for Impact 5.2-5/5.2-6 in Phase 2 and Impact 5.2-12 in the Horizon Year would be implemented as part of Phase 3:

MM 5.2-5c/5.2-6d/5.2-12a:

Mission Center Road/I-8 Interchange – Construct the following improvements: widen eastbound off-ramp; widen bridge; widen southbound approach at Mission Center Road/I-8 eastbound ramps; restripe eastbound approach and widen westbound approach at Mission Center Road/Camino Del Rio North; widen eastbound approach at Camino Del Rio North/I-8 westbound; widen southbound approach, restripe eastbound approach, and widen westbound approach at Camino Del Rio South/Mission Center Road.

The following additional mitigation measures would be implemented in Phase 3 and would mitigate Impact 5.2-10 associated with Phase 4 (see Phase 4 discussion below).

MM 5.2-10:

- a. **Qualcomm Way/I-8 Westbound Off-ramp** – Widen westbound approach.
- b. **Texas Street/El Cajon Boulevard** – Widen eastbound approach.

Significance of Impacts Following Implementation of Mitigation Measures

The implementation of the mitigation measures presented above would reduce one previously unmitigated intersection impact (Mission Center Road/I-8 Eastbound Ramp), one previously unmitigated roadway segment (Mission Center Road from Camino De Rio North to I-8 Eastbound Ramp), and additional future traffic impacts associated with Phase 4 (Texas Street/El Cajon Boulevard and Qualcomm Way/I-8 Westbound Off-ramp) and Horizon Year (Camino del Rio North/I-8 WB Ramp) to below a level of significance.

Additional impacts to freeway segments associated with Phase 3 (Impact 5.2-8) would remain significant and unmitigable. As previously discussed, the project proposes significant improvements towards widened arterials, traffic signal coordination and other traffic improvements, and freeway interchange improvements to offset ramp and freeway impacts.

Phase 4 (Project Build out - Year 2022)

Phase 4 is the build out of the project and would consist of a cumulative total 4,780 residential units, 503,000 square feet of retail commercial, 50,000 square feet of community commercial, 50,000 square feet of neighborhood commercial, 620,000 square feet of commercial office, a 4,000 square foot private recreation center, 3 acres of active park and 12.2 acres of passive park. Phase 4 is expected to generate 52,332 daily cumulative external trips, with 3,241 occurring in the AM peak hour and 5,098 occurring in the PM peak hour. The internal project circulation system was assumed to be complete in Phase 3.

Impact 5.2-9: Impacts from Phase 4 are expected to be significant on the following additional segment:

- Friars Road – Mission Village Road to I-15 Southbound Ramp

Impact 5.2-10: Impacts from Phase 4 are expected to be significant at the following three additional intersections:

- Friars Road Eastbound/Qualcomm Way (PM Peak)*
 - Qualcomm Way/I-8 Westbound Ramp (PM Peak)**
 - Texas Street/El Cajon Boulevard (PM Peak)**
- * Mitigated to below a level of significance by improvements in the Phase 2 Transportation Improvement Plan.
- ** Mitigated to below a level of significance by improvements in the Phase 3 Transportation Improvement Plan.

All of these intersections would be fully mitigated by measures implemented as part of earlier phases of the project.

Implementation of Phase 4 would not result in any additional significant impacts to freeway ramps or freeway mainline segments.

Significance of Impacts

The project would significantly impact one additional segment and three additional intersections at build-out of the project. Mitigation has been identified that reduces the intersection impacts to below a level of significance; however, impacts to Friars Road – Mission Village Road to the I-15 Southbound ramp would remain significant and unmitigated.

Mitigation Measures

The impacts to all intersections would be mitigated by various traffic improvements and funding identified in Table 5.2-9, *Transportation Phasing Plan*. These measures are phased in conjunction with the impacts identified in each phase of project development. For Impact 5.2-10, mitigation would occur as part of earlier phases.

MM 5.2-10: Mitigation for Impact 5.2-10 would occur as part of Phase 2 (MM 5.2-10a) and as part of Phase 3 (MM 5.2-10b and MM 5.2-10c). (See discussion under Phases 2 and 3 above.)

The following fairshare contributions would also occur as part of Phase 4 and would partially mitigate cumulative intersection impacts (Impact 5.2-12) of the project at Horizon Year. (See discussion of Horizon Year impacts below.)

MM 5.2-12:

- a. **Friars Road/Santo Road** – Contribute fairshare 16 percent to restripe the southbound approach.
- b. **Mission Gorge Road/Zion Avenue** – Contribute fairshare 23 percent to widen the westbound approach.
- c. **Mission Center Road/Camino De La Reina** – Contribute fairshare 15 percent to widen the eastbound approach.

5.0 ENVIRONMENTAL ANALYSIS

- d. **Qualcomm Way/Camino De La Reina** – Contribute fairshare 38 percent to widen the westbound approach.
- e. **Texas Street/Camino Del Rio South** – Contribute fairshare 21 percent to widen the northbound, southbound and westbound approaches; restripe the eastbound approach.
- f. **Texas Street/Madison Street** – Contribute fairshare 30 percent to restripe the eastbound approach.
- g. **Rio San Diego/Fenton Parkway** – Contribute fairshare 11 percent to widen the northbound approach.

Significance of Impacts Following Implementation of Mitigation Measures

Implementation of mitigation measures occurring in previous phases would fully mitigate Impact 5.2-10 to below a level of significance. The unmitigated impacts to Friars Road were previously discussed in the Phase 1 – *Significance of Impacts Following Implementation of Mitigation Measures*. Intersection improvements along Friars Road at I-15 Southbound would contribute positively to overall traffic flow along the arterial. The impact to Friars Road from Mission Village Road to the I-15 Southbound Ramp would be temporary and not significant at Horizon Year due to the build-out of improvements identified in the Mission Valley Public Facilities Financing Plan.

Horizon Year (Year 2030)

The Horizon Year conditions are based on the Mission Valley Community Plan Update (September 2004) analysis and include build out of the Quarry Falls project as described for Phase 4 above, as well as build out of other anticipated transportation improvements in Mission Valley.

Impact 5.2-11: Impacts from Horizon Year are expected to be significant at the following additional roadway segments and arterials:

- Friars Road – River Run Road to Fenton Parkway
- Friars Road – Rancho Mission Road to Riverdale Street
- Qualcomm Way – Rio San Diego Drive to Camino del la Reina
- Qualcomm Way – Camino del Rio North/I-8 Westbound Ramps to I-8 Eastbound Ramps

Impacts to the segment of Murray Ridge Road – I-805 Southbound Ramps to I-805 Northbound Ramps would be mitigated to below a level of significance by improvements in the Phase 1 Transportation Improvement Plan

Impact 5.2-12: Impacts from Horizon Year are expected to be significant at the following additional intersections:

- Friars Road/Fenton Parkway (PM Peak)
- Friars Road/Riverdale Street (AM and PM Peak)
- Texas Street/Monroe Avenue (PM Peak)

Impacts to the Mission Center Road/Camino del Rio North (PM Peak) and the Camino del Rio North/I-8 Westbound Ramp (PM Peak) intersections would be mitigated to below a level of significance by improvements in the Phase 3 Transportation Improvement Plan.

A fairshare contribution toward improvements ~~at the following intersections,~~ that would mitigate the project's cumulative impact to below a level of significance, would be paid as part of the Phase 4 Transportation Phasing Plan.

- Friars Road/Santo Road (AM Peak)**
- Mission Gorge Road/Zion Avenue (AM Peak)**
- Mission Center Road/Camino del la Reina (PM Peak)**
- Qualcomm Way/Camino de la Reina (PM Peak)**
- Texas Street/Camino Del Rio South (AM and PM Peak)**
- Texas Street/Madison Avenue (AM and PM Peak)**
- Rio San Diego Drive/Fenton Parkway (PM Peak)**

** Fairshare

Impact 5.2-13: Impacts from Horizon Year are expected to be significant on the following additional freeway segment:

- I-15 (Northbound) – North of Friars Road (AM Peak)

The ramp metering analysis conducted for Horizon Year identifies no additional significant impacts.

Significance of Impacts

The project would result in significant cumulative impacts to four roadway segments, three intersections, and one freeway segments that would not be mitigated by mitigation measures associated with earlier phases.

Mitigation Measures

Fairshare contributions towards mitigation for impacted intersections are proposed at Phase 4 for cumulative impacts (see MM 5.2-12 under Phase 4, above). The project's contribution to cumulatively significant impacts on the freeway mainline segment on I-15 (Northbound) – North of Friars Road (AM Peak) would not be mitigated by the proposed project. These cumulative impacts associated with the project would remain cumulatively significant and unmitigable.

Significance of Impacts Following Implementation of Mitigation Measures

The project would make fairshare contributions toward Horizon Year impacts which would mitigate the project's contribution to below a level of significance for seven of the 12 intersections affected by the project in the Horizon Year. An additional two intersections (Mission Center Road/Camino del Rio North and Camino del Rio North/I-8 Westbound

5.0 ENVIRONMENTAL ANALYSIS

Ramp) would be mitigated to below a level of significance by mitigation measure MM 5.2-12 (see discussion in Phase 3) identified in Table 5.2-9, *Transportation Phasing Plan*). As listed in Table 5.2-8c, *Project Phase 1 Through Horizon Year Traffic Impacts Summary – Intersections* significant unmitigated impacts occur at the Friars Road/Fenton Parkway, Friars Road/Riverdale Street, and Texas Street/Monroe Avenue intersections. One roadway segment (Murray Ridge Road/ I-805 Southbound Ramps to I-805 Northbound Ramps) would be mitigated to below a level of significance by mitigation measure MM 5.2-11 (see discussion in Phase 1) identified in Table 5.2-9, *Transportation Phasing Plan*). Additional traffic improvements assumed in the build-out of the Mission Valley Community Plan include:

1. Hazard Center Road connection from Mission Center Road to Fashion Valley Road;
2. Via las Cumbres extension south to Hotel Circle North;
3. Milly Way bridge (the extension of Fenton Parkway south to Camino del Rio North); and,
4. I-8 Hook Ramps and interchange realignment at Camino del Rio North and Qualcomm Way.

The unmitigated impacts to Friars Road and Texas Street were previously discussed in the Phase 1 – *Significance of Impacts Following Implementation of Mitigation Measures*. Qualcomm Way is constructed to its adopted classification as a six-lane major with abutting residential and commercial development, therefore, it would not be reasonable and feasible for the project to assume the costs of road widening on this segment. Therefore, the roadway segment of Qualcomm Way and Rio San Diego Drive to I-8 eastbound ramps will remain a significant unmitigable impact.

As previously discussed, the project proposes significant improvements towards widened arterials, traffic signal coordination and other traffic improvements, and freeway interchange improvements to offset ramp and freeway impacts. At build-out, the project would contribute in excess of \$31 million (2007 dollars) towards regional arterial improvements that exceeds the approximately ~~\$9.58~~ million in exactions that would be required using the ~~RTCIP as a~~ City of San Diego RTCIP impact fee. The project's cumulative impacts to three intersections, four roadway segments, and one freeway mainline segment would remain significant and are unmitigable.

Additional Transportation Mitigation

The Quarry Falls project would implement additional measures to improve traffic operations and offset unmitigable cumulative impacts. These measures encourage multi-modal transportation, walkability, and a decrease in reliance upon the automobile for personal trips. As the project builds out, locations within the project would be identified for a car sharing service to provide alternatives to vehicle ownership.

The traffic analysis assumes the Citywide trip generation rate that reflects a conservative estimate for trip reductions due to alternative modes of transportation. The project has been designed to take advantage of its proximity to transit, jobs, and other regional destinations, such as San Diego State University, in order to increase transit ridership. The following transportation phasing plan improvements are intended to further reduce reliance on vehicular trips and make transit readership more convenient:

5.0 ENVIRONMENTAL ANALYSIS

- **Pedestrian Bridge** - Construct a pedestrian bridge over Friars Road to connect Quarry Falls to the Rio Vista West shopping center and provide access to the Rio Vista West trolley station.
- **Transportation Demand Management Plan** - Develop a comprehensive transportation demand management plan that includes information kiosks in central locations, bike lockers, priority parking spaces for carpools, and co-ordination with the Metropolitan Transit Service (MTS) for potential public or private bus service in Quarry Falls.

Additional improvements to improve traffic operations and circulation include:

- **Friars Road/Avenida de las Tiendas** - Lengthen westbound turn lane.
- **Mission Center Road/Quarry Falls Boulevard** - Widen northbound approach; widen westbound approach; widen eastbound approach.
- **Friars Road Westbound Auxiliary Lane** - Widen westbound segment from Qualcomm Way to Mission Center Road.
- **Friars Road Westbound/Qualcomm Way** - Widen southbound and restripe northbound approaches.

Summary of Impacts

Tables 5.2-8a-e, *Project Phase 1 Through Horizon Year Traffic Impacts Summary Table*, provide a summary of the project's impacts before and after mitigation to roadways segments, arterials, intersections, ramps, and freeway segments from Phase 1 through Horizon Year. Impacts are identified by the respective phase (P1, P2, P3, and P4) and Horizon Year (HY) for when an impact occurs.

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/ Traffic Circulation/Parking

Table 5.2-8a.
Project Phase 1 Through Horizon Year Traffic Impacts Summary – Roadway Segments

Roadway Segment	Significant?	Mitigated?	Comments	Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
				V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Friars Rd.													
Napa St. to Colusa St.	No	-		<u>0.517</u>	<u>B</u>	<u>0.528</u>	<u>C</u>	<u>0.531</u>	<u>C</u>	<u>0.534</u>	<u>C</u>	<u>0.500</u>	<u>B</u>
Colusa St. to Via Las Cumbres	No	-		<u>0.502</u>	<u>B</u>	<u>0.513</u>	<u>B</u>	<u>0.517</u>	<u>B</u>	<u>0.616</u>	<u>C</u>	<u>0.656</u>	<u>C</u>
Via Las Cumbres to Fashion Valley Rd.	No	-		<u>0.701</u>	<u>C</u>	<u>0.715</u>	<u>C</u>	<u>0.719</u>	<u>C</u>	<u>0.711</u>	<u>C</u>	<u>0.692</u>	<u>C</u>
Fashion Valley Rd. to Via Moda	No	-		<u>0.704</u>	<u>C</u>	<u>0.721</u>	<u>C</u>	<u>0.726</u>	<u>C</u>	<u>0.482</u>	<u>B</u>	<u>0.431</u>	<u>B</u>
Via Moda to Avenida de las Tiendas	No	-		<u>0.831</u>	<u>C</u>	<u>0.850</u>	<u>D</u>	<u>0.855</u>	<u>D</u>	<u>0.537</u>	<u>B</u>	<u>0.463</u>	<u>B</u>
Avenida de las Tiendas to Ulric St./SR-163 SB Ramps	Yes - P2	No	Temporary Impact thru Phase 3	<u>0.948</u>	<u>E</u>	<u>0.966</u>	<u>E</u>	<u>0.971</u>	<u>E</u>	<u>0.831</u>	<u>C</u>	<u>0.722</u>	<u>C</u>
Ulric/SR-163 SB Ramps to SR-163 NB Ramps	Yes - P1	Yes		<u>1.121</u>	<u>F</u>	<u>1.184</u>	<u>F</u>	<u>1.201</u>	<u>F</u>	<u>1.063</u>	<u>F</u>	<u>1.067</u>	<u>F</u>
SR-163 NB Ramps to Frazee Rd.	Yes - P1	Yes		<u>1.148</u>	<u>F</u>	<u>1.254</u>	<u>F</u>	<u>1.284</u>	<u>F</u>	<u>1.229</u>	<u>F</u>	<u>1.202</u>	<u>F</u>
Frazee Rd. to Mission Center Rd.	No	-		<u>0.598</u>	<u>C</u>	<u>0.686</u>	<u>C</u>	<u>0.711</u>	<u>C</u>	<u>0.707</u>	<u>C</u>	<u>0.712</u>	<u>C</u>
Mission Center Rd. to Gill Village Way	No	-		<u>0.634</u>	<u>C</u>	<u>0.722</u>	<u>C</u>	<u>0.757</u>	<u>D</u>	<u>0.800</u>	<u>D</u>	<u>0.758</u>	<u>D</u>
Gill Village Way to Qualcomm Way	No	-		<u>0.617</u>	<u>C</u>	<u>0.695</u>	<u>C</u>	<u>0.724</u>	<u>C</u>	<u>0.751</u>	<u>D</u>	<u>0.748</u>	<u>C</u>
Qualcomm Way to Rio Bonito Way	No	-		<u>0.551</u>	<u>C</u>	<u>0.612</u>	<u>C</u>	<u>0.629</u>	<u>C</u>	<u>0.645</u>	<u>C</u>	<u>0.672</u>	<u>C</u>
Rio Bonito Way to River Run	No	-		<u>0.567</u>	<u>C</u>	<u>0.627</u>	<u>C</u>	<u>0.644</u>	<u>C</u>	<u>0.660</u>	<u>C</u>	<u>0.684</u>	<u>C</u>
River Run to Fenton Parkway	No	-		<u>0.762</u>	<u>C</u>	<u>0.840</u>	<u>D</u>	<u>0.862</u>	<u>D</u>	<u>0.883</u>	<u>D</u>	<u>0.913</u>	<u>D</u>
Fenton Parkway to Northside Dr.	No	-		<u>0.742</u>	<u>C</u>	<u>0.804</u>	<u>C</u>	<u>0.821</u>	<u>C</u>	<u>0.838</u>	<u>D</u>	<u>0.842</u>	<u>D</u>
Northside Dr. to Mission Village Rd.	No	-		<u>0.653</u>	<u>C</u>	<u>0.704</u>	<u>C</u>	<u>0.722</u>	<u>C</u>	<u>0.744</u>	<u>C</u>	<u>0.858</u>	<u>D</u>
Mission Village Rd. to I-15 SB Ramps	Yes - P4	No	Temporary Impact thru Phase 4	<u>0.678</u>	<u>C</u>	<u>0.752</u>	<u>D</u>	<u>0.797</u>	<u>D</u>	<u>0.875</u>	<u>E</u>	<u>0.854</u>	<u>D</u>
I-15 SB Ramps to I-15 NB Ramps	Yes - P1	No		<u>0.979</u>	<u>E</u>	<u>1.013</u>	<u>F</u>	<u>1.023</u>	<u>F</u>	<u>1.032</u>	<u>F</u>	<u>1.093</u>	<u>F</u>
I-15 NB Ramps to Rancho Mission Rd.	No	-		<u>0.883</u>	<u>D</u>	<u>0.901</u>	<u>D</u>	<u>0.906</u>	<u>D</u>	<u>0.910</u>	<u>D</u>	<u>0.912</u>	<u>D</u>
Rancho Mission Rd. to Riverdale St.	Yes - HY	No		<u>0.809</u>	<u>C</u>	<u>0.829</u>	<u>C</u>	<u>0.834</u>	<u>D</u>	<u>0.840</u>	<u>D</u>	<u>1.034</u>	<u>F</u>
Riverdale St. to Mission Gorge Rd.	Yes - HY	No		<u>0.808</u>	<u>C</u>	<u>0.827</u>	<u>C</u>	<u>0.832</u>	<u>C</u>	<u>0.837</u>	<u>D</u>	<u>1.031</u>	<u>F</u>

5.2 Transportation/ Traffic Circulation/Parking

5.0 ENVIRONMENTAL ANALYSIS

Roadway Segment	Significant?	Mitigated?	Comments	Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
				V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Mission Center Rd.													
Murray Ridge Rd. to I-805 Overpass	Yes - P2	Yes		<u>0.792</u>	<u>D</u>	<u>0.867</u>	<u>E</u>	<u>0.890</u>	<u>E</u>	<u>1.010</u>	<u>F</u>	<u>1.125</u>	<u>F</u>
I-805 Overpass to Sevan Ct.	No	-		<u>0.528</u>	<u>C</u>	<u>0.578</u>	<u>C</u>	<u>0.593</u>	<u>C</u>	<u>0.673</u>	<u>D</u>	<u>0.750</u>	<u>D</u>
Sevan Ct. to Mission Valley Rd.	No	-		<u>0.451</u>	<u>C</u>	<u>0.489</u>	<u>C</u>	<u>0.500</u>	<u>C</u>	<u>0.568</u>	<u>C</u>	<u>0.631</u>	<u>C</u>
Mission Valley Rd. to Friars Rd.	Yes - P1	Yes		<u>0.901</u>	<u>E</u>	<u>0.959</u>	<u>E</u>	<u>0.912</u>	<u>E</u>	<u>0.700</u>	<u>C</u>	<u>0.722</u>	<u>C</u>
Friars Rd. to Mission Center Ct.	No	-		<u>0.587</u>	<u>C</u>	<u>0.627</u>	<u>C</u>	<u>0.638</u>	<u>C</u>	<u>0.527</u>	<u>C</u>	<u>0.531</u>	<u>C</u>
Mission Center Ct to Hazard Center Dr.	No	-		<u>0.542</u>	<u>B</u>	<u>0.570</u>	<u>C</u>	<u>0.578</u>	<u>C</u>	<u>0.455</u>	<u>B</u>	<u>0.441</u>	<u>B</u>
Hazard Center Dr. to Camino del la Reina	No	-		<u>0.731</u>	<u>C</u>	<u>0.754</u>	<u>C</u>	<u>0.761</u>	<u>C</u>	<u>0.703</u>	<u>C</u>	<u>0.680</u>	<u>C</u>
Camino del la Reina to Camino del Rio North	No	-		<u>0.771</u>	<u>C</u>	<u>0.791</u>	<u>D</u>	<u>0.796</u>	<u>D</u>	<u>0.803</u>	<u>D</u>	<u>0.804</u>	<u>D</u>
Camino del Rio North to I-8 EB Ramp	Yes - P2	Yes	Partially mitigated in Phase 2; fully mitigated in Phase 3.	<u>0.969</u>	<u>E</u>	<u>0.983</u>	<u>E</u>	<u>0.986</u>	<u>E</u>	<u>1.028</u>	<u>F</u>	<u>1.169</u>	<u>F</u>
Frazer Rd.													
Murray Canyon Rd. to Friars Rd.	No	-		<u>0.646</u>	<u>C</u>	<u>0.653</u>	<u>C</u>	<u>0.655</u>	<u>C</u>	<u>0.764</u>	<u>D</u>	<u>0.753</u>	<u>D</u>
Friars Rd. to Hazard Center Dr.	No	-		<u>0.438</u>	<u>B</u>	<u>0.448</u>	<u>B</u>	<u>0.452</u>	<u>B</u>	<u>0.543</u>	<u>C</u>	<u>0.573</u>	<u>C</u>
Mission Valley Rd.													
Metropolitan Dr. to Mission Center Rd.	No	-		<u>0.267</u>	<u>A</u>	<u>0.281</u>	<u>A</u>	<u>0.285</u>	<u>A</u>	<u>0.234</u>	<u>A</u>	<u>0.237</u>	<u>A</u>
Phyllis Place													
South of I-805 SB Ramps	No	-		<u>0.278</u>	<u>A</u>	<u>0.286</u>	<u>A</u>	<u>0.293</u>	<u>A</u>	<u>0.306</u>	<u>A</u>	<u>0.371</u>	<u>A</u>
Murray Ridge Rd.													
I-805 SB Ramps to I-805 NB Ramps	Yes - HY	Yes		<u>0.817</u>	<u>D</u>	<u>0.838</u>	<u>D</u>	<u>0.843</u>	<u>D</u>	<u>0.848</u>	<u>D</u>	<u>0.886</u>	<u>E</u>
I-805 NB Ramps to Mission Center Rd.	Yes - P1	Yes	Partially mitigated if traffic calming alternative is selected.	<u>1.393</u>	<u>F</u>	<u>1.427</u>	<u>F</u>	<u>1.437</u>	<u>F</u>	<u>1.446</u>	<u>F</u>	<u>1.737</u>	<u>F</u>
Mission Center Rd. to Pinecrest Ave.	Yes - P1	Yes		<u>1.054</u>	<u>F</u>	<u>1.084</u>	<u>F</u>	<u>1.093</u>	<u>F</u>	<u>1.101</u>	<u>F</u>	<u>1.097</u>	<u>F</u>

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/ Traffic Circulation/Parking

Roadway Segment	Significant?	Mitigated?	Comments	Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
				V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Qualcomm Way													
Quarry Falls Blvd. to Friars Rd.	No	-		N/A	N/A	0.338	A	0.438	B	0.571	C	0.525	B
Friars Rd. to Rio San Diego	No	-		0.477	B	0.599	C	0.634	C	0.666	C	0.665	C
Rio San Diego to Camino del la Reina	Yes - HY	No		0.749	C	0.844	D	0.871	D	0.897	D	0.904	E
Camino del la Reina to Camino del Rio North/ I-8 WB Ramps	No	-		0.671	C	0.750	C	0.773	C	0.794	C	0.727	C
Camino del Rio North/I-8 WB Ramps to I-8 EB Ramps	Yes - HY	No		0.626	C	0.676	C	0.690	C	0.703	C	0.978	E
Texas Street													
I-8 EB Ramps to Camino del Rio South	Yes - P1	No		0.895	E	0.934	E	0.944	E	0.955	E	1.165	F
Camino del Rio South to Madison Ave.	Yes - P1	No*	Traffic Calming	1.385	F	1.445	F	1.462	F	1.478	F	1.965	F
Madison Ave. to Monroe Ave.	Yes - P1	No*	Traffic Calming	1.305	F	1.364	F	1.381	F	1.396	F	1.674	F
Monroe Ave. to Meade Ave.	Yes - P1	No*	Traffic Calming	1.256	F	1.308	F	1.322	F	1.336	F	1.502	F
Meade Ave. to El Cajon Blvd.	Yes - P2	No*	Traffic Calming	0.864	E	0.888	F	0.900	E	0.916	E	1.017	F
Camino del la Reina													
Mission Center Rd. to Camino del Este	No	-		0.554	C	0.568	C	0.577	C	0.595	C	0.866	D
Camino del Este to Qualcomm Way	No	-		0.443	B	0.461	B	0.472	B	0.492	B	0.472	B
Camino del Rio North													
I-8 WB Ramp to Qualcomm Way	No	-		0.769	D	0.770	D	0.770	D	0.770	D	0.191	A
Gill Village Way													
South of Friars Rd.	No	-		0.650	C	0.676	C	0.693	C	0.725	C	0.652	C
Mission Gorge Rd.													
Friars Rd. to Zion Ave.	No	-		0.740	C	0.754	C	0.757	C	0.761	C	0.887	D
Zion Ave. to Old Cliffs Rd.	No	-		0.542	B	0.553	B	0.557	B	0.560	B	0.729	C
Old Cliffs Rd. to Katelyn Ct	No	-		0.694	C	0.710	C	0.715	C	0.719	C	0.883	D
Katelyn Ct to Princess View Dr.	No	-		0.657	C	0.669	C	0.673	C	0.676	C	0.678	C
Princess View Dr. to Margerum Ave.	No	-		0.482	B	0.495	B	0.498	B	0.501	B	0.709	C
Margerum Ave. to Jackson Dr.	No	-		0.323	A	0.331	A	0.333	A	0.335	A	0.444	B

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/ Traffic Circulation/Parking

Roadway Segment	Significant?	Mitigated?	Comments	Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
				V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Fenton Parkway													
Friars Rd. to Rio San Diego	No	-		0.401	B	0.457	B	0.496	C	0.565	C	0.794	D

* Traffic calming improvements that partially mitigate the project's impact are included in Phase 1 of development.

P1 = Phase 1

P2 = Phase 2

P3 = Phase 3

P4 = Phase 4

HY = Horizon Year

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/
Traffic Circulation/Parking

Table 5.2-8b.
Project Phase 1 Through Horizon Year Traffic Impacts Summary - Arterial Locations Eastbound AM

Arterial Location	Eastbound		Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
	Significant?	Mitigated?	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
	AM											
Napa St. to Colusa St.	No	-	30.6	C	30.5	C	30.5	C	30.7	C	31.1	C
Colusa St. to Via Las Cumbres	No	-	31.9	C	31.9	C	31.8	C	22.1	D	21.9	D
Via Las Cumbres to Fashion Valley Rd.	No	-	35.3	B	33.7	C	34.1	B	35.5	B	34.6	B
Fashion Valley Rd. to Via Moda	No	-	22.1	C	27.5	C	26.5	C	27.5	C	26.5	C
Via Moda to Avenida de las Tiendas	No	-	22.0	D	21.3	D	21.3	D	22.1	C	28.5	B
Avenida de las Tiendas to Ulric St./SR-163 SB Ramps	No	-	18.9	D	18.7	D	18.3	D	18.5	D	15.0	E
Ulric/SR-163 SB Ramps to SR-163 NB Ramps	No	-	35.7	A	35.7	A	35.7	A	35.6	A	36.0	A
SR-163 NB Ramps to Frazee Rd.	Yes - P2	Yes	11.9	F	15.8	E	7.9	F	14.5	E	14.3	E
Frazee Road to River Run	No	-	42.3	A	40.9	B	40.8	B	40.4	B	25.9	D
River Run to Fenton Pkwy.	No	-	31.1	B	30.8	B	34.5	B	34.8	B	27.9	C
Fenton Parkway to Northside Dr.	No	-	21.2	D	25.8	C	24.4	C	24.5	C	23.9	C
Northside Dr. to Stadium Rd.	No	-	35.8	B	35.8	B	35.8	B	35.8	B	35.8	B
Stadium Road to I-15 SB Ramps	No	-	36.6	B	36.1	B	36.7	B	36.4	B	38.7	B
I-15 SB Ramps to I-15 NB Ramps	No	-	35.9	B	35.9	B	35.9	B	35.9	B	35.9	B
I-15 NB Ramps to Rancho Mission Rd.	Yes - P1	No	16.6	E	19.2	E	18.6	E	16.9	E	16.6	E
Rancho Mission Rd. to Santo Rd.	No	-	35.4	B	33.3	C	34.4	B	35.3	B	30.0	C
Santo Rd. to Riverdale St.	Yes - HY	No	24.5	D	26.1	D	23.9	D	22.6	D	18.7	E
Riverdale St. to Mission Gorge Rd.	No	-	22.1	C	24.5	C	26.7	C	12.6	F	13.4	E
Friars Rd. to Zion Ave.	Yes - P3	No	11.5	F	11.8	F	13.5	E	14.8	E	10.2	F
Zion Ave. to Old Cliffs Rd.	No	-	42.9	A	42.8	A	42.8	A	42.8	A	42.5	A
Old Cliffs Rd. to Katelyn Ct.	No	-	54.3	A	51.5	A	51.5	A	51.5	A	52.0	A
Katelyn Ct to Princess View Dr.	No	-	22.4	D	21.9	D	21.5	D	21.4	D	21.6	D
Princess View Dr. to Margerum Ave.	No	-	45.7	A	45.7	A	45.7	A	45.7	A	47.5	A
Margerum Ave. to Jackson Dr.	No	-	46.5	A	46.2	A	46.2	A	46.2	A	46.0	A

P1 = Phase 1 P2 = Phase 2 P3 = Phase 3 P4 = Phase 4 HY = Horizon Year Speed measured in miles per hour

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/
Traffic Circulation/Parking

Table 5.2-8b.
Project Phase 1 Through Horizon Year Traffic Impacts Summary - Arterial Locations Westbound AM

Arterial Location	Westbound		Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
	Significant?	Mitigated?	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
	AM											
Napa St. to Colusa St.	No	-	29.1	C	28.9	C	28.9	C	23.0	D	23.1	D
Colusa St. to Via Las Cumbres	No	-	30.6	C	30.6	C	30.6	C	30.1	C	30.3	C
Via Las Cumbres to Fashion Valley Rd.	No	-	33.5	C	33.5	C	33.0	C	29.3	C	28.8	C
Fashion Valley Rd. to Via Moda	No	-	23.5	C	24.9	C	24.6	C	24.5	C	24.2	C
Via Moda to Avenida de las Tiendas	No	-	30.7	B	30.5	B	30.7	B	30.8	B	30.0	B
Avenida de las Tiendas to Ulric St./SR-163 SB Ramps	No	-	22.0	D	21.5	D	21.5	D	21.7	D	27.8	C
Ulric/SR-163 SB Ramps to SR-163 NB Ramps	No	-	21.3	D	20.3	D	19.8	D	19.6	D	18.6	D
SR-163 NB Ramps to Frazee Rd.	Yes - P3	Yes	17.0	E	16.9	E	10.2	F	10.6	F	12.4	F
Frazee Road to River Run	No	-	34.5	B	28.0	C	26.6	D	27.6	C	5.8	F
River Run to Fenton Pkwy.	No	-	30.8	B	30.7	B	31.0	B	30.3	B	32.4	B
Fenton Parkway to Northside Dr.	No	-	25.6	C	29.1	B	31.3	B	31.0	B	21.8	D
Northside Dr. to Stadium Rd.	Yes - P4	No longer an impact at HY	18.4	E	21.1	D	19.0	E	19.0	E	17.4	E
Stadium Road to I-15 SB Ramps	No	-	46.7	A	46.7	A	46.7	A	46.6	A	48.1	A
I-15 SB Ramps to I-15 NB Ramps	Yes - P1	No	18.3	E	19.6	E	17.9	E	16.6	E	17.9	E
I-15 NB Ramps to Rancho Mission Rd.	Yes - HY	No	23.2	D	22.3	D	23.2	D	26.1	D	20.4	E
Rancho Mission Rd. to Santo Rd.	No	-	33.8	C	33.2	C	33.3	C	33.6	C	22.1	D
Santo Rd. to Riverdale St.	No	-	36.6	B	33.9	C	33.8	C	35.9	B	7.2	F
Riverdale St. to Mission Gorge Rd.	Yes - P1	No	10.2	F	11.0	F	12.6	F	9.8	F	2.7	F
Friars Rd. to Zion Ave.	No	-	23.1	C	22.0	D	24.7	C	32.6	B	23.1	C
Zion Ave. to Old Cliffs Rd.	No	-	25.3	C	26.1	C	25.5	C	25.6	C	17.4	D
Old Cliffs Rd. to Katelyn Ct.	No	-	41.7	B	41.5	B	41.5	B	41.1	B	29.8	C
Katelyn Ct to Princess View Dr.	No	-	34.0	C	33.8	C	33.7	C	33.6	C	30.9	C
Princess View Dr. to Margerum Ave.	No	-	40.5	B	24.5	D	24.5	D	24.6	D	24.6	D
Margerum Ave. to Jackson Dr.	No	-	35.9	B	35.6	B	35.6	B	35.3	B	38.9	B

P1 = Phase 1 P2 = Phase 2 P3 = Phase 3 P4 = Phase 4 HY = Horizon Year Speed measured in miles per hour

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/
Traffic Circulation/Parking

Table 5.2-8b.
Project Phase 1 Through Horizon Year Traffic Impacts Summary - Arterial Locations Eastbound PM

Arterial Location	Eastbound	Mitigated?	Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
	Significant?		Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
	PM											
Napa St. to Colusa St.	No	-	27.1	C	26.8	D	26.7	D	26.6	D	27.6	C
Colusa St. to Via Las Cumbres	No	-	29.2	C	29.1	C	28.3	C	13.6	F	14.3	F
Via Las Cumbres to Fashion Valley Rd.	Yes - P1	Temporary Impact thru P3	18.4	E	17.4	E	16.9	E	23.9	D	25.7	D
Fashion Valley Rd. to Via Moda	No	-	18.1	D	17.9	D	17.7	D	21.4	D	21.0	D
Via Moda to Avenida de las Tiendas	No	-	17.0	E	16.7	E	16.6	E	20.1	D	26.1	C
Avenida de las Tiendas to Ulric St./SR-163 SB Ramps	Yes - P3	Temporary Impact thru P3	10.3	F	9.9	F	9.1	F	10.0	F	7.8	F
Ulric/SR-163 SB Ramps to SR-163 NB Ramps	No	-	35.1	A	35.0	B	34.9	B	34.9	B	35.2	A
SR-163 NB Ramps to Frazee Rd.	Yes - P2	Yes	2.4	F	1.8	F	1.8	F	1.5	F	1.7	F
Frazee Road to River Run	No	-	42.4	A	40.7	B	40.5	B	40.7	B	24.2	D
River Run to Fenton Pkwy.	Yes - HY	No	19.2	D	18.4	D	17.7	D	20.0	D	3.4	F
Fenton Parkway to Northside Dr.	Yes - P1	No	14.5	E	13.9	E	15.3	E	18.4	D	7.2	F
Northside Dr. to Stadium Rd.	No	-	35.4	B	35.2	B	35.2	B	33.4	C	34.6	B
Stadium Road to I-15 SB Ramps	No	-	29.9	C	31.4	C	29.7	C	32.4	C	30.9	C
I-15 SB Ramps to I-15 NB Ramps	No	-	35.7	B	35.7	B	35.7	B	35.9	B	36.0	B
I-15 NB Ramps to Rancho Mission Rd.	Yes - HY	No	19.7	E	15.3	F	16.9	E	18.2	E	10.3	F
Rancho Mission Rd. to Santo Rd.	No	-	34.7	B	34.1	B	34.2	B	34.4	B	30.3	C
Santo Rd. to Riverdale St.	Yes - P2	No	16.7	E	15.5	F	14.4	F	13.6	F	4.1	F
Riverdale St. to Mission Gorge Rd.	No	-	21.9	D	21.5	D	21.1	D	21.6	D	1.7	F
Friars Rd. to Zion Ave.	Yes - P2	No	12.6	F	9.8	F	9.7	F	11.9	F	11.1	F
Zion Ave. to Old Cliffs Rd.	No	-	40.6	A	40.6	A	40.6	A	40.5	A	39.1	A
Old Cliffs Rd. to Katelyn Ct.	No	-	48.8	A	48.6	A	48.6	A	48.6	A	47.4	A
Katelyn Ct to Princess View Dr.	No	-	25.1	D	24.9	D	24.9	D	24.8	D	24.0	D
Princess View Dr. to Margerum Ave.	No	-	39.8	B	39.6	B	39.5	B	40.5	B	36.1	B
Margerum Ave. to Jackson Dr.	No	-	45.0	A	44.7	A	44.7	A	44.7	A	43.2	A

P1 = Phase 1 P2 = Phase 2 P3 = Phase 3 P4 = Phase 4 HY = Horizon Year Speed measured in miles per hour

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/
Traffic Circulation/Parking

Table 5.2-8b.
Project Phase 1 Through Horizon Year Traffic Impacts Summary - Arterial Locations Westbound PM

Arterial Location	Westbound		Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
	Significant?	Mitigated?	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
			PM									
Napa St. to Colusa St.	No	-	28.0	C	27.8	C	27.7	C	20.3	E	18.9	E
Colusa St. to Via Las Cumbres	No	-	29.0	C	28.9	C	28.9	C	28.6	C	28.1	C
Via Las Cumbres to Fashion Valley Rd.	No	-	32.7	C	32.4	C	30.7	C	22.9	D	22.1	D
Fashion Valley Rd. to Via Moda	No	-	19.4	D	19.9	D	19.3	D	19.3	D	19.7	D
Via Moda to Avenida de las Tiendas	No	-	28.9	B	28.9	B	28.9	B	28.6	B	29.5	B
Avenida de las Tiendas to Ulric St./SR-163 SB Ramps	No	-	20.0	D	19.9	D	19.8	D	20.5	D	23.4	C
Ulric/SR-163 SB Ramps to SR-163 NB Ramps	Yes - P4	Yes	8.6	F	7.8	F	7.9	F	7.3	F	4.1	F
SR-163 NB Ramps to Frazee Rd.	No	-	2.1	F	1.8	F	1.8	F	1.7	F	2.0	F
Frazee Road to River Run	Yes - P2	Yes	27.7	C	20.3	E	21.2	D	27.7	C	6.9	F
River Run to Fenton Pkwy.	No	-	28.7	B	28.6	B	28.3	B	31.9	B	33.7	B
Fenton Parkway to Northside Dr.	Yes - HY	No	21.1	D	20.7	D	20.2	D	18.0	D	11.7	E
Northside Dr. to Stadium Rd.	Yes - P2	No longer an impact at HY	16.3	E	15.5	E	16.1	E	18.6	E	12.8	F
Stadium Road to I-15 SB Ramps	No	-	46.7	A	46.7	A	46.6	A	46.7	A	48.1	A
I-15 SB Ramps to I-15 NB Ramps	Yes - P1	No	13.2	F	14.0	F	13.6	F	9.2	F	6.5	F
I-15 NB Ramps to Rancho Mission Rd.	Yes - P3	No	12.9	F	13.7	F	11.4	F	10.9	F	10.4	F
Rancho Mission Rd. to Santo Rd.	No	-	34.7	B	34.5	B	34.4	B	31.1	C	31.2	C
Santo Rd. to Riverdale St.	No	-	33.0	C	34.4	B	34.8	B	37.3	B	28.2	C
Riverdale St. to Mission Gorge Rd.	Yes - P3	No	10.9	F	10.3	F	9.3	F	8.3	F	6.3	F
Friars Rd. to Zion Ave.	No	-	31.4	B	21.6	D	21.6	D	25.3	C	20.3	D
Zion Ave. to Old Cliffs Rd.	No	-	30.5	B	30.7	B	30.2	B	30.7	B	30.9	B
Old Cliffs Rd. to Katelyn Ct.	No	-	44.5	A	44.4	A	44.4	A	44.4	A	43.1	A
Katelyn Ct to Princess View Dr.	No	-	37.0	B	37.0	B	36.9	B	36.9	B	37.0	B
Princess View Dr. to Margerum Ave.	No	-	45.3	A	45.3	A	45.2	A	45.3	A	46.2	A
Margerum Ave. to Jackson Dr.	No	-	46.0	A	46.0	A	46.0	A	46.4	A	46.8	A

P1 = Phase 1 P2 = Phase 2 P3 = Phase 3 P4 = Phase 4 HY = Horizon Year Speed measured in miles per hour

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/
Traffic Circulation/Parking

Table 5.2-8c.
Project Phase 1 Through Horizon Year Traffic Impacts Summary - Intersections AM

Intersection	Significant?	Mitigated?	Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
	AM		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Friars Rd./ Napa St.	No	-	<u>7.2</u>	A	<u>7.9</u>	A	<u>7.3</u>	A	<u>19.0</u>	B	<u>20.7</u>	C
Friars Rd./ Colusa St.	No	-	<u>9.7</u>	A	<u>13.7</u>	B	<u>10.3</u>	B	<u>9.6</u>	A	<u>9.7</u>	A
Friars Rd./ Via Las Cumbres	No	-	<u>12.1</u>	B	<u>12.1</u>	B	<u>12.8</u>	B	<u>22.4</u>	C	<u>23.7</u>	C
Friars Rd./ Fashion Valley Rd.	No	-	<u>15.7</u>	B	<u>15.1</u>	B	<u>16.5</u>	B	<u>13.8</u>	B	<u>14.3</u>	B
Friars Rd./ Via Moda	No	-	<u>3.6</u>	A	<u>4.0</u>	A	<u>4.3</u>	A	<u>3.3</u>	A	<u>5.6</u>	A
Friars Rd./ Avenida De Las Tiendas	No	-	<u>8.5</u>	A	<u>11.4</u>	B	<u>9.1</u>	A	<u>9.5</u>	A	<u>9.5</u>	A
Friars Rd./ SR-163 SB ramp/ Ulric St.	Yes - P1	Yes	<u>80.4</u>	F	<u>86.4</u>	F	<u>88.8</u>	F	<u>97.2</u>	F	<u>107.0</u>	F
Friars Rd./ SR-163 NB ramp	No	-	<u>4.9</u>	A	<u>11.1</u>	B	<u>17.1</u>	B	<u>15.9</u>	B	<u>6.5</u>	A
Friars Rd./ Frazee Rd.	Yes - P3	Yes	<u>53.3</u>	D	<u>52.5</u>	D	<u>65.7</u>	E	<u>55.3</u>	E	<u>59.4</u>	E
Friars Rd. Westbound/ Mission Center Rd.	No	-	<u>13.2</u>	B	<u>12.3</u>	B	<u>13.5</u>	B	<u>13.3</u>	B	<u>11.9</u>	B
Friars Rd. Eastbound/ Mission Center Rd.	No	-	<u>17.3</u>	B	<u>17.9</u>	B	<u>17.6</u>	B	<u>17.3</u>	B	<u>19.3</u>	B
Friars Rd./ Gill Village Way	No	-	<u>0.0</u>	A	<u>0.0</u>	A	<u>0.0</u>	A	<u>0.0</u>	A	<u>0.0</u>	A
Friars Rd. Westbound/ Qualcomm Way	No	-	<u>12.2</u>	B	<u>22.0</u>	C	<u>16.0</u>	B	<u>13.4</u>	B	<u>13.9</u>	B
Friars Rd. Eastbound/ Qualcomm Way	No	-	<u>10.1</u>	B	<u>12.5</u>	B	<u>13.1</u>	B	<u>20.7</u>	C	<u>20.0</u>	B
Friars Rd./ Rio Bonito Way	No	-	<u>10.6</u>	B	<u>10.8</u>	B	<u>11.1</u>	B	<u>11.2</u>	B	<u>11.5</u>	B
Friars Rd./ River Run Rd.	No	-	<u>13.8</u>	B	<u>13.2</u>	B	<u>14.3</u>	B	<u>14.2</u>	B	<u>15.0</u>	B
Friars Rd./ Fenton Pkwy.	No	-	<u>13.8</u>	B	<u>11.6</u>	B	<u>10.8</u>	B	<u>11.1</u>	B	<u>20.2</u>	C
Friars Rd./ Northside Dr.	No	-	<u>19.2</u>	B	<u>17.8</u>	B	<u>20.0</u>	B	<u>20.6</u>	C	<u>22.8</u>	C
Friars Rd. Westbound/ Mission Village Dr.	No	-	<u>14.3</u>	B	<u>14.4</u>	B	<u>8.2</u>	A	<u>8.2</u>	A	<u>14.9</u>	B
Friars Rd. Eastbound/ Mission Village Dr.	No	-	<u>14.7</u>	B	<u>14.8</u>	B	<u>11.7</u>	B	<u>11.7</u>	B	<u>15.3</u>	B
Friars Rd./ I-15 SB ramp	No	-	<u>21.2</u>	C	<u>22.7</u>	C	<u>23.1</u>	C	<u>24.8</u>	C	<u>26.2</u>	C
Friars Rd./ I-15 NB ramp	No	-	<u>6.8</u>	A	<u>4.9</u>	A	<u>7.2</u>	A	<u>6.0</u>	A	<u>7.4</u>	A
Friars Rd./ Rancho Mission Rd.	No	-	<u>13.1</u>	B	<u>10.3</u>	B	<u>10.3</u>	B	<u>12.7</u>	B	<u>18.6</u>	B
Friars Rd./ Santo Rd.	Yes - HY	Partially*	<u>6.2</u>	A	<u>5.7</u>	A	<u>5.5</u>	A	<u>6.7</u>	A	<u>116.9</u>	F

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/ Traffic Circulation/Parking

Intersection	Significant?	Mitigated?	Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
	AM		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Friars Rd./ Riverdale St.	Yes - HY	No	<u>29.5</u>	<u>C</u>	<u>28.3</u>	<u>C</u>	<u>28.6</u>	<u>C</u>	<u>32.3</u>	<u>C</u>	<u>95.3</u>	<u>F</u>
Friars Rd./ Mission Gorge Rd.	No	-	<u>10.0</u>	<u>B</u>	<u>8.2</u>	<u>A</u>	<u>7.6</u>	<u>A</u>	<u>11.2</u>	<u>B</u>	<u>10.6</u>	<u>B</u>
Mission Gorge Rd./ Zion Ave.	Yes - HY	Partially*	<u>38.8</u>	<u>D</u>	<u>39.2</u>	<u>D</u>	<u>42.4</u>	<u>D</u>	<u>42.1</u>	<u>D</u>	<u>70.9</u>	<u>E</u>
Mission Gorge Rd./ Old Cliffs Rd.	No	-	<u>12.9</u>	<u>B</u>	<u>13.3</u>	<u>B</u>	<u>13.3</u>	<u>B</u>	<u>13.7</u>	<u>B</u>	<u>30.8</u>	<u>C</u>
Mission Gorge Rd./ Katelyn Ct	No	-	<u>6.3</u>	<u>A</u>	<u>6.3</u>	<u>A</u>	<u>6.4</u>	<u>A</u>	<u>6.4</u>	<u>A</u>	<u>10.7</u>	<u>B</u>
Mission Gorge Rd./ Princess View Dr.	No	-	<u>23.1</u>	<u>C</u>	<u>23.2</u>	<u>C</u>	<u>23.1</u>	<u>C</u>	<u>23.1</u>	<u>C</u>	<u>50.4</u>	<u>D</u>
Mission Gorge Rd./ Margerum Ave.	No	-	<u>20.6</u>	<u>C</u>	<u>20.7</u>	<u>C</u>	<u>20.8</u>	<u>C</u>	<u>21.0</u>	<u>C</u>	<u>23.0</u>	<u>C</u>
Mission Gorge Rd./ Jackson Dr.	No	-	<u>20.0</u>	<u>B</u>	<u>20.6</u>	<u>C</u>	<u>20.6</u>	<u>C</u>	<u>20.7</u>	<u>C</u>	<u>23.1</u>	<u>C</u>
Mission Center Rd./ Quarry Falls Blvd.	No	-	<u>17.5</u>	<u>B</u>	<u>19.3</u>	<u>B</u>	<u>19.6</u>	<u>B</u>	<u>23.8</u>	<u>C</u>	<u>24.1</u>	<u>C</u>
Mission Center Rd./ Mission Center Drwy.	No	-	<u>25.4</u>	<u>C</u>	<u>27.2</u>	<u>C</u>	<u>25.1</u>	<u>C</u>	<u>22.3</u>	<u>C</u>	<u>20.2</u>	<u>C</u>
Mission Center Rd./ Mission Center Ct	No	-	<u>15.1</u>	<u>B</u>	<u>15.0</u>	<u>B</u>	<u>12.5</u>	<u>B</u>	<u>13.8</u>	<u>B</u>	<u>15.9</u>	<u>B</u>
Mission Center Rd./ Hazard Center Dr.	No	-	<u>13.5</u>	<u>B</u>	<u>11.1</u>	<u>B</u>	<u>13.6</u>	<u>B</u>	<u>19.6</u>	<u>B</u>	<u>14.3</u>	<u>B</u>
Mission Center Rd./ Camino de la Reina	No	-	<u>15.4</u>	<u>B</u>	<u>17.9</u>	<u>B</u>	<u>17.3</u>	<u>B</u>	<u>15.8</u>	<u>B</u>	<u>19.8</u>	<u>B</u>
Mission Center Rd./ Camino del Rio North	No	-	<u>16.7</u>	<u>B</u>	<u>23.6</u>	<u>C</u>	<u>19.3</u>	<u>B</u>	<u>17.8</u>	<u>B</u>	<u>32.9</u>	<u>C</u>
Camino del Rio North/ I-8 WB ramp	No	-	<u>17.8</u>	<u>B</u>	<u>17.8</u>	<u>B</u>	<u>17.8</u>	<u>B</u>	<u>17.8</u>	<u>B</u>	<u>20.4</u>	<u>C</u>
Mission Center Rd./ I-8 EB ramp	No	-	<u>15.3</u>	<u>B</u>	<u>19.3</u>	<u>B</u>	<u>19.3</u>	<u>B</u>	<u>16.1</u>	<u>B</u>	<u>21.4</u>	<u>C</u>
Qualcomm Way/ Rio San Diego Dr.	No	-	<u>18.4</u>	<u>B</u>	<u>20.5</u>	<u>C</u>	<u>21.1</u>	<u>C</u>	<u>22.6</u>	<u>C</u>	<u>22.9</u>	<u>C</u>
Qualcomm Way/ Camino de la Reina	No	-	<u>18.3</u>	<u>B</u>	<u>19.0</u>	<u>B</u>	<u>18.5</u>	<u>B</u>	<u>19.2</u>	<u>B</u>	<u>27.3</u>	<u>C</u>
Camino de la Reina/ Camino del Este	No	-	<u>27.9</u>	<u>C</u>	<u>30.0</u>	<u>C</u>	<u>29.8</u>	<u>C</u>	<u>30.3</u>	<u>C</u>	<u>17.5</u>	<u>B</u>
Qualcomm Way/ I-8 WB ramp	No	-	<u>12.4</u>	<u>B</u>	<u>13.3</u>	<u>B</u>	<u>13.0</u>	<u>B</u>	<u>15.6</u>	<u>B</u>	<u>4.4</u>	<u>A</u>
Camino del Rio North/ I-8 WB ramp	No	-	<u>7.6</u>	<u>A</u>	<u>7.6</u>	<u>A</u>	<u>7.6</u>	<u>A</u>	<u>7.6</u>	<u>A</u>	<u>6.9</u>	<u>A</u>
Qualcomm Way/ I-8 EB ramp	No	-	<u>6.2</u>	<u>A</u>	<u>6.1</u>	<u>A</u>	<u>6.1</u>	<u>A</u>	<u>5.9</u>	<u>A</u>	<u>6.3</u>	<u>A</u>
Texas St./ Camino del Rio South	Yes - HY	Partially*	<u>36.2</u>	<u>D</u>	<u>36.2</u>	<u>D</u>	<u>36.8</u>	<u>D</u>	<u>36.9</u>	<u>D</u>	<u>83.9</u>	<u>F</u>
Texas St./ Madison Ave.	Yes - HY	Partially*	<u>33.9</u>	<u>C</u>	<u>40.0</u>	<u>D</u>	<u>39.7</u>	<u>D</u>	<u>42.2</u>	<u>D</u>	<u>84.8</u>	<u>F</u>
Texas St./ Monroe Ave.	No	-	<u>13.8</u>	<u>B</u>	<u>14.0</u>	<u>B</u>	<u>14.0</u>	<u>B</u>	<u>14.4</u>	<u>B</u>	<u>18.4</u>	<u>C</u>
Texas St./ Meade Ave.	No	-	<u>7.4</u>	<u>A</u>	<u>7.5</u>	<u>A</u>	<u>7.5</u>	<u>A</u>	<u>7.7</u>	<u>A</u>	<u>10.7</u>	<u>B</u>
Texas St./ El Cajon Blvd.	No	-	<u>24.6</u>	<u>C</u>	<u>25.2</u>	<u>C</u>	<u>25.7</u>	<u>C</u>	<u>25.5</u>	<u>C</u>	<u>36.4</u>	<u>D</u>

5.0 ENVIRONMENTAL ANALYSIS

Intersection	Significant?	Mitigated?	Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
	AM		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Rio San Diego Dr./ Fenton Pkwy.	No	-	<u>20.5</u>	<u>C</u>	<u>24.4</u>	<u>C</u>	<u>21.4</u>	<u>C</u>	<u>19.3</u>	<u>B</u>	<u>19.6</u>	<u>B</u>
Phyllis Pl/ Franklin Ridge Rd.	No	-	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>
Phyllis Pl/ I-805 SB ramp	Yes - P1	Yes	<u>388.8</u>	<u>F</u>	<u>431.2</u>	<u>F</u>	<u>451.3</u>	<u>F</u>	<u>511.7</u>	<u>F</u>	<u>9999</u>	<u>F</u>
Phyllis Pl I-805 NB ramp	Yes - HY	Yes	<u>26.1</u>	<u>D</u>	<u>26.9</u>	<u>D</u>	<u>27.2</u>	<u>D</u>	<u>28.1</u>	<u>D</u>	<u>71.8</u>	<u>F</u>
Murray Ridge Rd./ Mission Center Rd.	No	-	<u>25.9</u>	<u>D</u>	<u>27.5</u>	<u>D</u>	<u>28.7</u>	<u>D</u>	<u>31.4</u>	<u>D</u>	<u>34.7</u>	<u>D</u>
Murray Ridge Rd./ Pinecrest Ave.	No	-	<u>18.4</u>	<u>C</u>	<u>19.0</u>	<u>C</u>	<u>19.6</u>	<u>C</u>	<u>20.0</u>	<u>C</u>	<u>19.6</u>	<u>C</u>
SR-163 SB ramp/ Ulric St.	No	-	<u>13.8</u>	<u>B</u>	<u>13.9</u>	<u>B</u>	<u>14.1</u>	<u>B</u>	<u>14.2</u>	<u>B</u>	<u>15.5</u>	<u>C</u>
Camino de la Reina/I-8 WB ramp	No	-	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>12.1</u>	<u>B</u>

Delay measured in seconds.

* A Fairshare contribution toward an improvement that would mitigate the project's cumulative impact to below a level of significance is paid at Phase 4 of development. Because full funding of the project is not assured, the impact remains significant.

- P1 = Phase 1
- P2 = Phase 2
- P3 = Phase 3
- P4 = Phase 4
- HY = Horizon Year

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/
Traffic Circulation/Parking

Table 5.2-8c.
Project Phase 1 Through Horizon Year Traffic Impacts Summary - Intersections PM

Intersection	Significant?	Mitigated?	Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
	PM		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Friars Rd./ Napa St.	No	-	<u>8.2</u>	A	<u>8.6</u>	A	<u>8.7</u>	A	<u>29.1</u>	C	<u>31.6</u>	C
Friars Rd./ Colusa St.	No	-	<u>11.9</u>	B	<u>12.1</u>	B	<u>12.1</u>	B	<u>13.8</u>	B	<u>12.7</u>	B
Friars Rd./ Via Las Cumbres	No	-	<u>16.2</u>	B	<u>16.5</u>	B	<u>18.1</u>	B	<u>52.2</u>	D	<u>54.5</u>	D
Friars Rd./ Fashion Valley Rd.	Yes – P2	Yes	<u>54.1</u>	D	<u>79.0</u>	E	<u>61.4</u>	E	<u>39.4</u>	D	<u>35.2</u>	D
Friars Rd./ Via Moda	No	-	<u>15.4</u>	B	<u>17.0</u>	B	<u>15.8</u>	B	<u>14.7</u>	B	<u>14.2</u>	B
Friars Rd./ Avenida De Las Tiendas	No	-	<u>34.7</u>	C	<u>35.4</u>	D	<u>34.7</u>	C	<u>23.3</u>	C	<u>16.9</u>	B
Friars Rd./ SR-163 SB ramp/ Ulric St.	Yes - P1	Yes	<u>123.5</u>	F	<u>127.6</u>	F	<u>134.7</u>	F	<u>132.2</u>	F	<u>173.9</u>	F
Friars Rd./ SR-163 NB ramp	Yes - P1	Yes	<u>99.7</u>	F	<u>117.4</u>	F	<u>120.1</u>	F	<u>123.2</u>	F	<u>97.3</u>	F
Friars Rd./ Frazee Rd.	Yes – P1	Yes	<u>135.1</u>	F	<u>175.4</u>	F	<u>189.3</u>	F	<u>226.4</u>	F	<u>242.2</u>	F
Friars Rd. Westbound/ Mission Center Rd.	No	-	<u>27.5</u>	C	<u>19.8</u>	B	<u>20.3</u>	C	<u>25.6</u>	C	<u>18.3</u>	B
Friars Rd. Eastbound/ Mission Center Rd.	No	-	<u>25.3</u>	C	<u>30.5</u>	C	<u>35.6</u>	D	<u>23.6</u>	C	<u>22.6</u>	C
Friars Rd./ Gill Village Way	No	-	<u>0.0</u>	A	<u>0.0</u>	A	<u>0.0</u>	A	<u>0.0</u>	A	<u>0.0</u>	A
Friars Rd. Westbound/ Qualcomm Way	No	-	<u>22.0</u>	C	<u>28.9</u>	C	<u>28.5</u>	C	<u>40.0</u>	D	<u>40.6</u>	D
Friars Rd. Eastbound/ Qualcomm Way	Yes – P4	Yes	<u>20.5</u>	C	<u>26.5</u>	C	<u>48.3</u>	D	<u>82.6</u>	F	<u>101.0</u>	F
Friars Rd./ Rio Bonito Way	No	-	<u>23.7</u>	C	<u>26.7</u>	D	<u>27.4</u>	D	<u>30.0</u>	D	<u>33.0</u>	D
Friars Rd./ River Run Rd.	No	-	<u>13.2</u>	B	<u>16.5</u>	B	<u>17.0</u>	B	<u>17.0</u>	B	<u>21.8</u>	C
Friars Rd./ Fenton Pkwy.	Yes – HY	No	<u>24.6</u>	C	<u>25.2</u>	C	<u>26.9</u>	C	<u>28.6</u>	C	<u>167.5</u>	F
Friars Rd./ Northside Dr.	No	-	<u>33.8</u>	C	<u>35.8</u>	D	<u>39.2</u>	D	<u>35.0</u>	C	<u>41.1</u>	D
Friars Rd. Westbound/ Mission Village Dr.	No	-	<u>15.2</u>	B	<u>15.1</u>	B	<u>15.3</u>	B	<u>15.1</u>	B	<u>15.6</u>	B
Friars Rd. Eastbound/ Mission Village Dr.	No	-	<u>19.2</u>	B	<u>19.6</u>	B	<u>19.6</u>	B	<u>19.8</u>	B	<u>19.4</u>	B
Friars Rd./ I-15 SB ramp	Yes – P2	Yes	<u>51.7</u>	D	<u>64.2</u>	E	<u>67.8</u>	E	<u>81.4</u>	F	<u>89.9</u>	F
Friars Rd./ I-15 NB ramp	No	-	<u>7.8</u>	A	<u>6.8</u>	A	<u>8.9</u>	A	<u>8.4</u>	A	<u>10.5</u>	B
Friars Rd./ Rancho Mission Rd.	No	-	<u>15.1</u>	B	<u>19.7</u>	B	<u>17.5</u>	B	<u>17.6</u>	B	<u>30.0</u>	C
Friars Rd./ Santo Rd.	No	-	<u>6.1</u>	A	<u>6.0</u>	A	<u>6.0</u>	A	<u>6.2</u>	A	<u>51.4</u>	D

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/ Traffic Circulation/Parking

Intersection	Significant?	Mitigated?	Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
	PM		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Friars Rd./ Riverdale St.	Yes – HY	Partially*	<u>36.3</u>	<u>D</u>	<u>38.8</u>	<u>D</u>	<u>43.5</u>	<u>D</u>	<u>47.0</u>	<u>D</u>	<u>118.5</u>	<u>F</u>
Friars Rd./ Mission Gorge Rd.	No	-	<u>23.3</u>	<u>C</u>	<u>22.7</u>	<u>C</u>	<u>19.6</u>	<u>B</u>	<u>22.3</u>	<u>C</u>	<u>54.6</u>	<u>D</u>
Mission Gorge Rd./ Zion Ave.	No	-	<u>28.8</u>	<u>C</u>	<u>29.3</u>	<u>C</u>	<u>29.6</u>	<u>C</u>	<u>30.0</u>	<u>C</u>	<u>35.8</u>	<u>D</u>
Mission Gorge Rd./ Old Cliffs Rd.	No	-	<u>37.8</u>	<u>A</u>	<u>9.2</u>	<u>A</u>	<u>9.2</u>	<u>A</u>	<u>9.2</u>	<u>A</u>	<u>9.1</u>	<u>A</u>
Mission Gorge Rd./ Katelyn Ct	No	-	<u>51.0</u>	<u>D</u>	<u>5.6</u>	<u>A</u>	<u>5.6</u>	<u>A</u>	<u>5.6</u>	<u>A</u>	<u>6.5</u>	<u>A</u>
Mission Gorge Rd./ Princess View Dr.	No	-	<u>22.2</u>	<u>C</u>	<u>19.1</u>	<u>B</u>	<u>19.1</u>	<u>B</u>	<u>19.2</u>	<u>B</u>	<u>21.8</u>	<u>C</u>
Mission Gorge Rd./ Margerum Ave.	No	-	<u>20.4</u>	<u>C</u>	<u>17.7</u>	<u>B</u>	<u>17.8</u>	<u>B</u>	<u>17.8</u>	<u>B</u>	<u>23.7</u>	<u>C</u>
Mission Gorge Rd./ Jackson Dr.	No	-	<u>31.2</u>	<u>C</u>	<u>13.3</u>	<u>B</u>	<u>13.3</u>	<u>B</u>	<u>13.3</u>	<u>B</u>	<u>16.1</u>	<u>B</u>
Mission Center Rd./ Quarry Falls Blvd.	No	-	<u>37.8</u>	<u>D</u>	<u>29.8</u>	<u>C</u>	<u>39.3</u>	<u>D</u>	<u>25.9</u>	<u>C</u>	<u>39.5</u>	<u>D</u>
Mission Center Rd./ Mission Center Drwy.	No	-	<u>51.0</u>	<u>D</u>	<u>49.2</u>	<u>D</u>	<u>36.4</u>	<u>D</u>	<u>49.1</u>	<u>D</u>	<u>51.5</u>	<u>D</u>
Mission Center Rd./ Mission Center Ct	No	-	<u>22.2</u>	<u>C</u>	<u>22.8</u>	<u>C</u>	<u>27.5</u>	<u>C</u>	<u>14.4</u>	<u>B</u>	<u>21.5</u>	<u>C</u>
Mission Center Rd./ Hazard Center Dr.	No	-	<u>20.4</u>	<u>C</u>	<u>23.4</u>	<u>C</u>	<u>20.3</u>	<u>C</u>	<u>24.4</u>	<u>C</u>	<u>34.4</u>	<u>C</u>
Mission Center Rd./ Camino de la Reina	Yes – HY	Partially*	<u>31.2</u>	<u>C</u>	<u>30.6</u>	<u>C</u>	<u>31.4</u>	<u>C</u>	<u>30.2</u>	<u>C</u>	<u>81.7</u>	<u>F</u>
Mission Center Rd./ Camino del Rio North	Yes – HY	Yes	<u>26.1</u>	<u>C</u>	<u>27.0</u>	<u>C</u>	<u>26.4</u>	<u>C</u>	<u>29.1</u>	<u>C</u>	<u>71.3</u>	<u>E</u>
Camino del Rio North/ I-8 WB ramp	Yes – HY	Yes	<u>19.4</u>	<u>B</u>	<u>19.8</u>	<u>B</u>	<u>19.9</u>	<u>B</u>	<u>20.0</u>	<u>B</u>	<u>68.1</u>	<u>E</u>
Mission Center Rd./ I-8 EB ramp	Yes – P2	Yes	<u>86.3</u>	<u>F</u>	<u>94.3</u>	<u>F</u>	<u>95.7</u>	<u>F</u>	<u>110.6</u>	<u>F</u>	<u>217.7</u>	<u>F</u>
Qualcomm Way/ Rio San Diego Dr.	No	-	<u>29.3</u>	<u>C</u>	<u>33.9</u>	<u>C</u>	<u>36.1</u>	<u>D</u>	<u>41.1</u>	<u>D</u>	<u>43.3</u>	<u>D</u>
Qualcomm Way/ Camino de la Reina	Yes – HY	Partially*	<u>35.9</u>	<u>D</u>	<u>32.4</u>	<u>C</u>	<u>35.6</u>	<u>D</u>	<u>38.0</u>	<u>D</u>	<u>136.8</u>	<u>F</u>
Camino de la Reina/ Camino del Este	No	-	<u>27.3</u>	<u>C</u>	<u>25.5</u>	<u>C</u>	<u>25.8</u>	<u>C</u>	<u>27.2</u>	<u>C</u>	<u>37.3</u>	<u>D</u>
Qualcomm Way/ I-8 WB ramp	Yes – P4	Yes	<u>26.3</u>	<u>C</u>	<u>49.2</u>	<u>D</u>	<u>50.8</u>	<u>D</u>	<u>71.6</u>	<u>E</u>	<u>23.3</u>	<u>C</u>
Camino del Rio North/ I-8 WB ramp	No	-	<u>16.0</u>	<u>C</u>	<u>16.0</u>	<u>C</u>	<u>16.1</u>	<u>C</u>	<u>16.1</u>	<u>C</u>	<u>7.1</u>	<u>A</u>
Qualcomm Way/ I-8 EB ramp	No	-	<u>9.0</u>	<u>A</u>	<u>7.3</u>	<u>A</u>	<u>10.0</u>	<u>A</u>	<u>9.3</u>	<u>A</u>	<u>10.9</u>	<u>B</u>
Texas St./ Camino del Rio South	Yes - HY	Partially*	<u>47.1</u>	<u>D</u>	<u>54.6</u>	<u>D</u>	<u>54.7</u>	<u>D</u>	<u>54.2</u>	<u>D</u>	<u>169.2</u>	<u>F</u>
Texas St./ Madison Ave.	Yes - HY	Partially*	<u>43.7</u>	<u>D</u>	<u>46.9</u>	<u>D</u>	<u>48.8</u>	<u>D</u>	<u>47.4</u>	<u>D</u>	<u>84.5</u>	<u>F</u>
Texas St./ Monroe Ave.	Yes – HY	No	<u>22.5</u>	<u>C</u>	<u>23.6</u>	<u>C</u>	<u>23.7</u>	<u>C</u>	<u>24.5</u>	<u>C</u>	<u>35.0</u>	<u>E</u>
Texas St./ Meade Ave.	No	-	<u>9.1</u>	<u>A</u>	<u>9.5</u>	<u>A</u>	<u>9.6</u>	<u>A</u>	<u>9.8</u>	<u>A</u>	<u>14.5</u>	<u>B</u>
Texas St./ El Cajon Blvd.	Yes – P4	Yes	<u>47.6</u>	<u>D</u>	<u>48.9</u>	<u>D</u>	<u>51.4</u>	<u>D</u>	<u>57.6</u>	<u>E</u>	<u>81.5</u>	<u>F</u>

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/ Traffic Circulation/Parking

Intersection	Significant?	Mitigated?	Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
	PM		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Rio San Diego Dr./ Fenton Pkwy.	Yes – HY	Partially*	<u>25.5</u>	<u>C</u>	<u>27.4</u>	<u>C</u>	<u>28.9</u>	<u>C</u>	<u>34.5</u>	<u>C</u>	<u>90.6</u>	<u>F</u>
Phyllis Pl/ Franklin Ridge Rd.	No	-	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>
Phyllis Pl/ I-805 SB ramp	Yes - P1	Yes	<u>728.7</u>	<u>F</u>	<u>868.1</u>	<u>F</u>	<u>922.8</u>	<u>F</u>	<u>999.0</u>	<u>F</u>	<u>9999.0</u>	<u>F</u>
Phyllis Pl I-805 NB ramp	Yes – P1	Yes	<u>66.0</u>	<u>F</u>	<u>76.6</u>	<u>F</u>	<u>80.1</u>	<u>F</u>	<u>84.5</u>	<u>F</u>	<u>9999.0</u>	<u>F</u>
Murray Ridge Rd./ Mission Center Rd.	Yes – P1	Yes	<u>56.7</u>	<u>F</u>	<u>59.6</u>	<u>F</u>	<u>61.0</u>	<u>F</u>	<u>67.2</u>	<u>F</u>	<u>86.0</u>	<u>F</u>
Murray Ridge Rd./ Pinecrest Ave.	Yes – P1	Yes	<u>35.2</u>	<u>E</u>	<u>40.1</u>	<u>E</u>	<u>41.6</u>	<u>E</u>	<u>44.0</u>	<u>E</u>	<u>45.3</u>	<u>E</u>
SR-163 SB ramp/ Ulric St.	No	-	<u>19.3</u>	<u>C</u>	<u>20.0</u>	<u>C</u>	<u>20.1</u>	<u>C</u>	<u>20.2</u>	<u>C</u>	<u>25.0</u>	<u>C</u>
Camino de la Reina/I-8 WB ramp	No	-	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>26.4</u>	<u>C</u>

Delay measured in seconds.

* A Fairshare contribution toward an improvement that would mitigate the project's cumulative impact to below a level of significance is paid at Phase 4 of development. Because full funding of the project is not assured, the impact remains significant.

P1 = Phase 1
P2 = Phase 2
P3 = Phase 3
P4 = Phase 4
HY = Horizon Year

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/
Traffic Circulation/Parking

Table 5.2-8d.
Project Phase 1 Through Horizon Year Traffic Impacts Summary - Freeway Ramps Calculated Delay

Ramp Metering Location	Significant?	Mitigated?	Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
			Delay	Queue	Delay	Queue	Delay	Queue	Delay	Queue	Delay	Queue
AM Peak Hour												
I-805 NB at Murray Ridge	No	-	0.0	0	0.0	0	0.0	0	0.0	0	7.5	1,225
I-15 NB at Friars Road	Yes - P1	No	36.5	7,850	37.8	8,125	39.5	8,500	40.1	8,625	47.9	10,300
I-15 NB at Friars Road (HOV)	No	-	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0
PM Peak Hour												
I-805 SB at Murray Ridge	No	-	33.2	3,975	33.9	4,050	34.1	4,075	34.5	4,125	49.8	5,950
I-805 SB at Murray Ridge (HOV)	No	-	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0
I-8 EB at SB Texas St.	Yes - P1	No	47.9	6,350	58.3	7,725	66.0	8,750	76.6	10,150	117.7	15,600
I-8 EB at SB Texas St. (HOV)	No	-	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0
I-8 EB at NB Texas St.	No	-	0.0	0	0.0	0	0.0	0	0.0	0	1.7	450
I-15 NB at Friars Rd.	Yes - P1	No	67.9	10,925	72.6	11,675	73.5	11,825	76.8	12,350	114.4	18,400
I-15 NB at Friars Rd. (HOV)	No	-	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0
I-15 SB at Friars Rd.	No	-	20.7	5,700	23.0	6,325	24.9	6,850	29.0	7,975	34.1	9,375
I-15 SB at Friars Rd. (I-8 Bypass)	Yes - P1	No	42.2	8,650	50.1	10,275	54.6	11,200	65.0	13,325	62.7	12,850

Delay measured in minutes.
Queue measured in feet.
 P1 = Phase 1
 P2 = Phase 2
 P3 = Phase 3
 P4 = Phase 4
 HY = Horizon Year
 HOV = High Occupancy Vehicle

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/ Traffic Circulation/Parking

Table 5.2-8e.
Project Phase 1 Through Horizon Year Traffic Impacts Summary Table - Freeway Segments

Freeway Segment Location	Significant?	Mitigated?	Phase 1		Phase 2		Phase 3		Phase 4		Horizon Year	
			V/C	LOS	V/C	LOS	V/C	Delay	V/C	Delay	V/C	Delay
AM Peak Hour												
I-8 (Westbound)												
SR-163 to Mission Center Rd.	No	-	<u>1.144</u>	F(0)	<u>1.154</u>	F(0)	<u>1.163</u>	F(0)	<u>1.182</u>	F(0)	<u>1.214</u>	F(0)
Mission Center Road to Qualcomm	No	-	<u>1.282</u>	F(1)	<u>1.294</u>	F(1)	<u>1.307</u>	F(1)	<u>1.332</u>	F(1)	<u>1.368</u>	F(2)
Qualcomm Way to I-805	No	-	<u>0.876</u>	D	<u>0.886</u>	D	<u>0.896</u>	D	<u>0.916</u>	D	<u>0.940</u>	E
I-805 (Northbound)												
I-8 to Phyllis Place/Murray Ridge	No	-	<u>1.124</u>	F(0)	<u>1.133</u>	F(0)	<u>1.142</u>	F(0)	<u>1.160</u>	F(0)	<u>1.226</u>	F(0)
North of Phyllis Pl.	No	-	<u>1.106</u>	F(0)	<u>1.111</u>	F(0)	<u>1.116</u>	F(0)	<u>1.126</u>	F(0)	<u>1.189</u>	F(0)
SR-163 (Northbound)												
I-8 to Friars Rd.	Yes - P2	No	<u>1.012</u>	F(0)	<u>1.020</u>	F(0)	<u>1.028</u>	F(0)	<u>1.045</u>	F(0)	<u>1.081</u>	F(0)
Friars Road to Genesee Ave.	Yes - P3	No	<u>1.205</u>	F(0)	<u>1.220</u>	F(0)	<u>1.235</u>	F(0)	<u>1.266</u>	F(1)	<u>1.311</u>	F(1)
I-15 (Northbound)												
North of Friars Rd.	Yes - HY	No	<u>1.152</u>	F(0)	<u>1.161</u>	F(0)	<u>1.169</u>	F(0)	<u>1.186</u>	F(0)	<u>1.061</u>	F(0)
South of Friars Rd.	No	-	<u>1.198</u>	F(0)	<u>1.208</u>	F(0)	<u>1.219</u>	F(0)	<u>1.240</u>	F(0)	<u>1.151</u>	F(0)
AM Peak Hour												
I-8 (Eastbound)												
SR-163 to Mission Center Rd.	No	-	<u>1.214</u>	F(0)	<u>1.223</u>	F(0)	<u>1.233</u>	F(0)	<u>1.253</u>	F(1)	<u>1.287</u>	F(1)
Mission Center Rd. to Qualcomm Way	Yes - P2	No	<u>1.232</u>	F(0)	<u>1.244</u>	F(0)	<u>1.256</u>	F(1)	<u>1.280</u>	F(1)	<u>1.315</u>	F(1)
Qualcomm Way to I-805	No	-	<u>0.886</u>	D	<u>0.896</u>	D	<u>0.906</u>	D	<u>0.926</u>	D	<u>0.951</u>	E
I-805 (Southbound)												
I-8 to Phyllis Pl. /Murray Ridge	No	-	<u>1.106</u>	F(0)	<u>1.115</u>	F(0)	<u>1.124</u>	F(0)	<u>1.143</u>	F(0)	<u>1.207</u>	F(0)
North of Phyllis Pl.	No	-	<u>1.073</u>	F(0)	<u>1.078</u>	F(0)	<u>1.083</u>	F(0)	<u>1.092</u>	F(0)	<u>1.153</u>	F(0)
SR-163 (Southbound)												
I-8 to Friars Rd.	Yes - P2	No	<u>1.129</u>	F(0)	<u>1.138</u>	F(0)	<u>1.147</u>	F(0)	<u>1.165</u>	F(0)	<u>1.206</u>	F(0)
Friars Road to Genesee Ave.	Yes - P1	No	<u>1.190</u>	F(0)	<u>1.205</u>	F(0)	<u>1.220</u>	F(0)	<u>1.250</u>	F(1)	<u>1.294</u>	F(1)
I-15 (Southbound)												
North of Friars Rd.	Yes - P3	No	<u>1.027</u>	F(0)	<u>1.035</u>	F(0)	<u>1.042</u>	F(0)	<u>1.058</u>	F(0)	<u>0.941</u>	E
South of Friars Rd.	Yes - P3	No	<u>0.921</u>	D	<u>0.929</u>	D	<u>0.937</u>	E	<u>0.953</u>	E	<u>0.884</u>	D

P1 = Phase 1 P2 = Phase 2 P3 = Phase 3 P4 = Phase 4 HY = Horizon Year F(0) – V/C≤1.25 F(1) – V/C≤1.35 F(2) – V/C≤1.45 F(3) – V/C>1.45

5.0 ENVIRONMENTAL ANALYSIS

Mitigation Summary

Table 5.2-9, *Transportation Phasing Plan*, summarizes the mitigation measures for project impacts to roadway segments and intersections and identifies the phase for which each measure is to be implemented. The location for each improvement is identified on Figure 5.2-2, *Locations of Transportation Phasing Plan Improvements*. Implementation of these mitigation measures would reduce many of the significant traffic impacts to roadway segments and intersections. Other impacts would remain significant and unmitigated due to various constraints discussed in Phase 1 through Horizon Year (see above discussion). As previously discussed, arterial improvements towards widening, traffic signal coordination and other traffic improvements, and freeway interchange improvements would offset ramp and freeway impacts; however, these impacts would remain significant and unmitigated.

Significant, unmitigable impacts include 15 roadway/arterial segments, three intersections, four ramps, and eight freeway segments. The implementation of the project would also create six temporary impacts, two of which would be subsequently mitigated to below a level of significance by future improvements made by the project and the remaining reduced to below a level of significance by the build-out of improvements identified in the Mission Valley Public Facilities Financing Plan. As described previously, there are several situations where mitigation is infeasible and impacts would remain significant and unmitigable. The adoption of a Statement of Overriding Considerations would be required for the project's significant and unmitigable impacts.

**Table 5.2-9.
Transportation Phasing Plan**

#	Location	Responsible Party ¹	Improvement ²
Phase 1			
1a	Friars Road/ SR-163 interchange	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following local improvements at Friars Road and SR-163 interchange: <u>the widening of the northbound approach of the SR-163 southbound off-ramp Ulric Street at Friars Road by 1 right turn lane for resulting in 1 left turn lane, 1 shared left thru lane left, and 2-1 right turn lanes; the widening of the southbound approach of Ulric Street at Friars Road by 1 right turn lane resulting in 1 left, 1 shared thru lane, and 1 right turn lane; the reconfigureing of the southbound approach of Friars Road and SR-163 northbound ramps to provide 4-2 right-turn lanes; the widening of westbound Friars Road from Frazee Road to SR-163 northbound ramps by 1 thru lane and 1 right turn lane for resulting in 3 thru lanes and 2 right-turn lanes; the widening of eastbound Friars Road at Frazee Road by 1 thru lane (with widening to accept the thru lane) and 2 right turn lanes for resulting in dual left turn lanes, 4 thru lanes and 2 right turn lanes, satisfactory to the City Engineer.</u> The City may require the project to pay \$5,000,000 (2007 dollars) to the City of San Diego in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location, satisfactory to the City Engineer.
2	Mission Center	Project ²	Prior to the issuance of any building permits for Phase 1,

5.0 ENVIRONMENTAL ANALYSIS

#	Location	Responsible Party ¹	Improvement ²
	Road/Quarry Falls Boulevard		applicant shall assure by permit and bond, construction of the following improvements at the intersection of Mission Center Road and Quarry Falls Boulevard: <u>the widening of the northbound approach by 1 right turn trap lane for resulting in 2 left turn lanes, 2 thru lanes, and 1 right turn lane; the widening of the westbound approach by 2 left turn lanes for resulting in 2 left turn lanes and 1 shared thru-right lane; and, the widening of the eastbound approach by 1 right turn lane for resulting in 1 left turn lane, 1 thru lane and 1 right-turn lane, satisfactory to the City Engineer.</u>
3	Mission Center Road from Quarry Falls Boulevard to Friars Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following improvement on Mission Center Road from Quarry Falls Boulevard to Friars Road: including the widening of northbound Mission Center Road to add one additional lane for <u>resulting in a total of three thru lanes, satisfactory to the City Engineer.</u>
4	Friars Road from Qualcomm Way to Mission Center Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of <u>a westbound auxiliary lane by widening the following improvement on Friars Road from Qualcomm Way to Mission Center Road, including the widening of westbound segment of Friars Road to add one additional auxiliary lane for resulting in a total of three thru lanes and one auxiliary lane, satisfactory to the City Engineer.</u>
5	Phyllis Place/ I-805 SB ramp	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of a traffic signal at the intersection of Phyllis Place and I-805 north <u>southbound ramp with the appropriate traffic signal interconnect, satisfactory to the City Engineer.</u>
6	Phyllis Place/ I-805 NB ramp	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of a traffic signal at the intersection of Phyllis Place and I-805 south <u>northbound ramp with the appropriate traffic signal interconnect, satisfactory to the City Engineer.</u>
7	Murray Ridge Road/ Mission Center Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following improvements at the intersection of Mission Center Road and Murray Ridge Road: <u>the installation of a traffic signal, the restriping of the southbound approach to provide 1 left turn lane, 1 thru lane, and 1 right turn lane; the widening of the westbound approach by 1 left turn lane for resulting in 1 shared thru-right lane and 1 left turn lane; and the restriping of the eastbound approach to provide 1 left turn lane and 1 thru-right lane, satisfactory to the City Engineer.</u>
8a	Murray Ridge Road from SB Interstate 805 ramps to Pinecrest Ave.	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the following improvements on Murray Ridge Road from <u>the southbound I-805 ramps to Pinecrest Avenue: the restriping of Murray Ridge Road to a 4-lane collector or the contribution of \$100,000 (2007 dollars) in funding for traffic calming to be determined by the Serra Mesa community from I-805 to Pinecrest, satisfactory to the City Engineer.</u>
8b	Murray Ridge Road Bridge over I-805	Project ²	Prior to the issuance of any building permits for Phase 1, <u>the applicant shall assure by permit and bond the restriping of the Murray Ridge Road/Phyllis Place, between the northbound and</u>

5.0 ENVIRONMENTAL ANALYSIS

#	Location	Responsible Party ¹	Improvement ²
			<u>southbound ramps of I-805 ramps, to 5 lanes, satisfactory to the City Engineer.</u>
9	Murray Ridge Road/ Pinecrest Ave.	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, <u>the construction of a traffic signal at the intersection of Murray Ridge Road and Pinecrest Avenue, satisfactory to the City Engineer.</u>
10	Friars Road/ Avenue De Las Tiendas	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the lengthening of westbound dual left-turn lanes at the intersection of Friars Road and Avenida De Las Tiendas to approximately 450 feet, satisfactory to the City Engineer.
11	Texas Street from Camino del Rio South to El Cajon Boulevard	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the implementation of the following traffic calming measures on Texas Street from El Cajon Boulevard to Camino Del Rio South: provide <u>pedestrian lighting and a new sidewalks</u> from Camino Del Rio South to Madison Avenue (per item T4 in the Greater North Park Planning Committee's Priority List on page 13 of the Public Facility Financing Plan, 2002), and contribute \$100,000 (2007 dollars) in funding for traffic calming to be determined by the community from Madison Avenue to El Cajon Boulevard.
12	Transportation Demand Management measures	Project	Prior to the issuance of any building permits for Phase 1, applicant shall develop a comprehensive <u>Transportation Demand Management</u> plan that includes information kiosks in central locations, bike lockers, priority parking spaces for carpools, and co-ordination with MTS for potential public or private bus service in Quarry Falls, satisfactory to the City Engineer.
Phase 2			
13	Mission Center Road from I-805 to Murray Ridge Road	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, <u>the construction of the following improvement—an additional eastbound thru lane on Mission Center Road by roadway widening, from I-805 to Murray Ridge Road including the widening of eastbound Mission Center Road to add one additional lane for resulting in a total of two eastbound thru lanes and 1 westbound lane, satisfactory to the City Engineer.</u>
14	Friars Road/ Fashion Valley Road	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, <u>widen the restriping of the westbound approach at the intersection of Friars Road and Fashion Valley Road by 1 left turn lane for resulting in 2 left-turn lanes, 1 thru lane and 1 shared thru-right turn lane, satisfactory to the City Engineer.</u>

5.0 ENVIRONMENTAL ANALYSIS

#	Location	Responsible Party ¹	Improvement ²
15b	Friars Road/SR-163 Interchange	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, construction of the following local improvements at Friars Road and SR-163 interchange: <u>the widening and lengthening of the Friars Road bridge from 6 lanes to 8 thru lanes from Frazee Road to Ulric Street and providing 2 left turn lanes across the bridge; the reconfiguration of the SR-163 northbound off ramp (by removing the free right turn lane and widening the existing loop off-ramp to provide 3 left turn and 1 right turn lanes); lengthening northbound and southbound auxiliary lanes on SR-163; and the widening of the southbound approach at Friars Road and Frazee Road intersection by 1 right turn lane for resulting in 2 left turn lanes, 1 shared thru right and 2 right turn lanes.</u> The City may require the project to pay \$14,000,000 (2007 dollars) to the City of San Diego in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location, satisfactory to the City Engineer.
165a	Mission Center Road/I-8 Interchange	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall provide \$1 million (2007 dollars) for <u>the Mission Center Road and I-8 interchange pProject sStudy rReport</u> , satisfactory to the City Engineer.
176	Pedestrian Bridge across Friars Road	Project ³⁴	Prior to the issuance of any building permits for Phase 2 in the area represented by parcels 21, 24, or 25 of the Quarry Falls Vesting Tentative Map 183196 and that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, <u>the construction of a pedestrian bridge over Friars Road to connect Quarry Falls to Rio Vista West shopping center and provide access to Rio Vista West trolley station</u> , satisfactory to the City Engineer.
187	Friars Road EB ramp/ Qualcomm Way	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, construction of the following improvement on Friars Road eastbound ramp and Qualcomm Way; <u>including the widening of eastbound approach by 1 left turn lane for resulting in 1 right turn lane, a 1 shared left-thru lane and 1 left turn lane; the restriping of the southbound approach within the existing bridge abutments for resulting in 2 thru lanes and 2 left turn lanes; and the widening of the northbound approach by 2 thru lanes resulting in 4 thru lanes and 1 right turn lane, -satisfactory to the City Engineer.</u>
198	Friars Road WB ramp/ Qualcomm Way	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, construction of the following improvement on Friars Road westbound ramp and Qualcomm Way; <u>the widening of the southbound approach by 1 thru lane and 1 right turn lane for resulting in 1 right turn lane and 2 thru lanes; and the restriping of the northbound approach for resulting in 2 thru lanes and 2 left turn lanes</u> , satisfactory to the City Engineer.
2019	Friars Road/I-15 SB off-ramp	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, <u>the widening of southbound approach at Friars Road and I-15 southbound off-ramp by 1 left</u>

5.0 ENVIRONMENTAL ANALYSIS

#	Location	Responsible Party ¹	Improvement ²
			turn lane for resulting in 2 left turn lanes, 1 shared thru-left turn lane, and 2 right turn lanes, satisfactory to the City Engineer.
Phase 3			
215b	Mission Center Road/I-8 Interchange	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT ³ in total development, applicant shall assure by permit and bond, construction of the following improvements at Mission Center Road and I-8 interchange (unless built by others): <u>the widening of the eastbound off ramp to provide 1 additional left turn lane for resulting in 3 left turn lanes, 1 right turn lane; the widening of Mission Center Road over I-8 (bridge) by one northbound thru lane for resulting in 2 southbound thru lanes and 3 northbound thru lanes; the widening of the southbound approach at Mission Center Road and I-8 eastbound ramp by 1 left turn lane for resulting in 2 left turn lanes and 2 thru lanes; the restriping of the eastbound approach at Mission Center Road and Camino Del Rio North to have provide a longer 350-foot long right turn lane; the widening of the westbound approach at the intersection of Mission Center Road and Camino Del Rio North by 1 right turn lane for resulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane; the widening of the eastbound approach at Camino Del Rio North and I-8 westbound ramp by 1 right turn lane for resulting in 2 thru lanes and 2 right turn lanes; at Camino Del Rio South and Mission Center Road, the widening of the southbound approach resulting in 2 left turn, 1 thru, and 2 right turn lanes; the restriping of the eastbound approach resulting in 2 left turn, 1 thru, and 1 shared thru-right lanes; and the widening of the westbound approach resulting in 1 left, 1 thru and 1 right turn lane, satisfactory to the City Engineer.</u>
220	Texas Street/El Cajon Boulevard	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT ³ in total development, applicant shall assure by permit and bond, <u>the widening of eastbound approach at the intersection of Texas Street and El Cajon Boulevard by 1 right turn lane for resulting in 1 left turn, 3 thru lanes and 1 right turn lane, satisfactory to the City Engineer.</u>
231	Qualcomm Way / I-8 WB off-ramp	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT ³ in total development, applicant shall assure by permit and bond, <u>the widening of westbound approach at the intersection of Qualcomm Way and I-8 westbound off-ramp by 1 right turn lane for resulting in 1 shared left-thru lane and 2 right turn lanes, satisfactory to the City Engineer.</u>
Phase 4			
242	Friars Road/Santo Road	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of {16%} toward the cost of restriping southbound approach at the intersection of Friars Road and Santo Road to provide dual left turn lanes and dual right turn lanes, satisfactory to the City Engineer.
253	Mission Gorge Road/Zion Avenue	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of {23%} toward the cost of <u>the installation of an additional widening westbound left turn lane (requiring widening of the westleg of the intersection) approach at the intersection of Mission Gorge Road and Zion Avenue by 1 left turn lane for resulting in dual left turn lanes and 1 shared</u>

5.0 ENVIRONMENTAL ANALYSIS

#	Location	Responsible Party ¹	Improvement ²
			thru-right turn lane at the intersection of Mission Gorge Road and Zion Avenue, satisfactory to the City Engineer.
264	Mission Center Road/Camino De La Reina	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of {15%} toward the cost of widening the eastbound approach at the intersection of Mission Center Road and Camino De La Reina by 1 right turn lane for resulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane, satisfactory to the City Engineer.
275	Qualcomm Way/Camino De La Reina	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of {38%} toward the cost of widening the westbound approach at the intersection of Qualcomm Way and Camino De La Reina by 1 right turn lane for resulting in 2 left turn lanes, 2 thru lanes and 2 right turn lanes, and construction of new on- and off-ramps connecting I-8 and Camino de la Reina satisfactory to the City Engineer.
286	Texas Street/Camino Del Rio South	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of {21%}-toward the cost of the following improvements at the intersection of Texas Street and Camino Del Rio South: <u>the widening of the northbound approach by a shared thru-right lane forresulting in 1 left turn lane, 1 shared thru right turn lane and 2 thru lanes; the restriping of the eastbound approach forresulting in 2 left turn lanes</u> and 1 shared thru-right turn lane; <u>the widening of the southbound approach by 1 left turn lane, forresulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane; and the widening of the westbound approach by 1 right turn lane forresulting in 1 left turn lane, 1 thru lane and 2 right turn lanes</u> , satisfactory to the City Engineer.
297	Texas Street/Madison Street	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of {30%} toward the cost of restriping of the eastbound approach (which will require the widening of the northleg of the intersection) at the intersection of Texas Street and Madison Street for resulting in 2 left turn lanes and 1 shared thru-right turn lane, satisfactory to the City Engineer.
3028	Rio San Diego Drive/ Fenton Parkway	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of {11%} toward the cost of widening northbound approach at the intersection of Rio San Diego Drive and Fenton Parkway by 1 left turn lane for resulting in 2 left turn lanes, 1 thru lane and 1 shared thru-right turn lane, satisfactory to the City Engineer.

Project shall maintain a trip generation monitoring report and parking table that will be provided with every building permit submitted to the City of San Diego within the Quarry Falls development.

Project shall be in conformance with the proposed Transportation Phasing plan included in the Quarry Falls Traffic Impact analysis.

All transportation improvements shall be constructed and completed in accordance with the approved Transportation Phasing Plan included in the Quarry Falls traffic analysis.

¹ Construction and/or funding may also be the responsibility of others. Project may be eligible for DIF credits and/or reimbursement for construction of the improvement.

² Appendix L of the Quarry Falls Traffic Impact Study contains conceptual designs for each of these improvements

³ Each development threshold is based upon driveway trip generation rates.

^{3,4} Assurance to the satisfaction of the City Engineer shall not be required until construction of the Village Walk District commences.

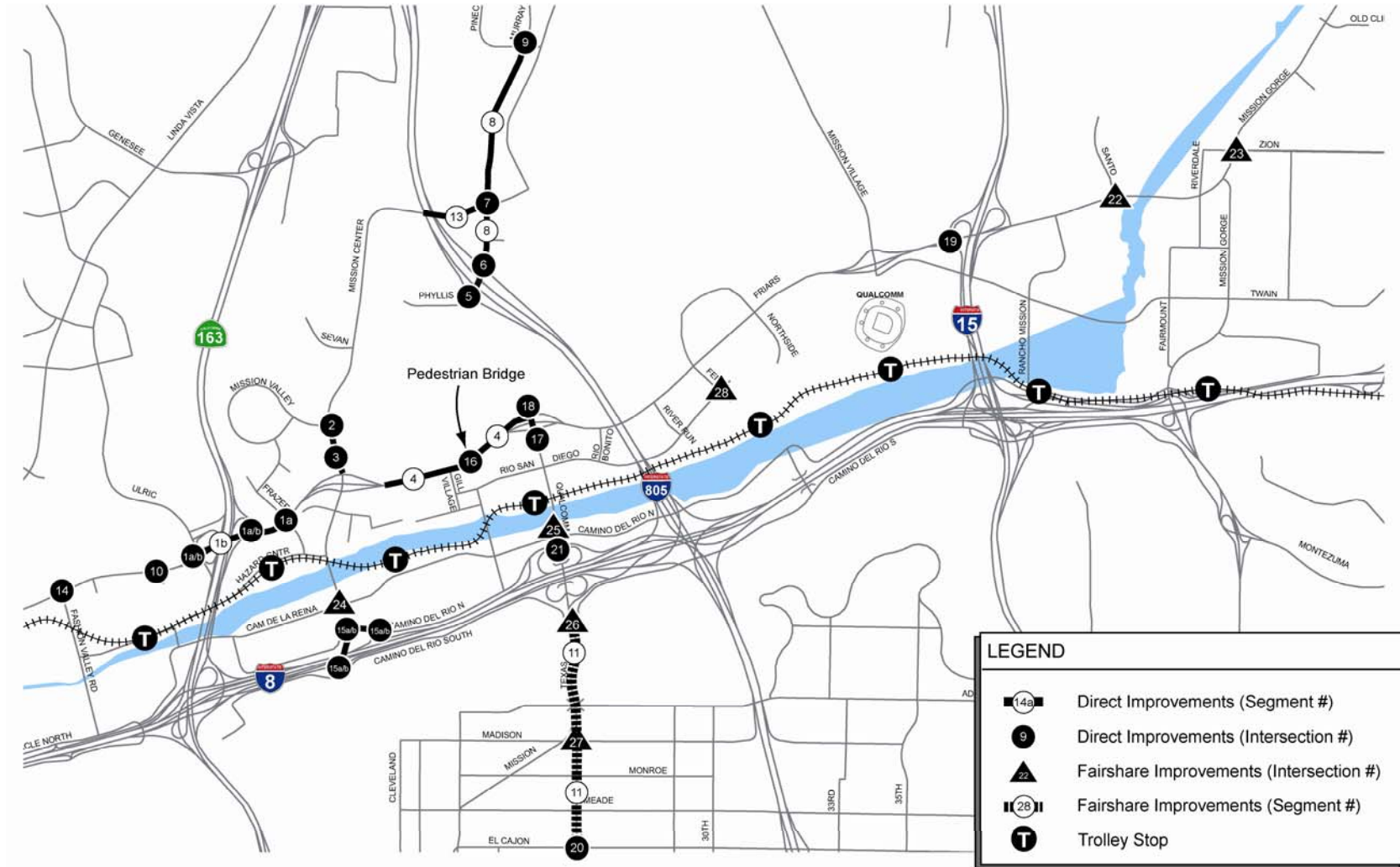


Figure 5.2-2.
Locations of Transportation Phasing Plan Improvements

5.0 ENVIRONMENTAL ANALYSIS

School Option

The project allows for the possible development of a school within Quarry Falls as part of Phase 1. The location of the school site is anticipated to be on approximately three acres in the area north of Quarry Falls Boulevard, proximate to the Civic Center and Park District. If a school is constructed in this location, it would replace approximately 270 residential units.

An analysis of traffic impacts associated with constructing a school in Quarry Falls has been evaluated as part of the *Quarry Falls Traffic Impact Study*. For purposes of that analysis, it was assumed that a future school would accommodate 240 elementary school children, 198 middle school children and 352 high school students, resulting in approximately 1,607 cumulative ADT. The ADT due to the addition of the school would be partially offset by the reduction of 270 units of high density multi-family housing, yielding a total cumulative ADT of 66,273 trips. This represents a nominal decrease in ADT of 13 daily trips for the school option as compared to the proposed project. The AM peak hour trip generation for the school, comprised of 2,008 ADT “in” and 2,181 ADT “out” driveway trips, would be greater (+280 trips) than the trips generated by the high density multi-family units that would be eliminated from the project under this option. The PM peak for school trips would occur at an earlier time, due to students traveling from school in mid-afternoon.

The traffic analysis was confined to the daily and AM peak period. No PM peak hour analysis is necessary since the school option generates less PM trips than the proposed project. The change to the total ADT and AM trips is minor, and the analysis shows that while no new impacts would occur under the school option, this option would result in impacts to Mission Gorge Road (Friars Road to Zion Avenue) and Friars Road (Avenida de las Tiendas to Ulric Street) being shifted from Phase 2 to Phase 1. Any future school project would be subject to the traffic analysis and trip generation as described in the *Quarry Falls Traffic Impact Study* and the *Quarry Falls Specific Plan*.

Construction Traffic

The analysis for construction traffic includes off-site construction trips. For the Quarry Falls project, construction traffic would be minimized due to a number of measures planned to be included during the construction process. The grading of the site for the implementation of the project has been designed to limit the import of fill materials to 200,000 cubic yards, due to the proposed grading for streets, utilities, building foundations and underground parking structures. Additionally, because the project is at the location of a mining operation, the majority of concrete and asphalt construction materials could be purchased from the on-site batch plants, further reducing the need for off-site heavy-truck construction traffic. The project would also implement a construction debris recycling program with the intent to reuse much of this material on-site, reducing trips to the local landfill. This would include the recycling of concrete for base material and wood for landscaping and erosion control.

Construction of the project is expected to take between 10-15 years with each phase taking 2-5 years to complete. The project would be constructed in four phases with each phase of the project involving grading activities that are designed to avoid the import or export of fill material. The concurrent approval of the proposed reclamation plan results in the retention of

2.4 million cubic yards of material on-site that otherwise would be removed over the four-year period from 2006 to 2010. This avoids the generation of 400 truck trips per day (200 in and 200 out).

■ **Phase 1**

The number of trucks expected to serve the site for the purpose of delivering construction material is 70 per day. Each truck would generate two off-site trips yielding a total of 140 truck trips. After applying a Passenger Car Equivalent (PCE) factor of 1.7, the total estimated ADT would be 238. In addition, approximately 651 construction workers would be assumed, with each construction worker averaging three trips per day, resulting in 1,953 trips. The total traffic associated with Phase 1 would be approximately 2,191 ADT.

■ **Phase 2**

Truck trips associated with Phase 1 would be the same as Phase 2. The number of construction workers would increase to an estimate of 710, resulting in 2,130 ADT. Therefore, the total traffic associated with Phase 2 would be approximately 2,368 ADT.

■ **Phase 3**

In Phase 3, trucks expected to visit the site for the purpose of delivering construction material is 53 per day. Each truck would generate two off site trips yielding a total of 106 truck trips. After applying a PCE factor of 1.7, the estimated total ADT is 180. Also, 303 construction workers would be assumed, with each construction worker averaging three trips per day, resulting in 606 trips. The total traffic associated with Phase 3 would be approximately 786 ADT.

■ **Phase 4**

In Phase 4, truck trips expected to visit the site is the same as in Phases 1 and 2. A total of 201 construction workers would be assumed for this phase, with each construction worker averaging three trips per day, resulting in 603 trips. The total traffic associated with the phase would be approximately 841 ADT.

Construction traffic through the Mission Valley area would primarily travel via Friars Road, Mission Center Road and Qualcomm Way taking access from SR-163, I-15 and I-8. Truck traffic would access the site through major roadways and would not rely on residential streets for access. The majority of truck trips would occur between the hours of 7:00 AM and 3:30 PM.

Impacts associated with construction traffic would not be significant due to the temporary nature of the activity and relatively low percentage of construction traffic represented within the overall traffic volumes. Construction traffic is less than the traffic of each successive phase of the project and thus would have no additional impacts to traffic and circulation as compared to the project itself. In addition, standard requirements, from the City of San Diego Regional Standard Drawings, imposed by the City through construction traffic control plans include limiting traffic control to time periods which would not overlap with peak commuter traffic.

Issue 2

Would any streets be closed or realigned as part of this project? Would the project result in any other alterations to the existing circulation?

Impacts

Vehicles would gain access into the project site via a connection to Qualcomm Way from Quarry Falls Boulevard and a connection directly to Friars Road from Russell Park Way. Additionally, there would be two entrances into the site from Mission Center Road. Development of the site would not result in any streets being closed or realigned as part of the project. The project would result in alterations to existing streets in order to implement proposed traffic mitigation measures. These alterations would involve widening existing roads, installing traffic signals, restriping travel lanes, and lengthening travel lanes. Figure 5.2-2, *Transportation Phasing Plan Improvements*, shows the location of these improvements. Although most improvements would occur within existing street rights-of-way and/or in areas that have been developed, all improvements have been evaluated for environmental impacts. Other than the beneficial impacts of improving traffic circulation, no other impacts are anticipated with implementation of traffic circulation mitigation measures.

As proposed, the project would not construct a road connection between Serra Mesa (at Phyllis Place) and Mission Valley (at Friars Road); however, the project design does not preclude such a connection. As discussed under Issue 1, mitigation measures have been identified to reduce traffic impacts associated with the proposed project. Section 10.0, *Alternatives*, of this Program EIR includes an alternative that evaluates traffic impacts and provides mitigation measures if a road connection between Phyllis Place and Friars Road were constructed.

Significance of Impacts

The project would not result in closing or realigning any streets. Alternatives to the existing circulation system would occur at locations shown in Figure 5.2-2, *Transportation Phasing Plan Improvements*, as a result of implementing proposed mitigation measures.

Mitigation Measures

The proposed project would not result in closing or realigning existing streets, and no mitigation would be required. Proposed alternatives to existing roadways would occur as part of implementing traffic mitigation measures.

Issue 3

Would the project meet the City's parking requirements for the various uses being proposed?

Impacts

The City requires parking to be provided for automobiles, motorcycles, and bicycles. The proposed project would introduce a mix of land uses at the project site, including 20 acres of parks, open space and civic uses; 620,000 square feet of commercial office; 603,000 square feet of commercial retail; 4,000 square feet of private recreation; and 4,780 residential dwelling units.

Pursuant to Section 8.2 of the proposed Quarry Falls Specific Plan, parking requirements shall be in accordance with the City's Land Development Code. Specifically:

5.0 ENVIRONMENTAL ANALYSIS

- **Automobile Parking.** Automobile parking shall comply with Land Development Code based on the zoning and land uses applied to each subdistrict. Parking requirements contained in LDC Section 142.0500 shall apply to development in Quarry Falls. Requirements specified in LDC Section 142.500 for the Mission Valley Planned District shall not apply to Quarry Falls. In accordance with LDC Section 103-2103(b), Quarry Falls is exempt from the Mission Valley Planned District Ordinance. Additionally, tandem parking shall be permitted in accordance with LDC Section 132.0900.
- **Bicycle Parking and Facilities.** Bicycle parking and facilities shall be provided as required in the Land Development Code Section 142.0530(e). In accordance with the Land Development Code, bicycle parking can be accommodated within racks, bicycle lockers, or a combination of racks and bicycle lockers. Signs shall be posted indicating the availability of bicycle parking facilities.
- **Motorcycle Parking.** Motorcycle parking shall be provided in accordance with the Land Development Code Section 142.0530(g).

The implementation of two mitigation measures would result in the elimination of some on-street parking. Improvements along Murray Ridge Road to restripe from two to four lanes could result in the loss of approximately 272 spaces; however, on street parking can be maintained by the elimination of the Class II bike lane. The addition of a turn lane at the Friars Road/Fashion Valley Road intersection would result in the loss of approximately 25 spaces; in this case, the adjacent residential development was previously required to satisfy all parking requirements on-site. The impact to the availability of on-street parking is not a result of a deficit in the parking proposed for Quarry Falls, as the project would provide parking in accordance with the City's parking requirements. The elimination of on-street parking would result from the implementation of the road classification identified in the respective community plans for Serra Mesa and Mission Valley.

Significance of Impacts

The project would provide parking in accordance with the City's parking requirements for the various uses being proposed. Significant impacts associated with on-site parking or off-site parking, which may affect the surrounding neighborhood, would not occur.

The project would provide parking in accordance with the City's parking requirements for the various uses being proposed. Significant impacts associated with on-site parking or off-site parking, which may affect the surrounding neighborhood, would not occur. The loss of on-street parking results from the implementation of the current road classifications identified in the Serra Mesa and Mission Valley Community Plans. None of the on-street parking serves public facilities and on site parking is available to residents in these areas; therefore, the loss of on-street parking does not constitute a significant impact.

Mitigation Measures

The project would not result in significant impacts to parking on-site or off-site. No mitigation measures are required.

Issue 4

Would the project provide pedestrian and bicycle facilities to accommodate non-vehicular travel within the Specific Plan area? Would the project provide off-site connections and linkages to facilitate pedestrian and bicycle beyond the Specific Plan area?

Impacts

Quarry Falls is a mixed-use project that includes residential, commercial retail, office, civic, and park uses proximate to one another. The Specific Plan is based on the concept of Quarry Falls as an urban village and contains design features which promote pedestrian and bicycle activity. Such design features include street fronting commercial with promenades that extend through the park system and connect the entire project; sidewalks and pop-outs are in place wherever possible. An integrated trail system would provide pedestrian opportunities in the park and include the Grand Steps, the Park Trail, and the Finger Trails (see Figure 5.2-3, *Quarry Falls Pedestrian Trails and Facilities*). Bicyclists would be accommodated by Class II bikeways located on Quarry Falls Boulevard, Russell Park Way, Via Alta, and Franklin Ridge Road (see Figure 5.2-4, *Quarry Falls Bike Facilities*). The sidewalks and bicycle lanes occurring along project streets would connect to those occurring along Friars Road and Mission Center Road, which would allow continued pedestrian and bicycle activity beyond the Specific Plan area. Additionally, the project would construct a pedestrian bridge over Friars Road to connect Quarry Falls with Rio Vista West and the trolley station.

Significance of Impacts

The project would provide for adequate internal pedestrian walkways, bicycle facilities, transit facilities and other non-vehicular circulation. Significant impacts associated with pedestrian and bicycle facilities would not occur.

Mitigation Measures

The project would not result in significant impacts to pedestrian and bicycle facilities; therefore, no mitigation is required.

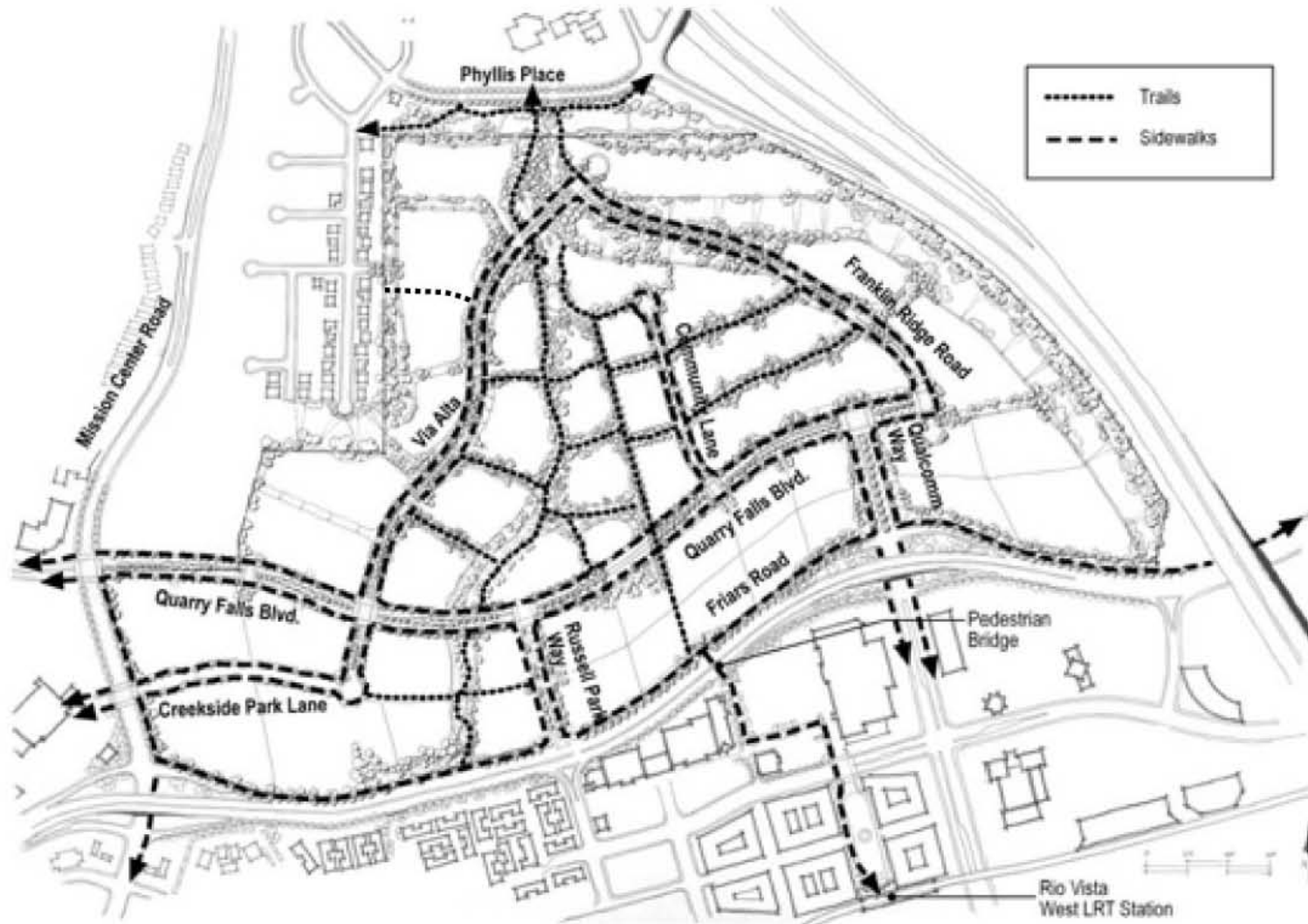


Figure 5.2-3.
Quarry Falls Pedestrian Trails and Facilities

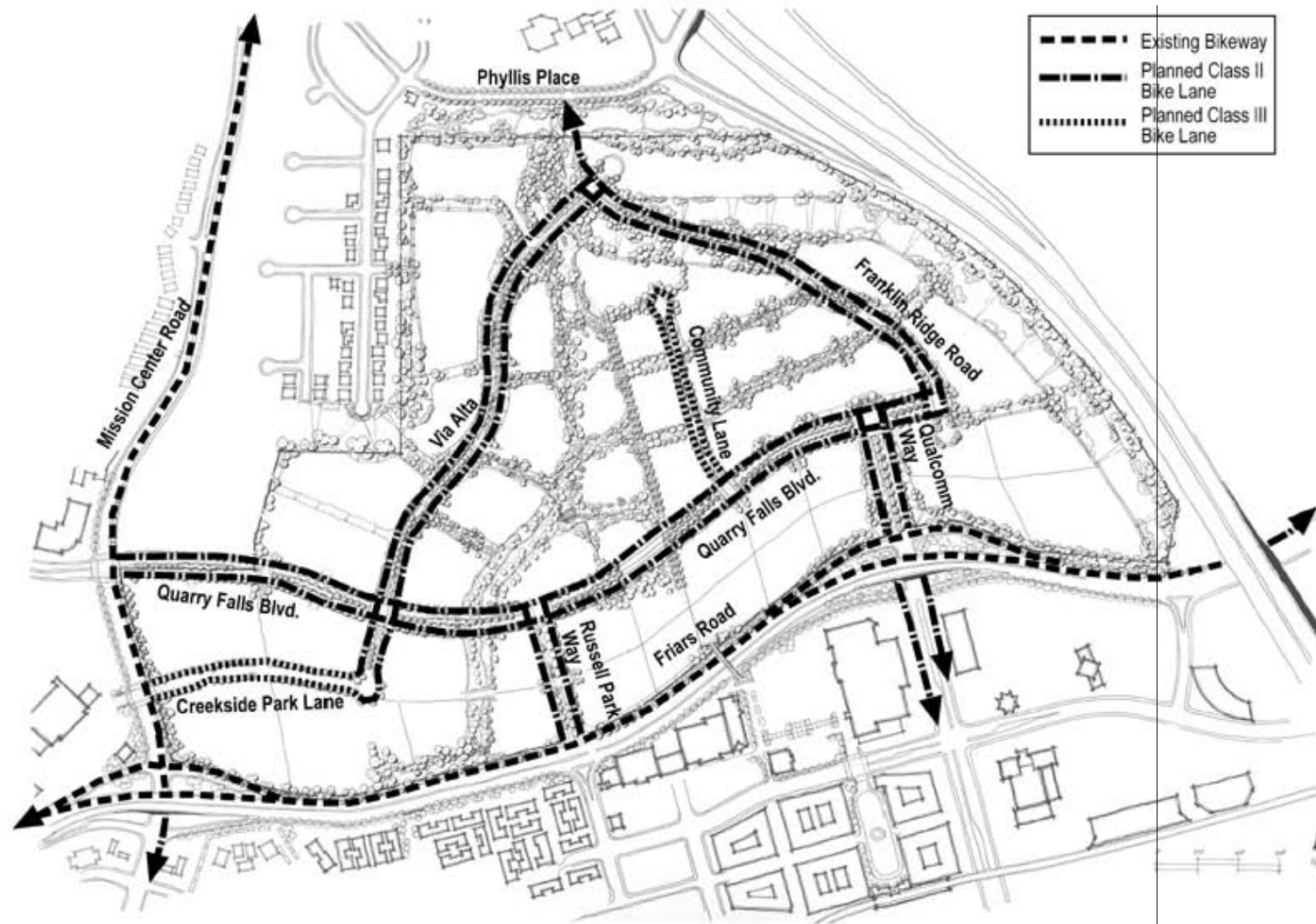


Figure 5.2-4.
Quarry Falls Bicycle Facilities

5.3 VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

5.3.1 Existing Conditions

The Quarry Falls project site is situated in the north-central portion of the Mission Valley community, with the northern approximately six acres of the project site within the Serra Mesa community (see Figure 2-7, *Existing Site Conditions*). The project site is the location of an on-going mining operation occurring under CUPs 5073 and 82-0005. Sand and gravel extraction is occurring or has occurred on approximately 209 acres of the 230.5-acre site. The terrain is being modified on a daily basis as mining proceeds and reclamation occurs in a phased manner. Steep mined slopes rim the central mining area, with asphalt and concrete batch plants located generally in the central area of the site. A portion of a remnant mesa top extends into the project site from the north, and no mining has occurred in that area. This portion of the site sits more than 200 feet above the on-going mining operations.

In concert with the approved CUPs, Reclamation Plans have been approved for the site. When fully implemented, the Reclamation Plans would leave a relatively flat central pad with 1 ½ : 1 revegetated mined slopes along the northern and eastern perimeters. Approximately 22 acres of the project site are outside the limits of the approved CUPs and Reclamation Plans and would not be graded as part of the existing approvals (see Figure 2-5, *Existing Approved Reclamation Plan*).

Views of the Project Site

Views of the project site are characterized by the barren mined land and steep mined slopes up to approximately 200 feet in height. Large mining equipment moves across the site extracting sand and gravel resources. Equipment associated with the asphalt and concrete plants can be seen above perimeter berming and landscaping.

Views from the south side of the project site are available to motorists, bicyclists and pedestrians traveling on Friars Road. As shown by Figures 5.3-1a and 5.3-1b, *Views of the Project Site from Friars Road*, these views are primarily of landscaped and berm areas, with eucalyptus trees adjacent to the sidewalk and street. Visitors to the Rio Vista West Shopping Center would have similar views of the site (see Figure 5.3-1c). Residents of The Missions at Rio Vista condominium complex have northern views of the on-going mining operation and steep, barren slopes in the distance (see Figure 5.3-1c). Additionally, motorists, bicyclists, and pedestrians traveling north on Qualcomm Way and Texas Street from I-8 have views of steep, barren, mined hillsides (see Figure 5.3-2, *Views of Project Site from Qualcomm Way*).

Phyllis Place forms the project site's northern boundary. From Phyllis Place, passing motorists, bicyclists and pedestrian looking south into the site can see the flat mesa top, vegetated in disturbed chaparral and annual grassland, dropping off into the mining areas below (see Figures 5.3-3a – and 5.3-3b, *Views of Project Site from Phyllis Place*). Views of the mining operations are not readily available due to the distance from Phyllis Place to the rim of the mining area.

5.3 Visual Effects



Looking north at west end of project site.



Looking north at west mid portion of site.

Figure 5.3-1a.
Views of the Project Site from Friars Road

5.3 Visual Effects



Looking north from Friars Road bridge over Qualcomm Way.



Looking north at east portion of site.

Figure 5.3-1b.
Views of the Project Site from Friars Road

5.3 Visual Effects



Looking north at project site from Rio Vista West.



Looking north at project site from Mission Condominiums.

Figure 5.3-1c.
Views of the Project Site from Friars Road

5.3 Visual Effects



Figure 5.3-2.
View of the Project Site from Qualcomm Way

5.3 Visual Effects



Looking south at the project site.



Looking southeast from Phyllis Place.

Figure 5.3-3a.
Views of the Project Site from Phyllis Place



Looking southwest from Phyllis Place.

Figure 5.3-3b.
View of the Project Site from Phyllis Place

Public views from the east can be seen from motorists traveling on I-805. Views are limited due to the speed of vehicles and the need to look away from the direction of travel and below to see the site.

From the west, views of the project site are seen by motorists, bicyclists, and pedestrians traveling along Mission Center Road. Similar to views along Friars Road, these views are comprised of a landscaped berm behind a chain link fence (see Figure 5.3-4, *Views from of Project Site from Mission Center Road*). At the main entrance to the site, views are of the Hanson mining operation to the north and the site's barren, mined land and mining operation in the distance.

An apartment project (Murray Canyon Apartments) has recently been approved for 17 acres located west of the project site. Construction of that project is expected to occur in 2008. If the apartments are constructed and occupied prior to implementation of the Quarry Falls project, residents could have views of the on-going mining operations. This area is separated from the on-going mining operations by a portion of the project site where mining has ceased.

Limited views of the project site are also visible from streets within communities that sit along the mesa south of Mission Valley, especially from streets that stub-out at the edge of the mesa. A small area of Trolley Barn Park located in the University Heights community south of Mission Valley also affords a view of the project site. As shown in Figure 5.3-5, *Views of the Project Site from the South Mesa*, views of the site from these areas are of a mining operation, with barren areas and steep mined slopes.

Views from the Project Site

Views from the proposed project are dominated by the steep hillsides forming Mission Valley's northern and southern boundaries. Existing residential development located in the Serra Mesa community can be seen to the north, at the top of the site's northern slopes. Looking east from the site, the I-805 bridge and distant buildings are seen. Views to the south and the west are obstructed by the trees lining Friars Road and Mission Center Road. However, buildings along the valley floor and steep, vegetated hillsides are visible to the south, and commercial retail and office buildings can be seen to the west.

Neighborhood Character

The project site is located within the urbanized communities of Mission Valley and Serra Mesa. The character of the Mission Valley neighborhoods surrounding the project site is a mix of retail, commercial office, light industrial/business parks, and residential. West of the project site is the Mission Center Retail Center, which features a large supermarket (Ralphs), fast food restaurants and a food court, other retail shops, and banks. South of the site is Rio Vista West, which includes a Sears Essential, Office Depot, Ross, restaurants, and shops. Office and residential buildings surrounding the site vary in height from one- and two-story industrial buildings, to multi story (two to four stories) residential and office complexes and a high-rise office building and hotel.



Looking north at western boundary along Mission Center Road.



Looking east at project site from Mission Center Road.

Figure 5.3-4.
Views of the Project Site from Mission Center Road



Figure 5.3-5.
Views of the Project Site from the South Mesa

The character of the Serra Mesa neighborhood located north of the site is predominantly single-family residential. Most of the homes in this neighborhood were built in the 1970s. Additionally, a church is located directly north of the site, across Phyllis Place.

5.3.2 Impact Analysis

Impact Thresholds

Making the determination of a significant impact on visual quality is highly subjective. Identifying how a proposed development would fit or blend with the existing scale and character of the surrounding developed and natural environment is the key to determining significance. The following thresholds have been identified in the Development Services Department's "Significance Determination Thresholds" for impacts to visual effects and neighborhood character.

- **Views.** Projects that would block public views from designated open space areas, roads, or parks or to significant visual landmarks or scenic vistas (Pacific Ocean, downtown skyline, mountains, canyons, waterways). To meet this significance threshold, one or more of the following conditions must apply:
 - a. The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program. Minor view blockages would not be considered to meet this condition. In order to determine whether this condition has been met, consider the level of effort required by the viewer to retain the view.
 - b. The project would cause substantial view blockage of a public resource (such as the ocean) that is considered significant by the applicable community plan.
 - c. The project exceeds the allowed height or bulk regulations, and this excess could result in a view blockage.
 - d. The project would have a cumulative effect by opening up a new area for development, which will ultimately cause "extensive" view blockage. View blockage would be considered "extensive" when the overall scenic quality of a resource is changed; for example, from an essentially natural view to a largely manufactured appearance.
- **Neighborhood Character/Architecture.** Projects that severely contrast with the surrounding neighborhood character. To meet this significance threshold, one or more of the following conditions must apply:
 - a. The project exceeds the allowed height or bulk regulations and existing patterns of development in the surrounding area by a significant margin.
 - b. The project would have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme (e.g., Gaslamp Quarter, Old Town).
 - c. The project would result in the physical loss, isolation, or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in the General Plan, applicable to the community plan or Local Coastal Program.

- d. The project is located in a highly visible area (e.g., on a canyon edge, hilltop, or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projections.
 - e. The project would have a cumulative effect by opening up a new area for development or changing the overall character of the area (e.g., rural to urban, single-family to multi-family). Project level mitigation should be identified at the community plan level.
- **Land Form Alteration/Grading.** Projects that significantly alter the natural (or naturalized) landform. To meet this significance threshold, typically the following conditions must apply:
- a. The project would alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill. Grading of a smaller amount may still be considered significant in highly scenic or environmentally sensitive areas. Excavation for garages and basements are typically not held to this threshold. In addition, one or more of the following conditions (1-4) must apply to meet this significance threshold.
 - 1. The project would disturb steep (25 percent gradient or steeper) sensitive slopes in excess of the encroachment allowances of the Environmentally Sensitive Lands regulations and steep hillside guidelines as defined by the SDMC, Section 143.0101. Additional resources to use include but are not limited to C-720 maps (Coastal Zone Sensitive Slopes Map Drawings). However these maps may not be accurate in determining steep hillsides containing environmentally sensitive habitats.
 - 2. The project would create manufactured slopes higher than ten feet or steeper than 2:1 (50 percent).
 - 3. The project would result in a change in elevation of steep natural slopes (25 percent gradient or steeper) from existing grade to proposed grade of more than five feet by either excavation or fill, unless the area over which excavation or fill would exceed five feet is only at isolated points on the site.
 - 4. The project proposes mass terracing of natural slopes with cut or fill slopes in excess of five feet in order to construct flat-pad, single level structures.
 - b. However, the above conditions may not be considered significant if one or more of the following apply:
 - 1. The proposed grading plans clearly demonstrate, with both spot elevations and contours, that the proposed landforms will very closely imitate the existing on-site landform and/or the undisturbed, pre-existing surrounding neighborhood landforms. This may be achieved through “naturalized” variable slopes.
 - 2. The proposed grading plans clearly demonstrate, with both spot elevations and contours, that the proposed slopes follow the natural existing landform and at no point vary more than 1.5 feet from the natural landform elevations.
 - 3. The proposed excavation or fill is necessary to permit installation of alternative design features such as step-down or detached buildings, non-typical roadway or parking lot designs, and alternative retaining wall designs which reduce the project’s overall grading requirements.

- **Development Features.** Projects that have a negative visual appearance. To meet this significance threshold, one or more of the following conditions must apply:
 - a. The project would create a cluttered and distracting appearance and would substantially conflict with City codes (e.g., a sign plan which proposes extensive signage beyond the City's sign ordinance allowance).
 - b. The project significantly conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest (e.g., a tilt-up concrete building with no offsets or varying window treatment).
 - c. The project includes crib, retaining or noise walls greater than six feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public.
 - d. The project is large and would result in an exceeding monotonous visual environment (e.g., a large subdivision in which all the units are virtually identical).
 - e. The project includes a shoreline protection device in a scenic, high public use area, unless the adjacent bluff areas are similarly protected.

- **Light/Glare.** Projects that would emit or reflect a significant amount of light and glare. To meet this significance threshold, one or more of the following must apply:
 - a. The project would be moderate to large in scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30 percent, and the project is adjacent to a major public roadway or public area.
 - b. The project would shed substantial light onto adjacent property or would emit a substantial amount of ambient light into the nighttime sky.

Issue 1

Would the project result in a substantial change in the topography or ground relief features?

Impacts

The proposed project includes a modification to the approved Reclamation Plans which would alter the final topography that would result following mining. The approved Reclamation Plans would provide a relatively large flat pad in the central portion of the site, surrounded by steep hillsides up to 220 feet in height to the northwest, north, and east (see Figure 2-5, *Existing Approved Reclamation Plan*).

The proposed modification to the approved Reclamation Plans would retain approximately 2.4 million cubic yards of material to provide several large pads that terrace up from the south to the north, mimicking the grading proposed by the Quarry Falls VTM (see Figure 3-40, *Quarry Falls Vesting Tentative Map- Grading*). The modification would result in a manufactured, terraced terrain that would reduce the contrast of the mined slopes and would result in creating slopes up to 120 feet in height, rather than approximately 62 feet to over 220 feet in height as required under the existing Reclamation Plans. In this manner, the proposed modification to the Reclamation Plans and the proposed VTM would result in reducing impacts to ground relief features from those that would have occurred under the approved Reclamation Plans.

According to the Development Services Department's *Significance Determination Thresholds*, the project may significantly alter the landform if *the project would alter more than 2,000 cubic yards of earth per graded acre*. The VTM proposes approximately 1,223,000 cubic yards of cut and 1,358,000 cubic yards of fill, resulting in the need for an additional 135,000 cubic yards of fill. Additional fill material would be generated through on-site grading to excavate for parking garages and other structures and utilities. Additionally, the grading scheme calls for retaining approximately 2.4 million cubic yard as of material on-site that would have been removed as part of the approved CUPs and Reclamation Plans. In this manner, the project would balance its grading requirements on-site, would not require the import or export of material, and would eliminate transport of approximately 2.4 million cubic yards of material off-site. Overall project grading would result in an average of 5,879 cubic yards of earthwork over the 230.5-acre project site. Therefore, the project would meet the condition for determining significance under the City's thresholds. However, none of the other conditions under this threshold apply.

The project would not result in a disturbance to sensitive slopes. Areas that would be affected by the proposed modification of the Reclamation Plans and the VTM are not considered sensitive slopes. Instead, these slopes are manufactured slopes that have resulted from the approved mining operations.

Similar to the approved CUPs and Reclamation Plans, the project would create manufactured slopes higher than 10 feet. The project would result in manufactured slopes that are up to approximately 120 feet in height, rather than the approximate 220-foot high slopes resulting from the approved Reclamation Plans. Additionally, the landform would be manipulated so that it would allow terracing of the site rather than the creation of a large flat pad surrounded by steep manufactured slopes. Therefore, the project would result in substantial modification of the landform. The substantial change from the approved Reclamation Plans to that proposed by the project may be perceived by some to be adverse and by others to be beneficial. However, all are likely to agree that the change to the existing visual environment would be substantial.

Impact 5.3-1: The project would result in substantial modification of the existing landform created by the on-going mined operations to replace the mined site with urban uses.

Significance of Impacts

The project would modify the Reclamation Plans to mimic the grading proposed by the Quarry Falls VTM. The approved CUPs and Reclamation Plans result in substantial landform alterations. The modifications proposed by the project represent a change in the topography and ground relief features of the site from the approved Reclamation Plans by replacing the flat pad bordered by mined slopes up to 220 feet in height with terraced pads and manufactured slopes up to 120 feet in height. The change from the approved Reclamation Plans to that proposed by the project would be considered significant.

Mitigation Measures

Landform alterations associated with the project would be considered significant. No mitigation measures are available to avoid the landform alterations associated with the project. Adoption of

the No Project/No Build Alternative would avoid the project related changes to landform, as this alternative would leave the site as anticipated with the approved Reclamation Plans and no additional landform alterations would occur.

Significance of Impacts Following Implementation of Mitigation Measures

The project's impacts associated with landform alternation would remain significant and are unmitigatable. Project approval would require the decision-makers to adopt a Statement of Overriding Considerations.

Issue 2

Would the proposed project block public views from designated open space, roads, parks or to any significant visual landmarks or scenic vistas?

Impacts

The project site is bordered by Friars Road to the south, Mission Center Road to the west, Phyllis Place to the north, and I-805 to the east. No designated open space or parks are located adjacent to the project site.

There are no public view corridors identified in the Mission Valley Community Plan or adjacent community plans that cover the site. The San Diego River and I-805 Jack Schrade Bridge are identified in the Mission Valley Community Plan as major public resources or landmarks. The location of the development, outside of the river corridor and set back from the I-805 overpass, does not block any view or resource considered significant in the Mission Valley Community Plan.

The Mission Valley Community Plan calls for the rehabilitation of the northern hillsides and incorporation into future development, while the Steep Hillside Guidelines contained in the Community Plan encourage development of roof forms and the use of roof materials that create positive visual impacts through the use of color and pattern. The project has been designed to meet these objectives. Smaller buildings (lower in height) are proposed on the upper pad areas, and larger buildings are proposed closer to the urban development of the valley floor. Views from Phyllis Place and other public areas are maintained with minimal disruption across the horizon line to the south rim of Mission Valley. Because of view impacts of buildings as seen from above, the proposed Specific Plan and the City's Land Development Code require that roof areas be designed to enclose mechanical equipment.

The project would construct residential, office, commercial and civic buildings, and a mixed use core with structures ranging from approximately 30 to 200 feet in height. Buildings would be located on terraced land that transitions upwards from the south to the north due to the large height differential characterizing the project site.

To assist in assessing potential impacts to public views, landmarks, and vistas, a photo simulation has been prepared. Photographs were taken from six different vantage points where public views are possible (see Figure 5.3-6, *Location of Vantage Points for Photo Simulation*):

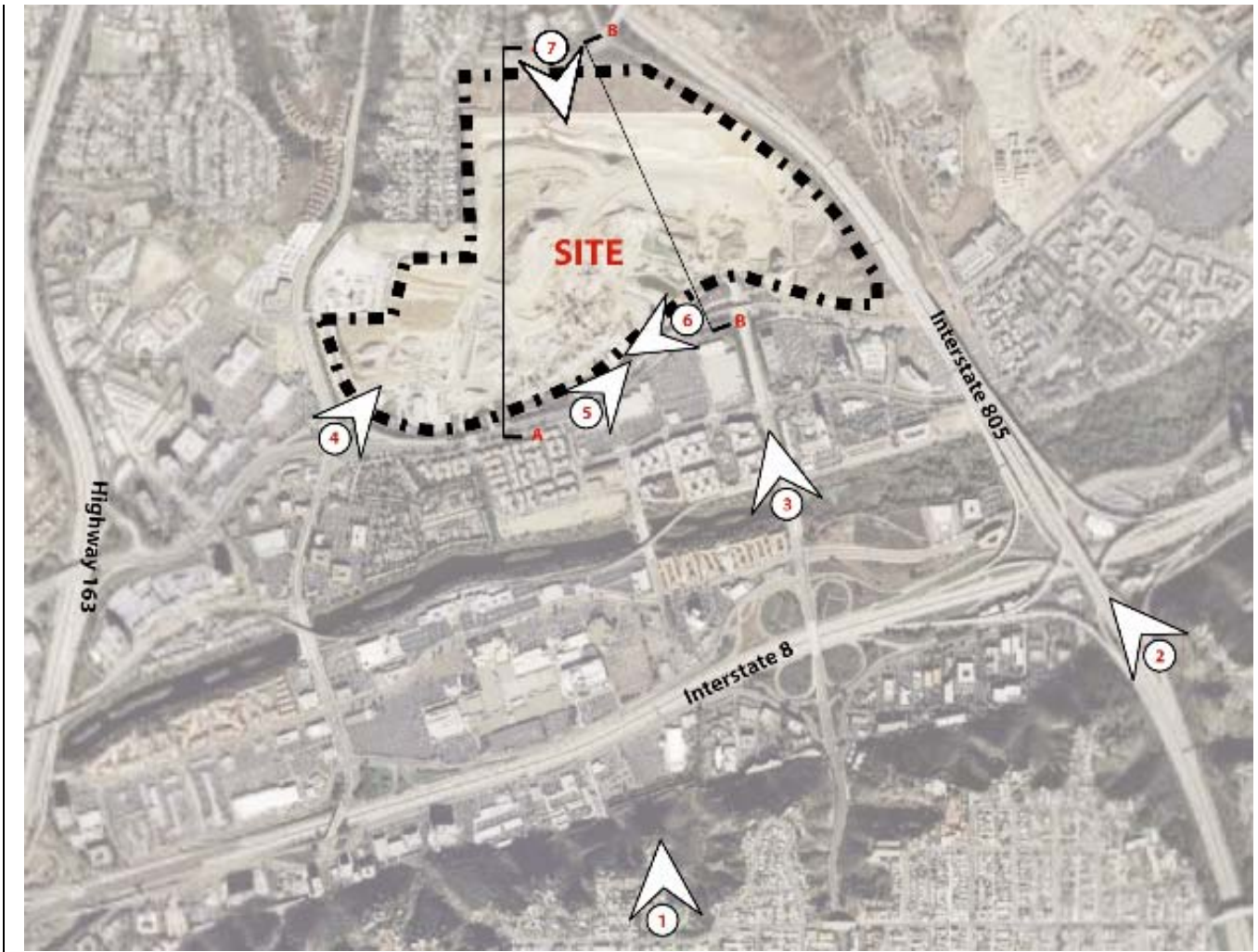


Figure 5.3-6.
Location of Vantage Points for Photo Simulation

- A - A Cross-section of Ridgetop West District;
- B - B Cross-section of Ridgetop East District;
- 1. Looking across Mission Valley from the south (Trolley Barn Park);
- 2. Looking from I-805;
- 3. Looking north into the site from Qualcomm Way;
- 4. Looking into the site from Friars Road and Mission Center Road;
- 5. Looking east on Friars Road; ~~and~~
- 6. Looking west on Friars Road; ~~and~~
- 7. View from Phyllis Place

A computer generated simulation was then prepared to provide a visual representation of views with and without the project. Existing vegetation depicted in the photo simulations would be replaced with that shown on the proposed Conceptual Landscape Plan (see Figure 3-30).

Block images have been used to represent typical buildings that could occur on the project site. Actual buildings would include architectural design features as described in the Quarry Falls Specific Plan, which would articulate and enhance the building façades. Building heights have been estimated based on height limitations and/or the maximum floor-to-area (FAR) of proposed zones for each district. The Foothills Southeast, Terrace South, Creekside Central and Creekside East districts do not have a height limit based on proposed zones. For these areas, the following building heights have been assumed:

<i>District</i>	<i>Maximum Building Height</i>
Foothills Southeast	100 feet
Terrace South (fronting Quarry Falls Boulevard)	100 feet
Terrace South (east of Franklin Ridge Road)	200 feet
Creekside Central	100 feet
Creekside East	100 feet
Quarry District	200 feet

If buildings within these districts are proposed at greater heights, than subsequent environmental review would be required to determine if impacts to visual quality would substantially differ from those evaluated in this Program EIR.

Public views of the existing mined slopes would be replaced with buildings of varying heights and landscaping. However, the mined slopes do not constitute a “scenic resource”; therefore, any views of the mined slopes that would be blocked by structures within Quarry Falls are not regarded as significantly adverse visual impacts.

As shown in Figure 5.3-7, *Photo Simulation - Views from Vantage Points to the South*, views of the site would change from a mining operation to an urbanized area; however, the project would not block any public views of significant visual importance. Dominant views in the project vicinity include the steep hillsides forming the northern and southern boundaries of the valley and the I-805 bridge. The steep hillsides to the north would still be visible from the southern boundary of the project site through the proposed development, although development would replace the mining operations.

Views from Phyllis Place would remain similar to existing conditions. Figure 5.3-8, *View Looking South from Phyllis Place*, provides a cross-section analysis for views from Phyllis Place; and Figure 5.3-8a, *Photo Simulation – Views Looking south from Phyllis Place*, provides a photo simulation of views from Phyllis Place. Development of the site would occur at a distance from Phyllis Place and at lower elevations than the roadway. Structures closest to Phyllis Place would occur in the Ridgetop District, where maximum heights of 30 feet and 70 feet would be permitted based on the proposed zones for these areas (RM-1-1 and RM-2-4, respectively) and proposed height deviations. South of the Ridgetop District are the Foothills District North and Terrace District North. Maximum structure heights in these districts would be 40 feet and 70 feet, respectively. Taller buildings in Quarry Falls would be in the southern portion of the Foothills and Terrace Districts, as well as in districts located on the flatter portions of the site north of Friars Road (the Creekside, Village Walk, and Quarry Districts). As shown in Figure 5.3-8, due to intervening topography and the slope of the land, viewers on Phyllis Place would not see development within Quarry Falls.



Figure 5.3-7.
Photo Simulation – Views from Vantage Points to the South

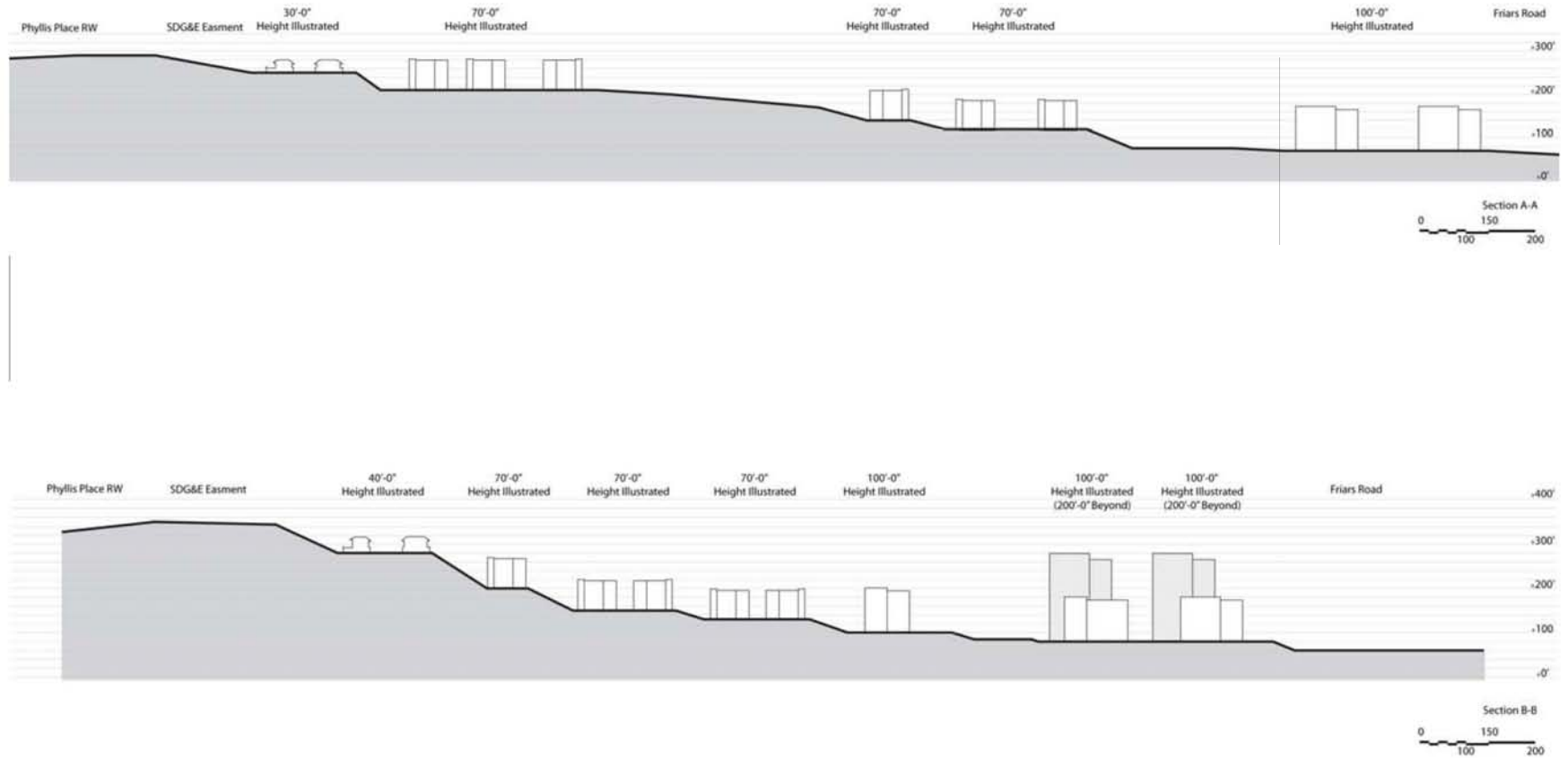


Figure 5.3-8.
View Looking South from Phyllis Place



View before project.



View with project.

Photo Simulation – View from

Phyllis Place
Figure 5.3-8a.

Similarly, views from I-805 would not be blocked from the project because the proposed development would occur on land at lower elevations from the freeway. For motorists traveling on I-805, views of the bare, mined slopes would be replaced with urban development and landscaping (see Figure 5.3-9, *Photo Simulation – Views Looking from I-805*).

Primary views of the site for motorists, bicyclists and pedestrians traveling along Friars Road and Mission Center Road would be of enhanced landscaping along those roadways at the project boundaries, as well as views into the Quarry Falls Park (see Figure 5.3-10, *Photo Simulation – Views Traveling West on Friars Road*; Figure 5.3-11, *Photo Simulation – Views Traveling East on Friars Road*; and Figure 5.3-12, *Photo Simulation – Views at Friars Road and Mission Center Road*). Structures along the southern portion of the site within the Creekside East and Village Walk districts may occur along Friars Road. However, streetscaping along Friars Road would screen views of structures and soften their appearance to motorists, bicyclists, and pedestrians.

Traveling north on Qualcomm Way, views into the project site would change from barren mined slopes beyond the Trolley bridge to the buildings, landscaped slopes and landscaping proposed as part of Quarry Falls (see Figure 5.3-13, *Photo Simulation – Views Looking North from Qualcomm Way*).

The proposed project also includes the construction of a pedestrian bridge over Friars Road to allow for a pedestrian connection between Quarry Falls, Rio Vista West, and the trolley station. The pedestrian bridge would add an urban element to the built environment. It would not block public views and vistas and would not be regarded as a significantly visual impact (see Figure 5.3-10 and Figure 5.3-11.)

The project proposes deviations to height to allow increase to structures on a limited basis due to overall development intensity. Several of the increases in height are to allow for development of vertical building elements, such as a bell tower or campanile that would create a visible landmark without impacting the larger view area. The Mission Valley Community Plan encourages the creation of such landmarks which provide focal points and better visual orientation applicable to the commercial civic centers. The taller buildings are located on the southern-most and lowest elevation pads and are compatible with existing height limits and structures across Friars Road to the south (see Figure 5.3-10 and Figure 5.3-11.)



View before project.



View with project.

Figure 5.3-9.
Photo Simulation – Views from I-805



View before project.



View with project.

Figure 5.3-10.
Photo Simulation – Views Traveling West on Friars Road



View before project.



View with project.

Figure 5.3-11.
Photo Simulation – Views Traveling East on Friars Road



View before project.



View with project.

Figure 5.3-12.
Photo Simulation – Views at Friars Road and Mission Center Road



View before project.



View with project.

Figure 5.3-13.
Photo Simulation – Views Looking North from Qualcomm Way

The project allows for walls and fencing that would comply with Section 142.0300 of the City's Land Development Code and the design standards of the Quarry Falls Specific Plan. Additionally, as discussed in Section 5.5, *Noise*, noise attenuation techniques may be necessary along Quarry Falls Boulevard in order to reduce noise levels to below a level of significance for the Quarry Falls Park. Noise walls, if used to mitigate noise impacts, would not exceed six feet in height and, therefore, would not result in significant visual impacts.

The project site's current appearance is of manufactured mined slopes. The project would result in "opening up" this area "for development." However, the overall scenic quality of the project site is low and would not be changed "from an essentially natural view to a largely manufactured appearance." Therefore, the change from a mining site to urban development is not regarded as a significantly adverse visual impact.

Significance of Impacts

The project would introduce development and landscaping to the site; however, it would not block public views from roads near the project site or of significant visual landmarks or scenic vistas. Impacts are considered less than significant.

Mitigation Measures

The project would not impact visual landmarks or scenic vistas and would not block views from any significant visual landmark or scenic vista. No mitigation measures are required.

Issue 3

Would the project affect the existing visual character of the site and surrounding area, particularly with respect to views from any major roadways or public viewing areas?

Impacts

The proposed project would result in a substantial change in the visual character of the site. Currently, the site is an on-going mining operation. Sand and gravel is being mined from the site, processed and removed in large trucks. Reclamation of the site would result in removal of trees, landscaping and berms that occur within the property along Friars Road. Landscaping located within the public right-of-way, including eucalyptus trees along Friar Road, would remain until development occurs. At that time, new street trees and parkway landscaping would be installed in accordance with the Quarry Falls Specific Plan and Street Tree Master Plan.

Implementation of the proposed project would result in phasing in an urban development as envisioned by the proposed Quarry Falls Specific Plan, replacing the mining operations with a built environment consisting of parks, open space areas, recreational facilities, civic buildings, residential neighborhoods, an urban core of retail/office/residential uses, and business parks. This change in the character of the site would be substantially different than what currently exists.

Visibility to the entire site is limited by the elevation and slopes of I-805 from the east, Phyllis Place from the north, Murray Canyon from the west, and existing development from the south. Existing views of the site are primarily from the south along the north-south streets of Mission Center Road, Gill Village Drive, and Qualcomm Way. From a distance, views can be seen from Texas Street, I-805 northbound at I-8, and Eagle Drive.

The Mission Valley Community Plan calls for rehabilitation of the northern slopes and their incorporation into future development. The majority of this work is identified in the current Reclamation Plans for the site. In addition, development of the northern slopes “*should be designed to create a band of visible open slope areas landscaped according to City-wide standards*” and that “*development beyond the base of the steep hillsides should be low in profile.*” This is accomplished by locating lower intensity and scale residential development on the upper pads that “*provide a clear demarcation between the Mission Valley Community Plan and the communities on the mesas above Mission Valley*” (see Photo Simulation, Figure 5.3-7 and Figures 5.3-9 – 5.3-13).

The Quarry Falls Specific Plan includes design guidelines and development standards which are directed at attaining an integration of land uses intended to create a positive effect on the visual environment. Additionally, the project would modify the Reclamation Plans to terrace the site from Friars Road to the top of the hillsides in the northern portion of the site. A variety of buildings at heights between 30 and 200 feet could occur on the site. The back-bone circulation system would include streets with wide landscaped parkways and medians.

The allowable zones for the project site have been specifically selected to reflect surrounding existing and planned development, as well as respond to the City of Villages Strategy, the Strategic Framework Plan, and the City’s Transit Oriented Development Guidelines. In this way, development occurring on the site would be a logical extension of existing, surrounding development in the project vicinity.

The core of the Specific Plan is the Village Walk District. This district is located adjacent to Friars Road and would be where the most intense land uses would occur, proposing a mix of retail and office commercial, residential, and open plazas/public spaces. The Village Walk District is located across from Rio Vista West, one of the City’s first Transit Oriented Development projects. The proposed rezone of the Village Walk District to CC-3-5 would reflect the intensity of land uses in Rio Vista West and would expand the activity core in this area.

Immediately west of the Village Walk District is the Creekside District. Proposed zones for this district would transition from more intensive mixed-use immediately adjacent to the Village Walk District, to medium density at the western end of Quarry Falls. The CC-3-5 zone proposed for Creekside East would reflect the proposed development in the Village Walk District, as well as Rio Vista West located across Friars Road from the Creekside District. The RM-3-9 zone proposed for Creekside West would reflect the lower density of the approved Murray Canyon Apartments located immediately to the north of this area. Creekside Central would be rezoned to RM-4-10 which allows a transition from the more intense uses proposed for Creekside East to the less intense uses proposed in Creekside West.

To the east of the Village Walk District is the Quarry District, where the Specific Plan proposes light industrial and business park development to provide employment uses. This area is across from office development within Rio Vista East and is separated from office uses along the north side of Friars Road by Caltrans right-of-way under the I-805 bridge. The proposed zone for this area is IL-3-1, which reflects the adjacent land uses. Internal to Quarry Falls, the Specific Plan encourages development of ancillary uses at the entrance to the Quarry District, such as a restaurant or other

gathering place, as a way to tie the Quarry District into the adjacent Village Walk District and to carry the activity center into the employment area of the Specific Plan.

As an interim use in the Quarry District, asphalt and concrete plants would be allowed to operate under a Conditional Use Permit. These plants would be visible from passers-by along Friars Road, as well as from Franklin Ridge Road and Quarry Falls Boulevard within the proposed project site. The asphalt and concrete plants have been identified as a “Special Treatment Area” in the Quarry Falls Specific Plan, and a special landscape buffer has been designed for this area. As stated in the Specific Plan, “Improvements which will be implemented to screen the visual aspects of this facility include an elevated berm. Landscaping improvements on the perimeter of the berm are proposed to include a combination of trees, understory planting and shrubs.” The Specific Plan also calls for the use of large shade and evergreen trees as part of the buffer area. With implementation of the landscape treatment as identified in the Specific Plan, the temporary location of the asphalt and concrete plants at the project site would not result in significant visual impacts.

The southern portion of the Foothills District is at the same elevation as the recently approved Murray Canyon Apartments project located immediately to the west of this area. The zone for this district has been selected to reflect the zoning of the Murray Canyon Apartments and to allow a transition from the single family homes on top of the mesa above the Foothills District to the more dense development in the valley areas of Mission Valley.

The central portion of the Foothills District sits at the base of a large slope that separates Quarry Falls from the single family development in the Abbotts Hill neighborhood of Serra Mesa. More than 200 feet separate the two areas. The RM-3-7 zone is proposed for this portion of Quarry Falls. Additionally, the Specific Plan includes a “special treatment” area to buffer the homes along Ainsley Road and development within Quarry Falls. A 50-foot-wide landscape buffer between the homes on Ainsley Road and the top of the mined slopes was created by the mining operator to buffer the homes from the visual impacts of the mining operations. Upon termination of the mining operations and implementation of the Quarry Falls Specific Plan, this buffer area would be retained. Existing vegetation in the buffer area is largely comprised of aging eucalyptus trees with little or no understory planting. Many of the trees are litter-profusive and would no longer be appropriate once the mining operations cease. The Specific Plan proposes that, over time, the eucalyptus trees be replaced with drought tolerant park and shade trees and native grasses. Additionally, landscaping would need to comply with the brush management requirements contained in the City’s Landscape Regulations (LDC Section 142.0412).

The Terrace District is located in the eastern portion of Quarry Falls. Development in this area would step down from the high slopes along the I-805 freeway on the east to the gentle sloping Quarry Falls Park on the west. Zoning for this area has been selected to respond to the existence of the I-805 freeway, as well as proposed uses within Quarry Falls. Similar to the Foothills District, the densest portion of the Terrace District (the Terrace South subdistrict) is located adjacent to Quarry Falls Boulevard and across from the Village Walk District. For the Terrace South subdistrict, the RM-4-10 zone is proposed. The Terrace West subdistrict is located along the formal edge of the Quarry Falls Park. Development in this area is envisioned as row homes that look out onto the Park. The RM-3-7 zone is proposed for this subdistrict. The zone for the Terrace North subdistrict results in a density range between that of the Terrace South and Terrace West subdistricts. The

RM-3-8 zone is proposed for the Terrace North subdistrict.

The Ridgetop District is the northernmost development area within Quarry Falls. It is closest to the single family homes along Phyllis Place in the adjacent Serra Mesa community. It also sits at the highest elevation in Quarry Falls. The topography and existing single family homes result in the lowest density zones being proposed for this area. The RM-1-1 zone is proposed for the Ridgetop West subdistrict, and the RM-2-4 zone is proposed for the Ridgetop East subdistrict.

Central – physically, socially and civically – to all of the development in Quarry Falls is the Quarry Falls Park and its associated features. The OP-2-1 zone is proposed for Quarry Falls Park. This zone would allow the active and passive park uses that would serve the surrounding neighborhoods in Quarry Falls and residents of Mission Valley. A Community Recreation Center is proposed in the northern reaches of the Park. This area would be zoned RM-1-1 and would include active uses to serve private developments in the adjacent Terrace District and public passive uses to serve the community as a whole. At the southern end, a Civic Center is proposed, which would be open to the public. This would provide for civic uses, a preschool/daycare, and senior center and would be zoned RM-1-1 to reflect these uses.

The proposed land use plan and zoning also reflects the environmental history of the project site and area. Although the site is primarily devoid of natural environmental resources, a small drainage area (approximately 2,600 square feet in size) occurs in the north central portion of the Specific Plan area. This area is characterized by wetland vegetation and is considered environmentally sensitive land. The project proposes that this area be regraded to support an internal design feature which would symbolically reflect the natural history of the site. Prior to mining operations, the project site was an eroded mesa incised by intermittent drainages draining to the San Diego River in the valley below. The project proposes a drainage course and bio-swale through the central portion of the site. This area would be part of the Quarry Falls Park and is proposed to be rezoned to OP-2-1.

As stated previously, the project proposes deviations to allow increased heights to structures on a limited basis. Several of the increases in height are to allow for development of vertical building elements, such as a bell tower or campanile, that would create a visible landmark without impacting the larger view area. The Mission Valley Community Plan encourages the creation of such landmarks which provide focal points and better visual orientation applicable to the commercial civic centers. The taller buildings are located on the southern-most and lowest elevation pads and are compatible with existing height limits and structures across Friars Road to the south (see Figures 5.3-10 and 5.3-11). The area of maximum height has been restricted to a small portion of the total development area on individual parcels to minimize the impact of bulk and scale.

Impact 5.3-2 Views of the site from public roadways would change substantially with the introduction of landscaping, park areas, tree-lined roadways, and buildings.

The project includes construction of a packaged recycled water facility to provide for the majority of the project's non-domestic landscape needs. The packaged recycled water facility would be fully enclosed, either in an above-grade structure or underground. An above-grade facility would be integrated into the existing development. A below-grade facility may be placed either within the footprint of an existing structure or an open area, such as a parking lot, where the facility does not affect the above-grade use. The reclaimed water storage would also be located on-site and below-grade. If the packaged recycled water facility is aboveground, it would be required to comply with the design guidelines in the Quarry Falls Specific Plan – guidelines that are directed at ensuring aesthetically pleasing development. The packaged recycled water facility would be required to comply with setback, height, and floor area ratio of the underlying zone applied to the location for the wastewater treatment facility by the Quarry Falls Specific Plan as regulated by the City's Land Development Code. No significant impacts to visual effects and neighborhood character would result from construction of the packaged recycled water facility.

Significance of Impacts

The project would develop an existing mining site surrounded by urban development, introducing urban uses to the undeveloped mined site. The Quarry Falls Specific Plan sets forth development standards and design guidelines for development of the site and includes a landscaping plan. As development is phased in, views of the site from public roadways would change substantially with the introduction of landscaping, park areas, tree-lined roadways, and buildings. This is considered a significant impact to the visual character of the site and surrounding area; however, whether the change is adverse or beneficial is subjective.

Mitigation Measures

The project would result in significant change to the visual character of the site and surrounding area, changing the existing site from a mining site to urban development similar to what occurs in adjacent areas surrounding the site. No mitigation measures are available to reduce the significant change in the visual character of the site and surrounding area to below a level of significance. Adoption of the *No Project/No Build: Continuation of Approved Conditional Use Permit/Implementation of Approved Reclamation Plans* alternative would avoid the impact because no development would occur on the site. Adoption of other project alternatives would reduce the magnitude of the change in the visual character of the site and surrounding area.

5.4 AIR QUALITY

Scientific Resources Associated (SRA) prepared an air quality analysis for the Quarry Falls project. The *Air Quality Technical Report* (July 30, 2007 as updated March 2, 2008) addresses the potential for air emissions during construction and after full build-out of the project. It also includes an assessment of the potential for carbon monoxide (CO) “hot spots” to form due to traffic associated with the proposed project. The air quality analysis is summarized in this section, and the entire report is included as Appendix C to this Program EIR. Additional information relative to health risks and air quality can be found in Chapter 5.7, *Health and Safety*. For a discussion of greenhouse gases and global climate change, please see Section 8.3.15, of Section 8.0, *Cumulative Effects*.

5.4.1 Existing Conditions

Climate and Meteorology

The climate of the proposed project site, as with all of San Diego County, is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. The high pressure cell also creates two types of temperature inversions that may act to degrade local air quality.

Subsidence inversions occur during the warmer months as descending air associated with the Pacific high pressure cell comes into contact with cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. The second type of inversion, a radiation inversion, occurs during winter nights when air near the ground cools by heat radiation and the air above remains warm. The shallow inversion layer formed between these two air masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce ozone, commonly known as smog.

Regulatory Setting

Air quality is defined by ambient air concentrations of specific pollutants identified by the United States Environmental Protection Agency (USEPA) to be of concern with respect to health and welfare of the general public. The USEPA is responsible for enforcing the Federal Clean Air Act (CAA), which required National Ambient Air Quality Standards (NAAQS) to be established. The CAA also allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. The California Air Resources Board (ARB) has established the more stringent California Ambient Air Quality Standards (CAAQS) for the six criteria pollutants through the California Clean Air Act of 1988, and also has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. Those standards currently in effect in California are shown in Table 5.4-1, *Ambient Air Quality Standards*.

Table 5.4-1.
Ambient Air Quality Standards

Pollutant	Average Time	CALIFORNIA STANDARDS		NATIONAL STANDARDS		
		Concentration	Method	Primary	Secondary	Method
Ozone (O ₃)	1 hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	--	--	Ultraviolet Photometry
	8 hour	0.07 ppm (137 µg/m ³)		0.0875 ppm (1547 µg/m ³)	0.0875 ppm (1457 µg/m ³)	
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 µg/m ³)	Non-Dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m ³)	None	Non-Dispersive Infrared Spectroscopy (NDIR)
	1 hour	20 ppm (23 µg/m ³)		35 ppm (40 mg/m ³)		
Nitrogen Dioxide (NO ₂)	Annual Average	0.03 ppm (56 µg/m ³)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	0.053 ppm (100 µg/m ³)	Gas Phase Chemiluminescence
	1 hour	0.18 ppm (338 µg/m ³)		--	--	
Sulfur Dioxide (SO ₂)	Annual Average	--	Ultraviolet Fluorescence	0.03 ppm (80 µg/m ³)	--	Pararosaniline
	24 hours	0.04 ppm (105 µg/m ³)		0.14 ppm (365 µg/m ³)	--	
	3 hours	--		--	0.5 ppm (1300 µg/m ³)	
	1 hour	0.25 ppm (655 µg/m ³)		--	--	
Respirable Particulate Matter (PM ₁₀)	24 hours	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	150 µg/m ³	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		--50 µg/m ³	--50 µg/m ³	
Fine Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	15 µg/m ³	15 µg/m ³	Inertial Separation and Gravimetric Analysis
	24 hours	--		35 µg/m ³	35 µg/m ³	
Sulfates	24 hours	25 µg/m ³	Ion Chromatography	--	--	--
Lead (Pb)	30-day Average	1.5 µg/m ³	Atomic Absorption	--	--	Atomic Absorption
	Calendar Quarter	--		1.5 µg/m ³	1.5 µg/m ³	
Hydrogen Sulfide (H ₂ S)	1 hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence	--	--	--
Vinyl Chloride	24 hours	0.010 ppm (26 µg/m ³)	Gas Chromatography	--	--	--

Areas that do not meet the NAAQS or the CAAQS for a particular pollutant are considered to be “nonattainment areas” for that pollutant. In December 2002, the San Diego Air Pollution Control District (SDAPCD) submitted a maintenance plan for the one-hour NAAQS for O₃ and requested redesignation from a serious O₃ nonattainment area to attainment. As of July 28, 2003, the San Diego Air Basin has been reclassified as an attainment area for the one-hour NAAQS for O₃. On April 15, 2004, the San Diego Air Basin was designated a basic nonattainment area for the eight-hour NAAQS for O₃. The San Diego Air Basin is in attainment for the NAAQS for all other criteria pollutants. The San Diego Air Basin (SDAB) is currently classified as a nonattainment area under the CAAQS for O₃, PM₁₀, and PM_{2.5}.

Background Air Quality

Ambient air monitoring stations are located throughout San Diego County to measure ambient concentrations of air pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. The nearest ambient monitoring stations to the project site are the Kearny Mesa station and the San Diego downtown station (which is the closest station that measures CO and SO₂). Table 5.4-2, *Ambient Background Concentrations*, presents the ambient concentrations of pollutants over the last three years.

The federal eight-hour ozone standard, which was formally adopted in 2001 after legal arguments with the EPA, was exceeded at the Kearny Mesa monitoring station twice in 2004 and once in 2006. The San Diego Air Basin has been classified as a basic nonattainment area for the eight-hour NAAQS for ozone. The Kearny Mesa monitoring station measured exceedances of the state PM₁₀ and PM_{2.5} standards during the period from 2004 to 2006. The data from the monitoring stations indicate that air quality is in attainment of all other federal standards.

Existing Land Use

The project site is currently used for sand and gravel extraction. Existing land uses include the mining operation as well as concrete and asphalt plants. These facilities are permitted with the SDAPCD and are existing sources of air emissions at the site and within the San Diego Air Basin. Table 5.4-3, *Vulcan Materials Company Mission Valley 2004 Emissions Inventory*, quantifies current facility emissions associated with the sand and gravel extraction activities at the project site. A discussion of human health risk associated with exposure to emissions from the resource extraction operation and asphalt and concrete batch plants is presented in Section 5.7, *Health and Safety*, of this Program EIR.

Table 5.4-2.
Ambient Background Concentrations
(ppm unless otherwise indicated)

Pollutant	Averaging Time	2004	2005	2006	Most Stringent Ambient Air Quality Standard	Monitoring Station
Ozone	8 hour	0.087	0.068	0.091	0.075 8	Kearny Mesa
	1 hour	0.105	0.084	0.108	0.09	Kearny Mesa
PM ₁₀ ²	Annual Arithmetic Mean	26 µg/m ³	22.4 µg/m ³	22.5 µg/m ³	20 µg/m ³	Kearny Mesa
	24 hour	44 µg/m ³	44 µg/m ³	42 µg/m ³	50 µg/m ³	Kearny Mesa
PM _{2.5}	Annual Arithmetic Mean	11.3 µg/m ³	10.2 µg/m ³	11.0 µg/m ³	12 µg/m ³	Kearny Mesa
	24 hour	28.5 µg/m ³	29.0 µg/m ³	26.3 µg/m ³	65 µg/m ³	Kearny Mesa
NO ₂	Annual	0.016	0.018	0.017	0.05 3 30	Kearny Mesa
	1 hour	0.085	0.076	0.091	0.25 1 8	Kearny Mesa
CO	8 hour	4.04	4.7	3.5	9.0	San Diego
	1 hour	4.9	6.4	10.8	20	San Diego
SO ₂	Annual	0.004	0.002	0.004	0.030	San Diego
	24 hour	0.008	0.006	0.009	0.04	San Diego
	3 hour	0.018	0.019	0.030	0.05 ¹	San Diego
	1 hour	0.042	0.040	0.034	0.25	San Diego

¹Secondary NAAQS

²California averages reported for PM₁₀

N/A = not available from current website data

Source: www.arb.ca.gov (all pollutants except 1-hour CO and 1-hour and 3-hour SO₂)
www.epa.gov/air/data/monvals.html (1-hour CO and 1-hour and 3-hour SO₂)

Table 5.4-3.
Vulcan Materials Company Mission Valley 2004 Emissions Inventory

CRITERIA POLLUTANTS		
Criteria Pollutant	Annual Emissions (tons/year)	Maximum Hourly Emissions (lbs/hour)
Carbon Monoxide	19.3	32.7
Nitrogen Oxides	5.0	8.6
Particulate Matter (PM10)	62.7	410.4
Reactive Organic Compounds	1.3	2.9
Sulfur Oxides	<0.1	<0.1
Total Particulates (TSP)	146.5	977.8
TOXIC AIR CONTAMINANTS		
Toxic Air Contaminant	Annual Emissions (lbs/year)	Maximum Hourly Emissions (lbs/hour)
Acetaldehyde	104.49	0.112
Aluminum	1384.86	3.552
Arsenic	2.40	0.007
Barium	13.46	0.035
Benzene	91.43	0.098
Benzo(a)Anthracene	<0.01	<0.001
Benzo(a)Pyrene	<0.01	<0.001
Benzo(b)Fluoranthene	<0.01	<0.001
Benzo(k)Fluoranthene	<0.01	<0.001
Beryllium	0.17	<0.001
Cadmium	0.32	<0.001
Hexavalent Chromium	0.04	<0.001
Non-Hexavalent Chromium	4.41	0.018
Cobalt	0.41	<0.001
Copper	4.88	0.012
Ethyl Benzene	718.38	0.770
Formaldehyde	241.64	0.259
Indeno(1,2,3-cd)Pyrene	<0.01	<0.001
Lead	3.46	0.010
Manganese	56.22	0.177
Mercury	0.13	<0.001
Naphthalene	11.76	0.013
Nickel	4.75	0.018
PAHs	24.16	0.026
Quinone	88.16	0.095
Selenium	0.28	<0.001
Crystalline Silica	11559.43	39.965
Toluene	326.54	0.350

5.4.2 Impact Analysis

Impact Threshold

The City of San Diego has adopted Significance Determination Thresholds (City of San Diego 2004) for air quality that defines whether or not a project could have a significant impact. These thresholds are arranged in three parts, starting with the broadest and narrowing to the most specific. The general thresholds are derived from Appendix G of the state CEQA guidelines, and indicate that a project could have potentially significant impacts if it could:

- a. Conflict with or obstruct implementation of the applicable air quality plan
- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- c. Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including release emissions which exceed quantitative thresholds for ozone precursors)
- d. Expose sensitive receptors to substantial pollutant concentrations including air toxics such as diesel particulates. As adopted by the South Coast Air Quality Management District (SCAQMD) in their CEQA Air Quality handbook (Chapter 4), a sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant than is the population at large. Sensitive receptors (and the facilities that house them) in proximity to localized CO sources, toxic air contaminants or odors are of particular concern. Examples include:
 - Long-Term Health Care Facilities
 - Rehabilitation Centers
 - Convalescent Centers
 - Retirement Homes
 - Residences – such as medical patients in homes
 - Schools
 - Playground
 - Child Care Centers
 - Athletic Facilities
- e. Create objectionable odors affecting a substantial number of people
- f. Release substantial quantities of air contaminants beyond the boundaries of the premises upon which the stationary source emitting the contaminants is located.

The second level of significance set forth in the City of San Diego's Significance Determination Thresholds (City of San Diego 2006) presents quantitative emissions thresholds by which to evaluate whether a project's impacts could have a significant impact on air quality. To determine whether a project would result in a violation of an air quality standard or contribute substantially to an existing or projected violation, it is necessary to look at the quantitative emission thresholds established by the SDAPCD. As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIA). The City of San Diego has adopted these thresholds for evaluating the significance of a project's emissions. PM_{2.5}

thresholds were based on the SCAQMD's recommendations, and calculations of PM_{2.5} were based on the SCAQMD guidance (SCAQMD 2006). The screening thresholds are included in Table 5.4-4, below.

**Table 5.4-4.
Screening-Level Criteria for Air Quality Impacts**

Pollutant	Total Emissions		
	Construction Emissions		
	Lb. per Day	Tons per Year	
Respirable Particulate Matter (PM ₁₀)	100	15	
Fine Particulate Matter (PM _{2.5})	55	10	
Oxides of Nitrogen (NO _x)	250	40	
Oxides of Sulfur (SO _x)	250	40	
Carbon Monoxide (CO)	550	100	
Reactive Organic Gases (ROGs)	137	15	
	Operational Emissions		
	Lb. Per Hour	Lb. per Day	Tons per Year
Respirable Particulate Matter (PM ₁₀)	---	100	15
Fine Particulate Matter (PM _{2.5})	--	55	10
Oxides of Nitrogen (NO _x)	25	250	40
Oxides of Sulfur (SO _x)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	---	3.2	0.6
Reactive Organic Gases (ROGs)	---	137	15

In the event that emissions exceed these thresholds, modeling would be required to demonstrate that the project's total air quality impacts result in ground-level concentrations that are below the State and Federal Ambient Air Quality Standards (shown in Table 5.4-1), including appropriate background levels (shown in Table 5.4-2).

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or Hazardous Air Pollutants (HAPs). In San Diego County, SDAPCD Regulation XII establishes acceptable risk levels and emission control requirements for new and modified facilities that may emit additional TACs. Under Rule 1210, emissions of TACs that result in a cancer risk of 10 in 1 million or less and a health hazard index of one or less are considered a less than significant impact. If a project has the potential to result in emissions of any TAC or HAP which result in a cancer risk of greater than 10 in 1 million, the project would be deemed to have a potentially significant impact.

With regard to evaluating whether a project would have a significant impact on sensitive receptors, air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Any project which has the

potential to directly impact a sensitive receptor located within one mile and results in a health risk greater than 10 in 1 million would be deemed to have a potentially significant impact.

San Diego APCD Rule 51 (Public Nuisance) prohibits emission of any material which causes nuisance to a considerable number of persons or endangers the comfort, health or safety of any person. A project that proposes a use which would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of offsite receptors.

Issue 1

Would the project's increased number of automobile trips affect San Diego's ability to meet regional, state and federal clean air standards?

Impacts

The main operational impacts on air quality associated with the Quarry Falls project would be those generated by project traffic. Other operational impacts associated with the proposed project include energy use and landscaping. A total of 52,332 new ADT would be generated at buildout of the project, with the following new trips associated with each phase of the project: Phase A – 17,450 ADT, Phase B – 22,113 ADT, Phase C – 6,156 ADT, and Phase D – 6,613 ADT. Based on the project location and traffic analysis, it is assumed that the average round trip vehicle miles traveled within the project development is 11.7 miles. The distance of 11.7 miles was determined through the average distance that a vehicle would travel from the Quarry Falls project site to the farthest distance evaluated in the Traffic Analysis (see Appendix B) (Jackson Drive and Mission Gorge Road, a distance of 5.87 miles) multiplied by “2” to obtain a round trip distance.

The emission calculations for total operational emissions for each phase of the project are shown in Table 5.4-5, *Total Operational Emissions*. As shown by Table 5.4-5, the emissions from project-generated traffic are above the significance screening criteria for CO and ROGs for all phases, and for NO_x for Phases B through D. Emissions are below the significance screening criteria for all other pollutants and would therefore not cause or contribute to a violation of an air quality standard.

**Table 5.4-5.
Total Operational Emissions**

PHASE A						
	CO	ROGs	NO _x	SO _x	PM ₁₀	PM _{2.5}
Lbs/day						
Energy Use	0.0089	0.0005	0.0574	--	0.0018	0.0018
Landscaping	3.93	0.45	0.07	0.08	0.01	0.01
Vehicular Emissions – External Trips	2532.54 17 16.90	221.12 188 .88	198.04 1 21.74	1.95 1.0 5	17.21 9 14	17.04 9 05
Vehicular Emissions – Internal Trips	180.72	43.04	9.89	0.05	0.37	0.37
Road Dust – External Trips	-	-	-	-	9.84	1.48
Road Dust – Internal Trips	-	-	-	-	0.24	0.04
TOTAL	2536.45 19 01.56	221.57 232 .37	198.14 1 31.76	2.03 1.1 8	17.22 19 .60	17.05 10 .95
Significance Screening Criteria	550	137	250	250	100	55
Above Screening Criteria?	Yes	Yes	No	No	No	No

Tons/year						
Energy Use	0.0016	0.0001	0.0105	--	0.0003	0.0003
Landscaping	0.35	0.04	0.01	0.01	0.00	0.00
Vehicular Emissions – External Trips	462.18313	40.3534.4	36.1422	0.360.1	3.141.6	3.141.6
Vehicular Emissions	.33	9	.22	9	7	5
Vehicular Emissions – Internal Trips	32.98	7.86	1.81	0.01	0.07	0.07
Road Dust – External Trips	-	-	-	-	1.80	0.27
Road Dust – Internal Trips	-	-	-	-	0.04	0.006
PHASE A (continued)						
	CO	ROGs	NO _x	SO _x	PM ₁₀	PM _{2.5}
TOTAL	346.66462	42.3940.3	24.0536	0.210.3	3.583.4	2.003.1
	.53	9	.16	7	4	4
Significance Screening Criteria	100	15	40	100	15	10
Above Screening Criteria?	Yes	Yes	No	No	No	No
PHASE B						
	CO	ROGs	NO _x	SO _x	PM ₁₀	PM _{2.5}
Lbs/day						
Energy Use	0.0151	0.0008	0.0954	--	0.0030	0.0030
Landscaping	3.38	0.34	0.07	0.07	0.00	0.00
Vehicular Emissions – External Trips	4832.7333	421.95366	375.072	43432.3	39.0520	38.6620
Vehicular Emissions	07.02	.93	31.87	8	.76	.55
Vehicular Emissions – Internal Trips	288.95	70.37	15.59	0.09	0.69	0.68
Road Dust – External Trips	-	-	-	-	22.30	3.35
Road Dust – Internal Trips	-	-	-	-	0.44	0.07
TOTAL	3599.3748	437.64422	247.633	2.544.5	44.1939	24.6538
	36.13	.29	75.24	0	.05	.66
Significance Screening Criteria	550	137	250	250	100	55
Above Screening Criteria?	Yes	Yes	Yes	No	No	No
Tons/year						
Energy Use	0.0028	0.0001	0.0174	--	0.000	0.0003
Landscaping	0.30	0.03	0.01	0.01	0.00	0.00
Vehicular Emissions – External Trips	603.53884	66.9777.0	42.3268	0.430.8	3.797.4	3.757.0
Vehicular Emissions	.97	4	.45	4	3	6
Vehicular Emissions – Internal Trips	52.73	12.84	2.85	0.02	0.13	0.13
Road Dust – External Trips	-	-	-	-	4.07	0.61
Road Dust – Internal Trips	-	-	-	-	0.08	0.01
TOTAL	656.56882	79.8477.0	45.2068	0.460.8	8.077.4	4.057.0
	.27	4	.48	2	3	6
Significance Screening Criteria	100	15	40	100	15	10
Above Screening Criteria?	Yes	Yes	Yes	No	No	No
PHASE C						
	CO	ROGs	NO _x	SO _x	PM ₁₀	PM _{2.5}
Lbs/day						
Energy Use	0.0193	0.0010	0.1230	--	0.0039	0.0039
Landscaping	3.99	0.41	0.09	0.08	0.00	0.00

Vehicular Emissions – External Trips	4725.5832	442.74363	364.682	5.122.7	43.9923	43.5523
Vehicular Emissions	54.30	.63	25.58	5	.44	.21
Vehicular Emissions – Internal Trips	285.90	71.13	15.08	0.10	0.79	0.78
Road Dust – External Trips	-	-	-	-	25.77	3.87
Road Dust – Internal Trips	-	-	-	-	0.50	0.08
TOTAL	3544.2147	435.17413	240.873	2.935.2	50.5043	27.9443
	29.59	.15	64.89	0	.99	.55
Significance Screening Criteria	550	137	250	250	100	55
Above Screening Criteria?	Yes	Yes	Yes	No	No	No
Tons/year						
Energy Use	0.0035	0.0002	0.0224	--	0.0007	0.0003
Landscaping	0.36	0.04	0.01	0.01	0.00	0.00
Vehicular Emissions – External Trips	593.91862	66.3675.3	41.1766	0.500.9	4.288.0	4.247.9
Vehicular Emissions	.42	2	.55	3	3	5
Vehicular Emissions – Internal Trips	52.18	12.98	2.75	0.02	0.14	0.14
Road Dust – External Trips	-	-	-	-	4.70	0.71
Road Dust – Internal Trips	-	-	-	-	0.09	0.01
TOTAL	646.45862	79.3875.3	43.9566	0.530.9	9.218.0	5.107.9
	.78	6	.58	4	3	5
Significance Screening Criteria	100	15	40	100	15	10
Above Screening Criteria?	Yes	Yes	Yes	No	No	No
PHASE D						
	CO	ROGs	NO_x	SO_x	PM₁₀	PM_{2.5}
Lbs/day						
Energy Use	0.0229	0.0012	0.1443	--	0.0046	0.0046
Landscaping	3.99	0.41	0.09	0.08	0.00	0.00
Vehicular Emissions – External Trips	2745.9839	317.73354	186.693	3.155.8	26.8450	26.5749
Vehicular Emissions	65.82	.99	04.58	6	.35	.85
Vehicular Emissions – Internal Trips	223.38	59.28	11.10	0.10	0.83	0.82
Road Dust – External Trips	-	-	-	-	29.50	4.43
Road Dust – Internal Trips	-	-	-	-	0.52	0.08
TOTAL	2973.3739	377.42355	198.023	3.335.9	57.6950	31.9049
	69.83	.40	04.81	4	.35	.85
PHASE D (continued)						
Significance Screening Criteria	550	137	250	250	100	55
Above Screening Criteria?	Yes	Yes	Yes	No	No	No
Tons/year						
Energy Use	0.0042	0.0002	0.0263	--	0.0008	0.0008
Landscaping	0.36	0.04	0.01	0.01	0.00	0.00
Vehicular Emissions – External Trips	501.14723	57.9955.5	34.0764	0.574.0	4.909.1	4.859.1
Vehicular Emissions	.76	9	.79	7	9	0
Vehicular Emissions – Internal Trips	40.77	10.82	2.03	0.02	0.15	0.15
Road Dust – External Trips	-	-	-	-	5.38	0.81
Road Dust – Internal Trips	-	-	-	-	0.10	0.02
TOTAL	542.27724	68.8555.6	36.1464	0.604.0	10.539.	5.839.1
	.12	3	.83	8	19	0

Significance Screening Criteria	100	15	40	100	15	10
<i>Above Screening Criteria?</i>	Yes	Yes	Yes	No	No	No

In accordance with the City's Significance Determination Thresholds, further evaluation was conducted to determine whether the emissions from the project traffic could result in the formation of locally high concentrations of CO, or CO "hot spots." Based on the Traffic Impact Study (see Section 5.2), the following intersections would experience a degradation in LOS due to project-related traffic during the Horizon Year (full buildout) only:

- Camino del Rio North and Westbound Interstate 8 – PM peak hour*
- Friars Road and Fenton Parkway – PM peak hour
- Friars Road and Frazee Road – AM and PM peak hour
- Friars Road and Riverdale Street – AM and PM peak hour
- Friars Road and Santo Road – AM peak hour
- Friars Road and Southbound I-15 – PM peak hour
- Mission Center Road and Camino de la Reina – PM peak hour
- Mission Center Road and Camino del Rio North – PM peak hour*
- Mission Center Road and Eastbound Interstate 8 – PM peak hour*
- Qualcomm Way and Camino de la Reina – PM peak hour
- Rio San Diego/Fenton Parkway – PM peak hour
- Texas Street and Camino del Rio South – AM and PM peak hour
- Texas Street and El Cajon Boulevard – PM peak hour
- Texas Street and Madison Avenue – AM and PM peak hour*
- Texas Street and Monroe Street – PM peak hour
- Friars Road and Southbound 163/Ulric Street – AM and PM peak hour*
- Mission Gorge Road and Zion Avenue – AM peak hour*
- Phyllis Place and Southbound I-805 – AM and PM peak hour*
- Phyllis Place and Northbound I-805 – AM and PM peak hour*
- Friars Road and Northbound 163 – PM peak hour*
- Friars Road and Eastbound Qualcomm Way – PM peak hour*
- Murray Ridge Road and Mission Center Road – PM peak hour*
- Murray Ridge Road and Pinecrest Avenue – PM peak hour*

* These intersections would function at LOS D or better following implementation of traffic mitigation measures presented in Section 5.2, *Transportation/Traffic Circulation/Parking*, of this Program EIR.

CALINE4 modeling was conducted to predict the one-hour and eight-hour CO concentrations. As shown by Table 5.4-6, *CO "Hot Spots" Evaluation*, no exceedances of the CO standard are predicted. Therefore, project-related traffic would not cause or contribute to a violation of an air quality standard.

Table 5.4-6.
CO “Hot Spots” Evaluation

Intersection	1-hour CO Concentrations CAAQS = 20 ppm NAAQS = 35 ppm		8-hour CO Concentrations CAAQS = 9.0 ppm, NAAQS = 9 ppm
	AM	PM	MAXIMUM
Camino del Rio North and Westbound Interstate 8	-	11.1	4.91
Friars Road and Fenton Parkway	-	11.4	5.12
Friars Road and Frazee Road	11.4	11.6	5.26
Friars Road and Riverdale	11.4	11.5	5.19
Friars Road and Santo Road	11.3	-	5.05
Friars Road and SB I-15	-	11.5	5.19
Mission Center and Camino de la Reina	-	11.4	5.12
Mission Center and Camino del Rio North	-	11.4	5.12
Mission Center and EB I-8	-	11.4	5.12
Texas Street and El Cajon Blvd.	-	11.3	5.05
Texas Street and Madison Avenue	-	11.1	4.91
Texas and Monroe Avenue	11.1	11.2	4.98
Texas Street and El Cajon Blvd.	-	6.711.1	4.914.91
Texas Street and Madison Avenue	6.611.0	6.711.1	4.914.91
Texas and Monroe Avenue	6.510.9	6.611.0	4.844.84
Friars Road and SB163/Ulric Street	11.0	11.1	4.91
Mission Gorge and Zion Avenue	11.3	-	5.05
Phyllis Place and SB I-805	10.9	10.9	4.77
Phyllis Place and NB I-805	10.9	11.0	4.84
Friars Road and NB 163	-	11.1	4.91
Friars Road and EB Qualcomm Way	-	10.9	4.77
Murray Ridge and Mission Center Road	-	11.1	4.91
Murray Ridge and Pinecrest	-	11.0	4.84

Significance of Impacts

Project traffic would not affect San Diego’s ability to meet regional, state and federal clean air standards. Impacts are less than significant.

Despite the fact that the project is proposing denser development than accounted for in the current community plan and therefore in the SIP, emissions associated with the project have been accounted for in the growth projections for the Major Statistical Area. These emissions are therefore included in the ozone attainment demonstration that was conducted for the San Diego Air Basin by the APCD, which demonstrates that growth levels projected for the region would not result in an exceedance of the ozone standard.

Operational emissions would be mainly associated with traffic accessing the Quarry Falls Project. Based on the estimates of the emissions associated with Project-generated traffic, the emissions are

above the significance screening criteria for CO and ROGs for all phases, and for NOx for Phases 2 and 3. Emissions would decrease with time due to phase-out of older vehicles and improvements in emission standards. Emissions are below the significance screening criteria for all other pollutants and would therefore not cause or contribute to a violation of an air quality standard for the other criteria pollutants. CO “hot spots” modeling demonstrated that the project would not cause or contribute to a violation of an ambient air quality standard. Because the project is consistent with growth projections for the Major Statistical Area, emissions of NOx and ROG would not be expected to cause an exceedance of an air quality standard because they would be consistent with the emissions accounted for in the attainment demonstration for ozone contained within the SIP.

Mitigation Measures

No mitigation measures are recommended, as project-related traffic would not result in significant impacts to San Diego air quality.

Issue 2

Would the project result in air emissions that would substantially deteriorate ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations?

Impacts

Local air quality in the Mission Valley area is generally good; however, development of the proposed project may generate air pollutant emissions that could impact local and regional air quality. These emissions derive mainly from mobile sources associated with individual project-related transportation. Additionally, development of the project would result in the temporary generation of dust, combustion emissions from heavy duty construction equipment and from construction workers commuting to and from the site.

Construction Impacts

Emissions of pollutants that are generated during construction are generally highest near the construction site. Emissions from the construction phase of the proposed project were estimated through the use of emission factors from the SCAQMD's CEQA Air Quality Handbook (1993). It was assumed that heavy construction equipment would be operating at the site for eight hours per day, six days per week during project construction.

Construction heavy equipment requirements were estimated for the site preparation for each phase of the proposed project based on requirements of similar projects. Grading/site preparation and site utilities/infrastructure construction would occur simultaneously toward the end of the site preparation; this overlap of construction phases is anticipated to last no more than one month.

Architectural coatings used for both exterior and interior surfaces would also result in air emissions. Rule 67.0 limits the VOC content of architectural coatings based on coating classification and has been adopted by the SDAPCD. Water-based coatings that would be in compliance with Rule 67.0 would be used for the majority of exterior and interior surfaces, and those coatings would be applied using electrostatic spray guns and/or brushes. Some trim and other painted surfaces would require non-water-based coatings. For conservative purposes, the *Air Quality Technical Report* assumed that these specialty coatings would be applied on no more than five percent of all surfaces in the

development. It was assumed that the architectural coatings application would take place during the last eight months of the residence construction phase for the residences and during the last three months of construction for commercial buildings. The methodology presented in Table A11-13-D of the SCAQMD CEQA Air Quality Handbook was used to estimate emissions from the use of architectural coatings.

The *Air Quality Technical Report* prepared for the project assumed that 25 percent of the site area could be disturbed on any single day for each phase of construction, which is a conservative assumption. Fugitive dust emissions were estimated using the emission factor for PM₁₀ emissions from construction recommended in the URBEMIS2002 model of 10 lbs/acre/day (Rimpo and Associates 2002). The following acreages and fugitive dust emissions were assumed to be associated with the four project phases:

- Phase A – 64 acres x .25 x 10 lbs/acre/day = 160 lbs/day
- Phase B – 77 acres x .25 x 10 lbs/acre/day = 192.5 lbs/day
- Phase C – 64 acres x .25 x 10 lbs/acre/day = 160 lbs/day
- Phase D – 25 acres x .25 x 10 lbs/acre/day = 62.5 lbs/day

Phases B and C would be graded in a single construction phase. The *Air Quality Technical Report* assumed that the maximum daily fugitive dust emissions would result from a single day of grading for Phase B, which is the larger of the two phases in acreage.

Table 5.4-7, *Maximum Daily Construction Emissions*, presents a summary of maximum daily construction emissions (with implementation of dust control measures) based on the maximum simultaneous construction scenario and equipment usage for each criteria pollutant.

**Table 5.4-7
Maximum Daily Construction Emissions**

Pollutant	Phase	Maximum Daily Construction Emissions (lbs/day)	Significance Criteria	Above Threshold?
CO	Phase A simultaneous residential and commercial construction plus Phase B Mass Excavation	164.97	550	No
ROGs	Phase A simultaneous residential and commercial construction plus Phase B Mass Excavation	200.78	137	Yes
NOx	Phase A simultaneous residential and commercial construction plus Phase B Mass Excavation	340.70	250	Yes
SOx	Phase A simultaneous residential and commercial construction plus Phase B Mass Excavation	0.34	250	No
PM ₁₀	Phase A simultaneous residential and commercial construction plus Phase B Mass Excavation	206.09	100	Yes
PM _{2.5}	Phase A simultaneous residential and commercial construction plus Phase B Mass Excavation	52.72	55	No

As shown by Table 5.4-7, emissions associated with construction would be above the significance threshold for ROG_s, NO_x and PM₁₀.

ROG_s and NO_x are both ozone precursors. Table 5.4-8, *Comparison of Maximum Daily Construction Emissions with ARB Emissions Budget*, shows the project's contribution in terms of percentage to the total ARB budget for ROG_s and NO_x.

**Table 5.4-8.
Comparison of Maximum Daily Construction Emissions
with ARB Emissions Budget**

Pollutant	Emission Source	Maximum Daily Construction Emissions, tons/day	ARB 2004 Annual Emissions Budget	Percent of Total Budget
ROG _s	Architectural Coatings	0.086	9.20	1.0
	Offroad Equipment	0.0117	17.00	0.07
	Onroad Vehicles	0.003	64.49	0.01
NO _x	Offroad Equipment	0.165	35.63	0.46
	Onroad Vehicles	0.0058	118.54	0.01

To evaluate whether the project's emissions would conform with the State Implementation Plan (SIP) for ozone attainment, the ROG_s emissions budget for construction within the SDAB were compared with the maximum estimated daily emissions of ROG for the project. Maximum daily emissions of ROG_s from architectural coating application for the Quarry Falls project are 171.46 lbs/day or 0.086 tons per day (one percent of the total SIP budget); maximum daily emissions of ROG_s from offroad equipment are 23.51 lbs/day or 0.0117 tons per day (0.07 percent of the total SIP budget); and maximum daily emissions of ROG_s from onroad equipment are 15.09 lbs/day or 0.003 tons per day (0.01 percent of the total SIP budget). Thus, the maximum daily ROG_s emissions associated with project construction are within the SDAB SIP budget for ROG_s emissions and would comply with the SIP for ozone. No significant impact would occur.

Based on the 2004 Estimated Annual Average Emissions reported by the ARB in their emissions budget database for the SDAB, offroad equipment NO_x emissions are estimated at 35.63 tons per day, and onroad vehicle emissions are estimated at 118.54 tons per day. Maximum daily emissions of NO_x from offroad equipment are 329.13 lbs/day or 0.165 tons per day (0.46 percent of the total SIP budget); and maximum daily emissions of NO_x from onroad equipment are 29.43 lbs/day or 0.0147 tons per day (0.01 percent of the total SIP budget). Thus, the maximum daily NO_x emissions associated with project construction are within the SDAB SIP budget for NO_x emissions and would comply with the SIP for ozone.

The PM₁₀ emissions associated with the Phase B grading activities would be significant, and mitigation would be required.

Impact 5.4-1: Grading activities during Phase B (the largest construction phase) would result in significant daily fugitive dust emissions.

Diesel exhaust particulate matter is known to the state of California as carcinogenic compounds. The risks associated with exposure to substances with carcinogenic effects are typically evaluated based on a lifetime of chronic exposure, which is defined as 24 hours per day, 7 days per week, 365 days per year, for 70 years. The California Office of Environmental Health Hazard Assessment has not identified an acute reference exposure level. Because diesel exhaust particulate matter is considered to be carcinogenic, long-term exposure to diesel exhaust emissions has the potential to result in adverse health impacts. However, because project construction would occur over a short term (i.e. over an eight-year period) and would not be conducted over an entire 70 year period, diesel emissions would be temporary and would not be expected to cause a long-term impact to sensitive receptors in the project vicinity.

Project construction would also not result in emission of any odor compounds that would cause a nuisance or significant impact to nearby receptors. The impacts associated with construction of the proposed project are not considered significant.

Operational Impacts

Operational emissions would be mainly associated with project traffic. As shown by Table 5.4-5, above, operation emissions associated with the project traffic would exceed the screening criteria for CO and ROGs for all phases, and for NO_x for Phases B through D. As discussed under Issue 1, the project would not result in the formation of CO “hot spots” and would not exceed the City’s significance criteria. The project would not conflict with the RAQS or SIP.

The project also involves extending the CUP and moving the existing concrete batch and asphalt plants to the southeastern corner of the project site. Operation of the concrete batch and asphalt plants would contribute air emissions, including substances that are categorized by the state of California as toxic air contaminants (TACs). The main emission source at the asphalt plant would be the exhaust from the hot mix dryer and loading operations. For the concrete batch plant, the main source of emissions would be the handling and loading of concrete material and transfer to trucks. Emissions from the concrete and hot mix asphalt plants are estimated to be above the daily screening-level criteria for NO_x and PM₁₀, but below the daily criteria for CO, ROGs, SO_x, and PM_{2.5}, and below the annual criteria for all pollutants. Because the facilities would be permitted by the APCD, they would be required to demonstrate to the APCD that they would not have a significant impact on the ambient air quality. (see Section 5.7, *Health and Safety*, for a detailed discussion on the potential risks associated with the concrete batch and asphalt plants).

The project includes construction of a packaged recycled water facility to provide for the majority of the project’s non-domestic landscape needs. The packaged recycled water facility would be fully enclosed, either in an above-grade structure or underground. The packaged recycled water facility would not generate emissions that would require an Air Pollution Control Board (APCD) permit. Therefore, potential impacts associated with air quality would be related to the potential creation of objectionable odors affecting a substantial number of people. The “closed system” design of the facility effectively eliminates the release of odors through the use of a carbon filtration system and therefore any potential impact is below a level of significance. As a condition of the construction of the treatment facility, an odor control system shall be incorporated into the plant design. No significant air quality impacts are anticipated.

Significance of Impacts

Emissions associated with construction activities would exceed the significance thresholds for ROG, NO_x, and PM₁₀. However, emissions of ROG and NO_x would be within the SIP budget for offroad emissions and would not cause or contribute to a violation of the ozone standard. These impacts to air quality are considered less than significant. Construction emissions of PM₁₀ are considered significant but temporary. ~~Additionally, the concrete and hot mix asphalt plants would be operating during construction. The maximum daily emissions associated with simultaneous construction and concrete and asphalt plant operation would be above the significance threshold for CO, ROGs, NO_x, PM₁₀, and PM_{2.5}. This impact would, however, be temporary in duration.~~ Emissions from operational activities of the project would not exceed the significance thresholds, and no significant impact would occur.

Mitigation Measures

The following mitigation measures have been identified for impacts to air quality.

MM 5.4-1: The project shall implement best management practices to reduce the amount of fugitive dust generated from construction of the proposed project, and their respective control efficiencies (Based on control efficiencies provided in the SCAQMD CEQA Air Quality Handbook, Table 11-4). The BMPs and their respective control efficiencies include the following:

- Multiple applications of water during grading between dozer/scrapper passes – 34-68%
- Watering or chemical stabilization of unpaved internal roadways after completion of grading – 92.5%
- Use of sweepers or water trucks to remove “track-out” at any point of public street access – 25-60%
- Termination of grading if winds exceed 25 mph – not quantified
- Stabilization of dirt storage piles by chemical binders, tarps, fencing or other erosion control – 30-65%
- Hydroseeding of graded residential lots – 30-65%

Significance of Impact following Mitigation

Implementation of Mitigation Measure MM5.4-1 would reduce construction air quality impacts to below a level of significance.

Issue 3

Would the project's construction activities exceed 100 pounds per day of Particulate Matter (dust)?

Impacts

Construction activities, which include soil disturbance dust emissions and combustion pollutants from on-site construction equipment, as well as from off-site trucks that haul dirt, cement or building materials, create a temporary addition of pollutants to the local air basin. These emissions vary among construction projects, but are generally highest near the construction site. Due to their temporary nature, construction activities have often been considered as having a less than significant

air quality impact. However, the cumulative impact of all simultaneous construction in the basin is a major contributor to the overall pollution burden, especially for particulate matter. A number of current APCD strategies focus on dust control and the use of cleaner off-road equipment to reduce the role of construction in the poor air quality of the region.

San Diego is a non-attainment area for PM₁₀ per state standard. In order to model emissions from the proposed project, it was assumed that only application of water during grading activities would be used to control particulate emissions and that this would provide a control efficiency of 51 percent. While other best management practices would be implemented during actual construction activities, this provided the most conservative estimate for particulate matter emissions. As discussed under Issue 2 above, the following fugitive dust emissions were assumed to be associated with the project phases:

- Phase A – 160 lbs/day
- Phase B – 192.5 lbs/day
- Phase C – 160 lbs/day
- Phase D – 62.5 lbs/day

As shown by Table 5.4-7 (see Issue 2, above), the estimated PM₁₀ emissions during the grading activities of the project construction would exceed 100 pounds per day. This impact is the same as Impact 5.4-1 above (see above).

Significance of Impacts

Construction activities associated with grading of the project would result in greater than 100 pounds per day of dust emissions. PM₁₀ impacts are considered significant.

Mitigation Measures

The project's construction activities would exceed 100 pounds per day of particulate matter. Mitigation measure 5.4-1 has been identified to reduce this impact.

Significance of Impact Following Mitigation

Implementation of Mitigation Measure MM5.4-1 would reduce construction air quality impacts to below a level of significance.

Issue 4

Since the project proposes a phased redevelopment of the existing mining site, would the on-going mining operations create air quality impacts potentially resulting in health risks to sensitive users (such as adjacent residents)?

Impacts

Currently, there are approved Reclamation Plans for the project site associated with the on-going mining operations. The approved Reclamation Plans shows that, upon completion of mining, the site would be reclaimed as a relatively flat pad, with a gradient ranging between one and four percent, rimmed by steep mined slopes ranging in height from 62 feet to more than 220 feet. The slopes would be at a 1 ½ : 1 ratio with eight-foot benches every 30 feet. The approved Reclamation Plans are anticipated to extend from 2006 through 2010 and involve earthwork and transport of excess materials from the site. As described in Section 3.0, *Project Description*, the proposed project would alter the approved Reclamation Plans to reflect grading proposed as part of the project and to retain more material on-site for use in terracing the site. In addition, the asphalt and concrete plants would be relocated to the southeast corner of the project site to continue as an interim use until 2022. Table 5.4-9, *Equipment Requirements of the Current Reclamation Plan*, presents estimates of the heavy equipment required to implement the approved Reclamation Plan.

Under the approved Reclamation Plans, a total 2.4 million cubic yards of material would be removed from the site, over a four-year period from 2006 through 2010, with 0.6 million cubic yards of material removed each year. Assuming 250 workdays per year, with each truck carrying 12.5 cubic yards of material, the current Reclamation Plans would generate approximately 400 truck trips per day (200 truck trips in each direction) to transport material offsite.

**Table 5.4-9.
Equipment Requirements of the Current Reclamation Plan**

Equipment	Number
Cat 637 Scrapers	10
Cat D-10 Dozer	1
Cat D-9 Dozer	1
Cat 834 RTDs	2
Cat 824 RTD	1
Steiger Agricultural Tractor	1
Water Trucks	2
Fuel Lube Truck	1
Mechanic Service Trucks	2-5
Cat 980 Loader	1

Table 5.4-10, *Estimated Construction Emissions – Current Reclamation Plans*, presents emissions associated with mining and the current Reclamation Plan, based on equipment required for the implementation plan and truck trips estimated to transport materials off site. As shown by Table 5.4-10, the NO_x emissions would be expected to exceed the City's significance criteria for the site's approved Reclamation Plans.

Table 5.4-10.
Estimated Construction Emissions - Current Reclamation Plan

Emission Source	CO	ROGs	NO _x	SO _x	PM ₁₀	PM _{2.5}
lbs/day						
Fugitive Dust – Materials Handling	-	-	-	-	63.50	13.34
Heavy Equipment Exhaust	160.77	44.75	837.31	0.66	20.22	18.00
Heavy Duty Trucks	60.9923.10	11.916.08	154.9690.43	0.170.19	7.562.96	7.482.93
Worker Travel – Vehicle Emissions	10.3644.12	0.720.58	0.924.05	0.010.04	0.080.07	0.080.07
TOTAL	232.12194.99	57.3851.44	993.19928.79	0.840.86	91.3686.75	38.9034.34
Significance Criteria	550	137	250	250	100	55
Significant?	No	No	Yes	No	No	No

As part of the proposed project, the approved Reclamation Plans for the site would be modified to retain the overburden on site for fill material. Thus, the truck trips and heavy equipment emissions would be reduced from the emissions presented in Table 5.4-10. Table 5.4-11, *Estimated Construction Emissions – Proposed Reclamation Plan*, presents an estimate of emissions associated with the proposed revised Reclamation Plan, along with a summary of the net emission reductions realized from the implementation of the revised plan. If approved, the proposed Reclamation Plan would result in fewer emissions than the current Reclamation Plans; however, the NO_x emissions would still exceed the significance criteria.

Table 5.4-11.
Estimated Construction Emissions - Proposed Reclamation Plan

Emission Source	CO	ROGs	NO _x	SO _x	PM ₁₀	PM _{2.5}
lbs/day						
Fugitive Dust	-	-	-	-	63.50	13.34
Heavy Equipment Exhaust	157.92	43.76	817.96	0.64	19.76	17.59
Worker Travel - Vehicle Emissions	11.12	0.58	1.05	0.01	0.07	0.07
TOTAL	169.04	44.34	819.01	0.65	83.33	31.00
<i>Net Emissions Decrease</i>	<i>25.9563.08</i>	<i>7.0713.04</i>	<i>401.78174.18</i>	<i>0.240.19</i>	<i>3.428.03</i>	<i>3.347.90</i>

Sensitive users include residents, school children, and wildlife species. Phase A of the proposed Quarry Falls Specific Plan would include 2,171 multi-family units and 306 senior housing units, thereby introducing sensitive users to the project site. Phase A is anticipated to be implemented in 2008; therefore, there may be a short period of overlap between the end of implementation of the Reclamation Plan (through 2010) and occupancy of the first phase of the Quarry Falls project. During this time, the amount of equipment required for the Reclamation Plan would be reduced over the levels required in the early part of its implementation. Reclamation Plan operations would be short-term and temporary and would not result in significant air quality impacts.

Significance of Impacts

The on-going mining operations would result in less than significant air quality impacts on the exposure of sensitive users to air pollutant concentrations.

Mitigation Measures

Sensitive users would not be exposed to significant air quality impacts associated with the on-going mining operations. No mitigation measures are required.

5.5 NOISE

Giroux & Associates prepared a *Noise Impact Analysis* (June 7, 2007), which examines the potential for noise effect of the Quarry Falls project. The noise analysis is summarized in this section, and the entire report is included as Appendix D to this Program EIR.

5.5.1 Existing Conditions

Noise Descriptors

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is defined as unwanted sound. Acoustic energy is characterized by various parameters that describe the rate of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level or energy content of a given sound. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level.

The unit of sound pressure compared to the faintest sound detectable by a keen human ear is called a decibel (dB). Because sound or noise can vary in intensity by over one million times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Since the human ear is not equally sensitive to all sound frequencies within the entire noise spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions through a process called “A-weighting” and written as dB(A).

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time period (called L_{eq}), or, alternately, as a statistical description of the sound pressure level that is exceeded over a fraction of a given observation period. Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise measurement to derive the Community Noise Equivalent Level (CNEL). CNEL is the weighted average sound level that is calculated by the addition of +5 dB to hourly levels during the evening hours (7 PM – 10 PM), and the addition of +10 dB to nocturnal (10 PM – 7 AM) hourly levels. CNEL recognizes that noise annoyance is related to duration, how often the noise is present, how long it persists, and when it occurs.

Noise Standards

An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings, hotel and motel rooms. Structural attenuation of noise from the exterior to interior is found in standard construction practice to be 15 dB or higher if windows are closed. The ability to close windows to shut out noise requires supplemental ventilation in any affected noise-sensitive area. An exterior noise exposure of 60 dB CNEL or less usually allows the 45 dB CNEL interior standard to be met with no additional effort.

A noise level of 65 dB CNEL is the threshold where noise interferes noticeably with an ability to carry on a quiet conversation. An exterior noise exposure of 65 dB CNEL is therefore the most common noise and land use compatibility siting guideline for new residential dwellings in California. Although 65 dB CNEL is the most common exterior living area noise standard in most San Diego County

incorporated communities, many people find a 65 dB noise level intrusive and offensive. Recreational enjoyment of a pool, spa or patio is seriously diminished at such noise levels. Any noise attenuation measures in a high noise environment should aim for more than just meeting the 65 dB CNEL standard where possible.

The above considerations form the community noise and land use compatibility guidelines set forth in the Noise Element in the City of San Diego Progress Guide and General Plan. The guidelines are based primarily on noise and land use recommendations from the State Department of Health Office of Noise Control. They are further modified based on the U.S. Department of Housing and Urban Development (HUD) document entitled "Planning Guidelines for Local Agencies."

The City of San Diego exterior noise standard for residential uses is 65 dB CNEL. This standard applies to any usable outdoor space such as yards, patios, etc. If exterior noise levels in such areas exceed 65 dB CNEL, mitigation must be incorporated into project plans to attain a sub-65 dB CNEL exposure unless there are overriding considerations to approve residential use in an excessively noisy environment. Proposed office park uses are considered compatible with outdoor noise levels up to 70 dB CNEL, and commercial retail uses are acceptable up to 75 dB CNEL. However, unless there are outdoor uses such as dining patios or other public assembly, such uses are generally interior to structures designed to adequately attenuate exterior noise.

The 65 dB CNEL exterior noise standard applies to required usable open space. Community recreational facilities or private decks, patios, etc. are afforded maximum noise protection under City of San Diego guidelines. If noise-protected community recreational facilities are sufficiently large as to meet the minimum outdoor space requirement for the complex, individual decks and patios are treated as "excess" space not requiring individual mitigation even if future noise exposures at area build-out were to exceed 65 dB CNEL.

In addition to exterior noise standards, the California Building Code specifies, and the City of San Diego Building Department enforces, the requirement that interior noise levels in all multiple occupancy dwellings achieve 45 dB CNEL. The Code also requires that wall assemblies, "party walls," between dwelling units or between dwelling units and common areas achieve adequate inter-unit noise reduction. "Party walls" must be sound rated with a sound transmission class (STC) of 50 or higher. Floor and ceiling assemblies between stacked units must also be noise rated at STC=50 or higher. Such assemblies must similarly resist impact noise propagation from footfall, dropped objects, etc. Floor and ceiling separation units must have an impact isolation class (IIC) rating of 50 or more. STC and IIC compliance are generally verified when building plans are submitted for plan check.

CNEL-based standards apply to those sources that are exempt from local control such as roadway traffic, trains, aircraft, etc. Because a local jurisdiction cannot regulate the noise generation by the source, it exercises land-use authority by determining the type of use and the level of noise protection to be incorporated into the receiving property. Those sources that are amenable to direct regulation are detailed in the City of San Diego Municipal Code. In Section 59.5.0401, noise standards are shown for noise emanating from one property and crossing the property line of another property. Table 5.5-1, *City of San Diego Noise Standards*, summarizes the City noise standards for various zoning classifications. When there are two dissimilar adjacent land uses, the arithmetic mean of the two standards applies.

Table 5.5-1.
City of San Diego Noise Standards (dB L_{eq})

Municipal Code Ordinance 59.5.0401	Allowable Level		
Land Use	7:00 AM – 7:00 PM	7:00 PM – 10:00 PM	10:00 PM – 7:00 AM
1. Single Family Residential	50	45	40
2. Multi-Family Residential (Up to a maximum of 1/2000)	55	50	45
3. All other Residential	60	55	50
4. Commercial	65	60	60
5. Industrial or Agricultural	75	75	75
Municipal Code Ordinance 59.5.0404	Time Limits	Performance Standards	
Construction Noise	7:00 AM – 7:00 PM (Monday-Saturday) *Sundays/Holidays	75 dB – 12 hours	

*Sundays/Holidays—construction not allowed

The proposed project would include a mix of residential, commercial, and light industrial/office uses. Currently, the project site is the location of an on-going resource extraction operation and asphalt and concrete processing plants. The aggregate extraction and processing may continue for a short period during the initial phase of development. The existing asphalt and concrete plants are proposed to be reconfigured and isolated with earthen berms from view and from line of sight conditions within the proposed new Quarry Falls development by the end of 2008. Existing plants may operate at their present location for a period of time until the site within the Quarry District for their relocation is completed. The reconfigured and relocated batch plants are proposed to operate until around 2020 when Phase D construction and occupancy is anticipated.

Assuming that the residential uses would be multi-family and that nocturnal operations (pre-7 AM) may occur at various on-site uses during the transitional phased development period, the following noise standards would apply to the interface of development and operations of the asphalt and concrete plants:

Industrial/Commercial	67.5 dB
Industrial/Residential	62.5 dB
Commercial/Residential	55.0 dB

If aggregate extraction and processing were restricted to the hours of 7 AM to 10 PM, the noise ordinance standard would be adjusted upward because of lesser noise sensitivity. The industrial/commercial daytime interface standard is 70 dB Leq, and the industrial/multi-family standard is 65 dB Leq from 7 AM to 10 PM.

Sensitive Receptors

Noise sensitive receptors are generally considered to be human activities or land uses that may be subjected to the stress of significant interference from noise. Land uses that are associated with sensitive receptors often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries. Residential uses currently exist within Mission Valley and Serra Mesa proximate to the project site. The residential uses proposed by the project would introduce sensitive

receptors (residents) to the project site, and increase the population of noise sensitive receptors in the area.

Non-human species (e.g. wildlife species) are also potential noise sensitive receptors. Noise studies have shown that many species experience stress due to high noise levels. Single event noise peaks may induce fright response, and chronically elevated noise may interfere with communication or mask predator noise. A noise impact assessment must thus consider both the baseline noise environment, as well as the post-project buildout conditions.

Existing Baseline Noise

Existing noise levels in the project vicinity derive from a variety of sources, including freeways, aircraft, nearby commercial developments, and arterial roadway traffic. Current on-site aggregate operations (extraction, processing and building materials batching) are an additional site-specific noise source. The proposed project occupies 230.5 acres and would be builtout in four phases. The aggregate mining and asphalt and concrete plant operations would be phased out with the new development over the build-out period.

A noise measurement program was conducted in 2003 at several Serra Mesa locations near the western end of the proposed project. The location of these sites relative to the variety of noise sources found in the area is similar to a number of other locations on the northern perimeter of the proposed project site. The measured noise levels were 60-61 dB CNEL from traffic and active industrial activities at the current batch plants and the rock processing plant. Such noise is less than the City's residential standard of 65 dB CNEL.

Aggregate operations noise was measured at the nearest Serra Mesa homes to be in the mid-50 dB Leq range. Proposed project residences, however, would have lesser set-back to on-site operations until such activities cease as the resource is depleted. They may be exposed to industrial activity noise levels that approach or exceed the most stringent applicable ordinance standard in certain instances. Even if the ordinance standard of 62.5 dB Leq is met, various industrial activity noises generated before 7 AM may be perceived as a nuisance to sleeping residents. A more stringent standard than minimum ordinance compliance is, therefore, necessary in defining noise impact significance if possible late night/early morning nuisance noise impacts are to be minimized.

5.5.2 Impact Analysis

Impact Threshold

The City of San Diego Development Services Department Significance Determination Thresholds (City of San Diego 2007) are used to determine whether project noise could have a significant impact. Thresholds are provided for traffic-generated noise, HUD-Funded projects and noise, airport noise, noise from adjacent stationary uses, impacts to sensitive wildlife, construction noise, and noise/land use compatibility. The relevant noise thresholds for the project are as follow:

a. Interior and Exterior Noise Impacts from Traffic Generated Noise

City Table K-3
Traffic Noise Significance Thresholds
 (db(A) CNEL)

Structure of Proposed Use that would be impacted by Traffic Noise	Interior Space		Exterior Useable Space ¹	General Indication of Potential Significance
	Interior Space	Interior Space		
Single-family detached	45 dB	65 dB	65 dB	Structure or outdoor useable area ¹ is < 50 feet from the center of the closest (outside) lane on a street with existing or future ADTs > 7,500
Multi-family, schools, libraries, hospitals, day care, hotels, motels, parks, convalescent homes.	Development Services Department (DSD) ensures 45 dB pursuant to Title 24			
Offices, Churches, Business, Professional Uses	n/a	70 dB		Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs ≥ 20,000
Commercial, Retail, Industrial, Outdoor Spectator Sports Uses	n/a	75 dB		Structure or outdoor usable area is ≤ 50 feet from the center of the closest lane on a street with existing or future ADTs ≥ 40,000

¹ Exterior usable areas do not include residential front yards or balconies, unless the areas such as balconies are part of the required usable open space calculation for multi-family units.

b. Noise from Adjacent Stationary Uses (Noise Generators)

A project which would generate noise levels at the property line which exceed the City's Noise Ordinance Standards is considered potentially significant (such as a carwash or projects operating generators or noisy equipment).

If a non-residential use, such as commercial, industrial or school use, is proposed to abut an existing residential use, the decibel level at the property line should be the arithmetic mean of the decibel levels allowed for each use as set forth in Section 59.5.0401 of the Municipal Code. Although the noise level above could be consistent with the City's Noise Ordinance Standards, a noise level above 65 dB(A) CNEL at the residential property line could be considered a significant environmental impact.

c. Impacts to Sensitive Wildlife

Noise mitigation may be required for significant noise impacts to certain avian species during their breeding season, depending upon the location of the project such as in or adjacent to an MHPA, whether or not the project is occupied by the California gnatcatcher, least Bell's vireo, southern willow flycatcher, least tern, cactus wren, tricolored blackbird or western snowy plover, and whether or not noise levels from the project, including construction during the breeding season of these species would exceed 60 dB(A) or existing ambient noise level if above 60 dB(A). In addition, please note that significant noise impacts to the California gnatcatcher are only analyzed if the project is within or adjacent to an MHPA; there are no restrictions for the gnatcatcher outside the MHPA any time of year.

d. Construction Noise

Construction noise which exceeds 75 dB(A) L_{eq} at a sensitive receptor would be considered

significant. Construction noise levels measured at or beyond the property lines of any property zoned residential shall not exceed an average sound level greater than 75 dB during the 12-hour period from 7:00 AM to 7:00 PM. In addition, construction activity is prohibited between the hours of 7:00 PM of any day and 7:00 AM of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays, that would create disturbing, excessive, or offensive noise unless a permit has been applied for and granted beforehand by the Noise Abatement and Control Administrator, in conformance with San Diego Municipal Code Section 59.5.0404.

Additionally, where construction noise would substantially interfere with normal business communication, or affect sensitive receptors, such as day care facilities, a significant noise impact may be identified.

e. Noise/Land Use Compatibility

Noise is one factor to be considered in determining whether a land use is compatible. Land use compatibility noise factors are presented in Table K-4. Compatible land uses are shaded. Incompatible land uses are unshaded. The transition zone between compatible and incompatible should be evaluated by the environmental planner to determine whether the use would be acceptable or not based on all available information and the extent to which the noise would affect the proposed operation.

Three noise concerns are typically identified with land use intensification such as that proposed for Quarry Falls. Possible noise impacts can be associated with temporary construction activity noise, noise impacts from project-related traffic or other activities upon the environment, and noise constraints from the acoustic environment that may be imposed upon the project. For the proposed Quarry Falls project, two other noise concerns are evaluated: noise impacts from the on-going mining operations that may overlap the initial development phase, and longer term noise impacts that may be associated with operation of the asphalt and concrete plants once they are re-located. These impacts are evaluated below.

**CITY TABLE K-4
CITY OF SAN DIEGO NOISE LAND USE COMPATIBILITY CHART**

Annual Community Noise Equivalent Level (in decibels)							
Land Use	50	55	60	65	70	75	
1. Outdoor Amphitheaters (may not be suitable for certain types of music)	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
2. Schools, Libraries	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
3. Nature Preserves, Wildlife Preserves	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
4. Residential-Single Family, Multiple Family, Mobile Homes, Transient Housing	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
5. Retirement Home, Intermediate Care Facilities, Convalescent Homes	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
6. Hospitals	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
7. Parks, Playgrounds	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
8. Office Buildings, Business and Professional	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
9. Auditoriums, Concert Halls, Indoor Arenas, Churches	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
10. Riding Stables, Water Recreation Facilities	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
11. Outdoor Spectator Sports, Golf Courses	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
12. Livestock Farming, Animal Breeding	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
13. Commercial-Retail, Shopping Centers, Restaurants, Movie Theaters	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
14. Commercial-Wholesale, Industrial Manufacturing, Utilities	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
15. Agriculture (except Livestock), Extractive Industry, Farming	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
16. Cemeteries	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible



Compatible - The average noise level is such that indoor and outdoor activities associated with the land use may be carried out with essentially no interference from noise.



Incompatible - The average noise level is so severe that construction costs to make the indoor environment acceptable for performance of activities would probably be prohibitive. The outdoor environment would be intolerable for outdoor activities associated with land use.

Source: Progress Guide and General Plan (Transportation Element)

Issue 1

Would the implementation of the project subject residential, recreation-use areas or other sensitive receptors to excessive traffic noise levels?

Impacts

Off-Site Traffic Noise Impacts. Traffic noise from the project would result from the 66,286 driveway trips per day the project is anticipated to generate. Of the total driveway trips, 52,332 trips would be cumulative external trips. Because build out of Quarry Falls would occur in four phases, daily trips would be generated incrementally over time as each phase is implemented.

Traffic noise along 69 roadway segments outside the project site was calculated using the federal highway traffic noise prediction model. The existing traffic noise was calculated in terms of CNEL. Individual project impacts were calculated by comparing the noise increase of each phase of development with the conditions that would occur without the project. Cumulative future impacts were calculated by comparing horizon year (2030) with-project versus existing no-project conditions. The results of this analysis for all 69 roadway segments is presented in the appendix to the *Noise Impact Analysis* included as Appendix D to this Project EIR. Build-out of the project (Year 2020) would be considered the worst case scenario for noise associated with the project, as it is at that time that largest traffic volumes due to the project would occur.

With implementation of the Quarry Falls project, a substantial increase in noise levels would occur on one segment: Mission Center Road, located outside the perimeter of the project between Mission Valley Road and Friars Road. There are no noise-sensitive land uses along this roadway segment, and therefore significant impacts would not occur. The project proposes residential uses along the east side of Mission Center Road. These residential units may require noise mitigation to ensure that noise standards are not violated.

Impact: 5.5-1 Noise impacts could occur for future residential units within Quarry Falls located on Mission Center Road, between Mission Valley and Friars Roads.

The following two segments would have a cumulative increase in noise level due to a combination of project-related traffic and cumulative growth: Qualcomm Way between Friars Road and Rio San Diego Drive and Fenton Parkway between Friars Road and Rio San Diego Drive. There are no sensitive receptors on the segment of Qualcomm Road, between Friars Road and Rio San Diego Drive; therefore, no off-site noise impacts would be considered significant.

Residential development located along Fenton Parkway is within the Mission City Specific Plan area. An EIR was prepared for the Mission City project (March 3, 1998) which included an assessment of future noise impacts on Fenton Parkway (Street "A") and determined that potentially significant noise impacts due to future traffic volumes on Street "A" could occur for residential units located with 125 feet of the roadway. Build-out traffic volumes assumed for Fenton Parkway in the Mission City EIR were 18,000 ADT. The Quarry Falls project traffic study predicts that build-out traffic volumes on Fenton Parkway will be 22,744 ADT. Because noise is logarithmically proportional to traffic volumes, the noise difference between 18,000 ADT and 22,744 ADT is inconsequential. The calculated noise level at 50 feet from the Fenton Parkway centerline for a 45 mph travel speed is 70.4 dB CNEL with a 65 dB

CNEL contour distance of 115 feet from the centerline. At 22,744 ADT, the noise level will be 71.4 dB CNEL with a contour distance of 129 feet from the centerline. The 1.0 dB difference is imperceptible to humans, and the adjusted contour distance is within four feet of the mitigation requirement specified in the Mission City EIR. In order to mitigate significant noise impacts, the following mitigation measure was made a requirement of the Mission City project which is still applicable based upon updated traffic projections:

“Prior to the issuance of any building permits, noise studies shall be completed for all residential development within . . . 125 feet from either side of . . . “A” Street [Fenton Parkway]. . . These studies shall identify barriers or architectural features necessary to attenuate interior and exterior noise levels to the appropriate level. These measures shall be implemented during development.”

Therefore, mitigation required as part of the Mission City project would adequately attenuate cumulative noise levels associated with traffic on Fenton Parkway, which are based upon area buildout ADTs.

On-Site Exterior Traffic Noise Impacts. For typical San Diego auto/truck and day/night traffic mixes, the 65 dB CNEL contour distance from the roadway centerline extends as follows:

Traffic Volume	5,000 ADT	10,000 ADT	20,000 ADT	30,000 ADT
To 65 CNEL ^a	50 feet	100 feet	200 feet	300 feet
To 65 CNEL ^b	50 feet	80 feet	125 feet	165 feet

^a – acoustically “hard” site across pavement or to elevated receivers

^b – acoustically “soft” site across landscaping or irregular surfaces

As the project develops, traffic on the internal street network would generate noise that could affect sensitive users. Noise levels for new project vicinity roadways were calculated using the federal highway traffic noise prediction model (FHWA-RD-77-108) for San Diego County arterial traffic (truck) mixes and day and night distributions for a 45 mph travel speed. Table 5.5-3, *On-Site Traffic Noise Impact Analysis*, summarizes on-site traffic noise levels. As shown, build-out traffic noise levels would be near 70 dB CNEL at 50 feet from the roadway edge throughout the proposed development in areas of planned residential growth.

Build-out traffic noise levels on interior project roadways would be near 70 dB CNEL at 50 feet from the roadway centerline. Qualcomm Way would experience noise levels greater than 70 dB CNEL but has only planned commercial uses adjacent such that no mitigation would be required. Development along interior streets may require enhanced traffic noise mitigation in order to avoid impacts, if outdoor space used to meet useable private open space requirements occurs in these areas. Setbacks, home orientation, grade separation and/or sound walls would be required for noise attenuation.

Impact 5.5-2: Build-out traffic noise levels would exceed City standards for useable outdoor space along portions of the internal street network. If private open space areas are used to meet City requirements for open space, noise levels for private open space that abuts Quarry Falls Boulevard, Via Alta or Franklin Ridge Road (internal roadways), or abuts I-805, Friars Road, or Mission Center Road (external perimeter roads) would exceed City standards.

**Table 5.5-2.
On-Site Traffic Noise Impact Analysis**

Roadway Segment	dB CNEL – 50' from Centerline	Distance to 65 CNEL - Soft Site	Distance to 65 CNEL - Hard
Mission Center Rd:			
Mission Valley-Friars	72.4	156	275
Qualcomm Way			
Friars Road – Quarry Falls	72.0	150'	250'
Quarry Falls Blvd.			
Mission Center-Street 1	69.5	100'	140'
Street 1-Via Alta	69.2	95'	130'
Via Alta-Russell Park Way	69.4	100'	140'
Russell Park-Community	69.4	100'	140'
Community Lane-Qualcomm	70.4	115'	175'
Qualcomm-Franklin Ridge	68.0	80'	100'
Via Alta			
Quarry Falls-Franklin Ridge	67.6	75'	90'
Franklin Ridge Road			
Russell Park Way-Via Alta	65.3	55'	55'
Russell Park Way			
Friars Road-Street 1	68.3	85'	105'
Street 1-Quarry Falls Blvd.	66.7	65'	75'

Portions of Quarry Falls Park would front on Quarry Falls Boulevard. The water feature and the Civic Center entry court and parking would be closest to the roadway edge. More active recreation areas would be substantially set back from the roadway. The distance of the 65 dB CNEL contour from the Quarry Falls centerline (the active park activity noise standard in the City of San Diego) is calculated as follows:

Travel Speed	Noise Level	
	CNEL @ 50'	65 dB contour
45 mph	69.5 dB	99'
40 mph	68.2 dB	82'
35 mph	66.8 dB	66'
30 mph	65.6 dB	55'
25 mph	63.9 dB	42'

At worst, the traffic noise footprint into the park may extend to approximately 100 feet from the Quarry Falls Boulevard roadway centerline. Noise impacts to park uses within 100 feet of the roadway centerline would be considered significant.

Impact 5.5-3: Build-out traffic noise levels would exceed City standards for park uses along portions of Quarry Falls Boulevard. Future park development that abuts Quarry Falls Boulevard would be potentially impacted.

On-Site Interior Traffic Noise Impacts. Habitable rooms directly adjacent to internal or perimeter roadways with building façade noise levels exceeding 60 dB CNEL must demonstrate adequate noise attenuation to meet the City's 45 dB CNEL interior standard at the time of plan check. The traffic level required to generate 60 dB CNEL at the upstairs building facade is relatively low, seen as follows:

Set-back Distribution	50 feet	75 feet	100 feet	150 feet
35 mph	3,020 ADT	4,570 ADT	6,030 ADT	9,120 ADT
40 mph	2,190 ADT	3,310 ADT	4,370 ADT	6,610 ADT
45 mph	1,620 ADT	2,460 ADT	3,240 ADT	4,900 ADT

The building façade noise levels at Quarry Falls residences closest to project interior roadways would be 65-70 dB CNEL. Therefore, reductions of 20-25 dB would be necessary to achieve the City standard of 45 dB CNEL in habitable space. Table 5.5-3, *Typical Hierarchy of Structural Noise Mitigation*, shows typical noise mitigation measures and their associated reduction in noise levels. Interior noise levels would meet City standards with an adequate margin of safety with standard construction practice, as long as roadway perimeter units have the option to close their windows to shut out roadway noise. Any proposed residential uses that experience exterior levels of 60 dB CNEL or more are considered potentially noise-impacted.

Table 5.5-3.
Typical Hierarchy of Structural Noise Mitigation

Exterior to Interior Reduction Desired (dB)	Measure(s) Needed
0-10	None
10-20	Close single-paned windows facing roadway. Provide supplemental ventilation.
20-25	Close standard dual-paned windows. Provide supplemental ventilation.
25-30	Close slightly upgraded dual-paned windows. Provide supplemental ventilation. Baffle exterior vents and line ducts with absorbers.
>30	Custom upgrades (dual layer drywall, triple-paned windows, steel doors, etc.)

Impact 5.5-4: Interior noise levels at Quarry Falls residences closest to project interior roadways, could exceed City standards. Where exterior noise levels result in interior noise levels greater than 45 dB CNEL for habitable space, mitigation would be required.

The project includes construction of a packaged recycled water facility treatment plant to provide for the majority of the project's non-domestic landscape needs. The packaged recycled water facility would be fully enclosed, either in an above-grade structure or underground. The packaged recycled water facility treatment facility is not a significant noise generator, due to the "closed system" design. The location of the facility within a building or below grade would not result in a noise level above a level of significance; as such a design effectively attenuates noise to levels allowed by the Municipal Code for that respective zoning district(s). No significant noise impacts would result. As a condition of the construction of the treatment facility, a noise attenuation report shall be prepared to ensure appropriate attenuation

measures are incorporated into the plant design to ensure noise levels are within a level allowed by the Municipal Code.

Significance of Impacts

Project traffic would contribute to cumulative noise along Fenton Parkway between Friars Road and Rio San Diego Drive; however, no cumulatively significant noise impact would occur. Future development proposed on-site would potentially be affected by traffic noise associated with the internal street network. Mitigation would be required to reduce potential impacts to below significance.

Mitigation Measures

The following mitigation measures have been identified to reduce traffic-related noise impacts to below a level of significance:

MM 5.5-1/MM5.5-2

Outdoor recreational space that is considered as part of the minimum outdoor space requirement for any residential development shall be set back far enough from any internal project roadway forecast to carry enough ADT to cause the City's standard to be exceeded, or such space shall be protected by a solid barrier that interrupts the direct line of sight between a standing person and the roadway centerline. Such space shall be protected by a solid barrier that interrupts the direct line of sight between a standing person and the roadway centerline, or the travel speed on the adjacent roadway shall be no more than 35 mph. These calculations presume a direct line of sight between the roadway and the receiver. Final grading may create grade separations that would modify the needed level of noise attenuation. A subsequent noise study shall be prepared for each individual tract that delineates the locations of usable outdoor space and verifies that proposed noise mitigation (set-back or barriers) is adequate to achieve 65 dB CNEL.

MM 5.5-3

The traffic noise footprint into the Quarry Falls Park may extend to approximately 100 feet from the Quarry Falls Boulevard roadway centerline exceeding City noise standards for park uses. In order to mitigate this significant impact, one of the following measures will be implemented:

- Erect a six-foot high combination wall with a wood or stucco base and a transparent upper section at the southern edge of the recreation space, or,
- Establish a speed limit on Quarry Falls Blvd. that would maintain the 65 dB CNEL contour outside the recreation area, or,
- Pave the closest portion of Quarry Falls Blvd. with rubberized asphalt that would reduce traffic noise by over 5 dB to maintain the 65 dB CNEL contour within the roadway right of way.

MM 5.5-4

- a. All internal roadways shall be posted for a 35 mph speed limit.
- b. Any proposed residential uses where the combination of set-back, traffic volumes and travel speeds creates exterior levels of 60 dB CNEL or more are considered potentially noise-impacted by traffic noise. The degree of needed

structural attenuation will depend upon site-specific parameters to be determined at the time of construction. A subsequent acoustical analysis shall be required when site plans, floor plans and building elevations (especially window dimensions) are submitted in conjunction with the filing of building permits to verify incorporation of all noise control requirements on building and site plans. As a rule of thumb, structural noise attenuation is almost equal to the sound transmission class rating (STC) of the windows. For proposed residences close to project internal roadways, the façade exposure will be in the 65 – 70 dB CNEL range. Structural attenuation of 20 - 25 dB will be needed to meet City standards. STC ratings of most production-grade dual paned windows are 25 - 30. Interior noise levels can be mitigated to acceptable levels with a suitable margin of safety through dual-paned windows and supplemental ventilation to allow for window closure.

Significance of Impact following Mitigation

Implementation of Mitigation Measures MM 5.5-1, MM 5.5-2, and MM 5.5-3 would reduce traffic noise impacts to below a level of significance.

Issue 2

Would the construction activities associated with the project result in significant noise impacts to sensitive receptors?

Construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by site clearing and grading, then by foundation construction, and finally for finish construction. The earth-moving (grading) activities are the noisiest sources during construction with equipment noise ranging from 75 to 90 dB at 50 feet from the source. Because the site is pre-graded from previous aggregate extraction and processing uses, the amount of heavy equipment needed for site preparation would be less than what would be expected for an undisturbed site.

Spherically radiating point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance. Background daytime noise levels are around 60 dB. The quieter construction noise sources, therefore, drop below 60 dB by about 300 feet from the source, while the loudest sources could still be detectable above the local background beyond 1,000 feet from the construction area. Construction noise tends more to be perceptible from its noise peaks rather than the average.

Construction noise sources are not strictly relatable to a noise standard because they occur only during selected times and the source strength varies sharply with time. The weekday (including Saturday) hours from 7:00 AM to 7:00 PM are the times allowed in San Diego's Noise Ordinance for construction or grading except in an emergency. Precise construction phasing would depend upon market demands. The currently anticipated construction and occupancy phasing is as follows:

■ Phase A Construction	2009 – 2011	Phase A Occupancy	mid 2010+
■ Phase B Construction	2011 – 2014	Phase B Occupancy	late 2011+
■ Phase C Construction	2013 – 2016	Phase C Occupancy	early 2014+

- Phase D Construction 2019 – 2020 Phase D Occupancy mid 2020+

The peak noise from on-site construction equipment would be around 95 dB (L_{max}) at 50 feet from the source. Spreading losses would reduce this level to around 75 dB (L_{max}) at the nearest Serra Mesa homes. At existing off-site residences, construction noise would be at levels currently experienced from other sources (aggregate equipment, airplanes, sirens, etc.). Project-related construction equipment maxima are therefore no louder than maxima observed from other sources. Given the limited duration of required heavy equipment operations, such noise impacts are considered less than significant outside the project limits.

Within the Quarry Falls project, construction activities may occur in proximity to occupied homes as a result of project phasing (i.e., homes constructed in earlier phases may be occupied during construction of later phases). Phased construction would need to consider the limited distance separation between separate development parcels. However, because the City construction noise standard is a 12-hour standard, and because equipment locations vary over time, the zone of equipment noise impact is typically no more than 100 feet between source and receptor. If/when later phase construction occurs within 100 feet of any occupied residence, a significant noise impact would result.

Impact 5.5-5 Construction noise levels would be significant, if construction occurs within 100 feet of residences.

The proposed project also includes an option to locate a school site within Quarry Falls. If a school is developed within Quarry Falls and if it is occupied and in session, the possibility of construction noise intrusion into the learning environment would require additional analysis even if the school is outside the 75 dB performance standard noise envelope. The structural attenuation of modern air conditioned schools with thicker safety-glass windows (required by code) is 25-30 dB. An interior noise level of 50 dB is generally considered acceptable for classroom use (San Diego County General Plan). It is therefore unlikely that construction noise at less than 75 dB would interfere with classroom operations. Possible noise intrusion could result if quiet exterior instructional use occurs as part of the school operation. This would result in a significant impact.

Impact 5.5-6 Construction noise could significantly affect outdoor instructional use, if construction activities occur within 250 feet of a school.

Significance of Impacts

Construction noise could result in significant impacts to occupied housing within Quarry Falls, as well as outdoor instructional use associated with development of a school within Quarry Falls. Impacts to off-site residential development would not be significant.

Mitigation Measures

The following mitigation measures have been identified to reduce construction-related noise impacts to below a level of significance:

- MM 5.5-5**
- a. All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 7:00 AM to 7:00 PM Monday through Saturday and should utilize the quietest equipment available.

- b. All on-site construction equipment shall have properly operating mufflers and all construction staging areas shall be as far away as possible from any already completed residences.
- c. Prior to any notice to proceed, a noise mitigation plan would need to be developed and implemented to insure that the City's noise ordinance standard will not be exceeded. Components of such a plan would possibly include erecting temporary noise barriers, using smaller (quieter) earth-moving equipment, or insuring that no residents are present or that they have no opposition to such temporary operations for brief periods of time. With the restriction to hours of lesser sensitivity, and with enhanced mitigation if the set-back distance to heavy equipment operations is less than 100 feet, construction activity noise would create less-than-significant noise impacts.

MM 5.5-6 Construction activities occurring within 250 of a school shall be coordinated with school administrators to avoid conflicts with outdoor learning activities.

Significance of Impact following Mitigation

Implementation of Mitigation Measure MM 5.5.3 would reduce construction noise impacts to below a level of significance.

Issue 3

Would the on-going mining operations expose residents and visitors in the project area to noise levels that exceed City standards?

Impacts

The project would be developed in conjunction with on-going aggregate operations that are inherently noisy. As each of several areas has been mined out, it would be left ready to build into various mixed uses. Mining and rock crushing may occur for a short period when initial phases of residential development are beginning occupancy. The existing concrete and asphalt plants would eventually be relocated and modified to reduce noise generation during operations, and earthen berms would be created to attenuate noise at on-site residential and other land uses at the relocation site. Prior to relocation of the concrete and asphalt plants, residential development would begin in Phase A of the project. Residential uses developed in Phase A may be exposed to building product batching activity noise from the existing concrete and asphalt plants.

Many job sites require that concrete or asphalt be available at 7 AM, and some roadway projects apply paving at night to minimize commuting traffic conflicts. Rock crushing may be conducted at night when electricity rates are lower. The presence of residential uses in areas of industrial sand and gravel activity noise creates possible noise conflicts, especially during the night. If residential units are occupied within Quarry Falls, operations at the existing and relocated plant sites should not occur before 7 AM, unless it can be demonstrated that noise levels at occupied residential units would not exceed the City's noise standards for construction noise (see Table 5.5-1, *City of San Diego Noise Standards*).

Compliance with City of San Diego noise ordinance standards is considered the minimum level of required noise control at any project residences. For multi-family uses, the allowable nocturnal noise

level at the property boundary is 62.5 dB Leq near any sand and gravel operation occurring on the project site. Because just meeting the ordinance standard may not completely preclude the perception of a perceived noise nuisance during late night/early morning hours, a mitigation goal of a substantial extra margin of safety has been established. A level of 50 dB Leq or greater at night is judged to be potentially intrusive for quiet residential activities such as sleeping for multi-family uses. Noise standards that on-site industrial activities must meet at the nearest residential uses are therefore as follows (dB Leq):

	7 AM – 10 PM	10 PM – 7 AM
Noise Ordinance	65	62.5
Sleep Protection	n/a	50

Existing mining operations may overlap the initiation phased of development for up to one year. If this occurs, residential development planned as part of Phase A would be subject to significant noise levels from the on-going mining operations. Phase A residential development would experience significant noise impacts if it occurs within 2,000 feet of the mining operations, unless operations are limited to 7 AM to 10 PM. Even with the restriction of hours of operation, day time noise levels would be significant for homes located within 500 - 890 feet from the plant, depending on their location relative to actual plant activities.

Impact 5.5-7 Residential development in Phase A would experience significant noise impacts from existing mining operations, if mining operations overlap initial phases of development.

The existing concrete and asphalt plants may also continue to operate for a short period of time during initial project development until they are relocated to the southwest corner of the project site. If operations occur during the nighttime hours, using the more restrictive noise standard for nighttime hours, residential occupancy within 1,580 feet of a batch plant under line-of-sight conditions would experience significant noise levels. With a restriction to daytime hours, or with construction of a substantial berm capable of -15 dB of attenuation, the noise impact zone could be reduced to 280 feet from the plant.

Impact 5.5-8 Residential development in Phase A would experience significant noise impacts from the existing concrete and asphalt plants, if these plants are operating at their existing location during initial phases of development.

The existing batch plants would be relocated to the southeast portion of the project site (see Figure 3-17, *Existing and Proposed Batch Plants Locations*, and Figure 3-18, *Proposed Batch Plant Site Plan*). The asphalt and concrete plants have been identified as a “Special Treatment Area” in the Quarry Falls Specific Plan, and a special landscape buffer has been designed for this area. As stated in the Specific Plan, “Improvements which will be implemented to screen the visual aspects of this facility include an elevated berm. Landscaping improvements on the perimeter of the screen wall are proposed to include a combination of trees, understory planting and shrubs.” The Specific Plan also calls for the use of

large shade and evergreen trees as part of the buffer area. These measures would screen the plants from view and from line of sight conditions.

Once the mining operations cease and the concrete and asphalt plants are relocated, noise impacts to occupied residences in Phase A of development would be eliminated. Residential development in later phases would occur adjacent to the relocated plant site. Residential uses which are located within 500 feet of the proposed relocated plants would experience significant noise impacts.

Impact 5.5-9 Residential development adjacent to the relocated concrete and asphalt plants would experience significant noise impacts within 500 feet of the relocated plants.

Significance of Impacts

The on-going mining operations and concrete and asphalt plants may continue to operate for a short period of time during the initial phase of residential development. Significant noise impacts could occur if residential units are occupied while mining operations are being completed and before the concrete and asphalt plants are relocated. Operation of the proposed relocated asphalt and concrete plants would result in potentially significant noise impacts to residents, if development occurs within 500 feet of the relocated concrete and asphalt plants.

Mitigation Measures

The following mitigation measure has been identified to reduce potential noise impacts associated with residential development located proximate to the asphalt and concrete plant site to below a level of significance:

- MM 5.5-7(a)** The mining operations (rock crushing and grading) shall be limited to 7 AM to 7 PM upon occupancy of the first new residential unit for Quarry Falls Vesting Tentative Map #183196.
- MM 5.5-7(b)** Prior to issuance of building permits for new residential development within 2,000 feet of existing mining (rock crushing and grading activities), a noise mitigation plan shall be required that identifies modifications to limit noise levels to 65 dB Leq at the property line between 7 AM and 7 PM. A letter, verifying compliance with the 65 dB LEQ shall be prepared by a qualified acoustician and sent to the Mitigation, Monitoring and Coordination Section for review and approval prior to the occupancy of the residential units.
- MM 5.5-8(a)** Prior to issuance of building permits for new residential development within 1,580 feet of existing or relocated concrete and asphalt plant activities, a noise mitigation plan shall be required that identifies modifications to limit noise levels to 65 dB Leq at the property line between 7 AM and 7 PM. A letter, verifying compliance with the 65 dB Leq shall be prepared by a qualified acoustician and sent to the Mitigation, Monitoring and Coordination Section for review and approval prior to the occupancy of the residential units.

- MM 5.5-8(b)** Prior to the issuance of building permits for new residential development within 1,580 feet of the existing concrete and asphalt plant activities, a noise mitigation plan shall be required that identifies modifications to limit noise levels to 50 db Leq (presumed nuisance protection standard) between 7 PM and 7 AM. A letter, verifying compliance with the 50 db LEQ shall be prepared by a qualified acoustician and be sent to the Mitigation, Monitoring and Coordination Section for review and approval prior to the occupancy of the residential units.
- MM. 5.5-7 and 5.5-8** Existing mining, rock crushing, and concrete and asphalt plant activities shall cease operation no later than December 31, 2011, or no later than two years after the assurance of the first residential building permit.
- MM 5.5-9(a)** The hours of operation of the relocated concrete and asphalt plants shall be from 4 AM to 7 PM. Queuing of trucks shall be prohibited between the hours of 7 PM and 4 AM.
- MM 5.5-9(b)** The construction of the relocated concrete and asphalt plants shall incorporate earthen, landscaped berms and other noise attenuation features to interrupt the line of sight from future residential development.
- MM 5.5-9(c)** Prior to issuance of building permits for construction of the relocated concrete and asphalt plants, a noise mitigation plan shall be required that reduces/attenuates noise levels at the property line to 65 dB Leq between the hours of 7 AM and 7 PM by incorporating any of the following: limits on noise generating concrete and asphalt plant activities; noise attenuation screening of equipment; and state-of-the-art equipment (such as rock-handling noise reduction features). A letter, verifying compliance with the 65 dB Leq, shall be prepared by a qualified acoustician and sent to the Mitigation, Monitoring and Coordination Section for review and approval.
- MM 5.5-9(d)** Prior to issuance of building permits for construction of the relocated concrete and asphalt plants, a noise mitigation plan shall be required that reduces/attenuates noise levels at the property line of all future residentially zoned parcels to 50 dB Leq (presumed nuisance protection standard) between the hours of 4 AM and 7 AM by incorporating any of the following: limits on its hours of operations; limits on noise generating concrete and asphalt plant activities; earthen, landscaped berms; noise attenuation screening of equipment; and state-of-the-art equipment (such as rock-handling noise reduction features). A letter, verifying compliance with the 50 dB Leq, shall be prepared by a qualified acoustician and sent to the Mitigation, Monitoring and Coordination Section for review and approval.

Significance of Impact following Mitigation

Implementation of Mitigation Measures MM 5.5-7 and 5.5-9 would reduce noise impacts attributable to the asphalt and concrete plant operation to below a level of significance.

5.6 BIOLOGICAL RESOURCES

A *Biological Survey Report for the Quarry Falls Project*, dated September 2007, was prepared for the proposed project by *Consultants Collaborative, Inc.* in conformance with the City of San Diego Biological Guidelines. The report is based on general biological surveys, rare plant and animal surveys, and 2005 protocol California coastal gnatcatcher surveys conducted at the project site, and analyzes potential impacts and mitigation measures for the project. Updated field surveys were conducted on March 7, 2008 and June 6, 2008. Field surveys included both on- and off-site areas where potential impacts could occur.

Due to the on-going permitted mining operations, the analysis contained in the biology report considers the existing conditions to be the mass graded site that would exist at the end of mining activities and as shown on the approved Reclamation Plans. The contents of the biology report are summarized in this section, and a copy of the *Biological Survey Report for the Quarry Falls Project (June 2008)* is included in Appendix E to this Program EIR. Additionally, a *Wetland Habitat Enhancement, Mitigation and Monitoring Plan*, dated September 2007 and updated in June 2008, was prepared for the proposed project by *Consultants Collaborative, Inc.* A copy of the *Wetland Habitat Enhancement, Mitigation and Monitoring Plan for the Quarry Falls Project* is included in Appendix E2 of this Program EIR.

5.6.1 Existing Conditions

The approximately 230.5-acre project site is located within the City's MSCP and outside of the Coastal Overlay Zone and MHPA boundary. It is currently used for sand and gravel extraction activities and asphalt and concrete plants. The approved Reclamation Plans require the operator to leave the mining site as approximately 209 acres graded with a one to four percent upslope grade from Friars Road to the toe of the 1 ½ :1 cut slopes (see Figure 2-5, *Existing Approved Reclamation Plan*). For purposes of the biological resources analysis, it has been assumed that the approximate 209-acre area within the approved Reclamations Plan footprint has been graded. Therefore, only the remaining approximately 22 acres located outside of the Reclamations Plan footprint have the potential for impacts to biological resources.

Habitat

Under the MSCP, upland plant communities have been divided into four tiers of sensitivity. Upland plant communities that are classified as Tier I, Tier II, or Tier III are considered sensitive by the City. Tier IV plant communities are not considered sensitive. No vernal pools are located on-the project site or in off-site areas affected by the project.

Seven vegetation communities occur within the project site, as shown by Figure 5.6-1, *Biological Map*. As shown in Table 5.6-1, *Biological Resources On-Site*, these include 1.69 acres of disturbed habitat (Tier IV), 2.11 acres of coastal sage scrub (Tier II), 0.36 acres of mixed chaparral (Tier III A), 0.06 acres of disturbed wetlands, 17.08 acres of non-native grassland (Tier III B), and 0.56 acres of eucalyptus (Tier IV). Additionally, there are approximately 209 acres of developed area (the mining footprint).

In addition to development on the project site, the project would also involve improvements to an off-site drainage channel. Disturbed wetlands (0.12 acre) are located within the graded drainage channel surrounded by steep manufactured slopes and residential housing. The drainage is vegetated in non-native exotic species which preclude the proper conveyance of water through the area and into the San Diego River.

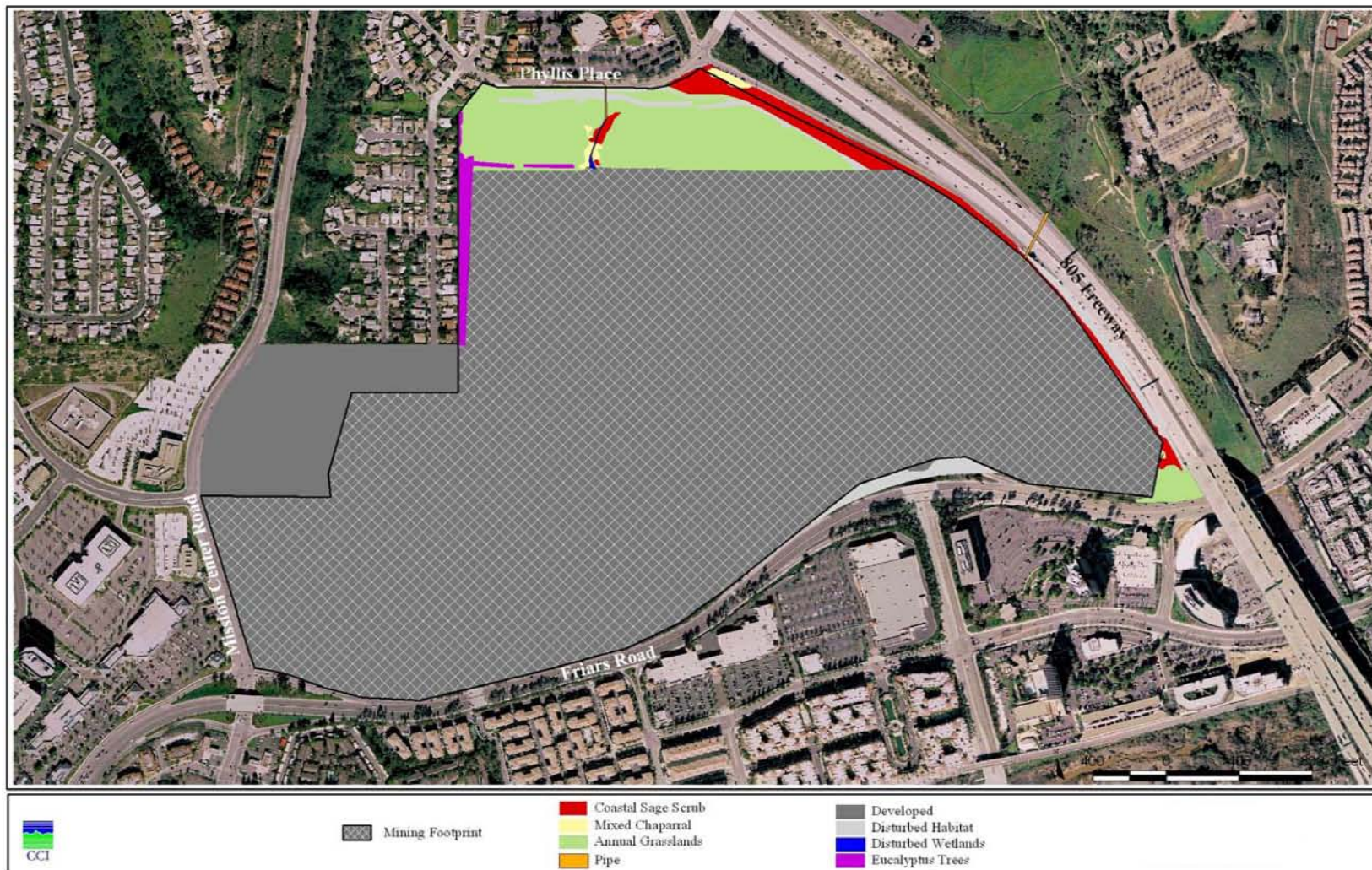


Figure 5.6-1.
Biological Map

Table 5.6-1.
Biological Resources On-Site

Habitat Type	Total Acres
Disturbed Wetland	0.06
Coastal Sage Scrub (Tier II)	2.11
Mixed Chaparral (Tier III A)	0.36
Non-native Grassland (Tier III B)	17.08
Eucalyptus (Tier IV)	0.56
Disturbed Habitat (maintained dirt roads) (Tier IV)	1.69
Developed Area (Reclamation Plan Footprint)	208.7
TOTAL	230.56

Disturbed Wetland

Both the on- and off-site disturbed wetlands are dominated by common exotic species that have invaded previously disturbed sites and displaced the native wetland flora. The on-site drainage channel, receiving urban run-off water from a pipe crossing Phyllis Place, supports the 0.06 acre of disturbed wetland habitat which runs north-south through the central portion of the property adjacent to the northern limits of the mining activities. These residential developments are immediately adjacent to the flood control channel and share a manufactured slope. The residential units to the west are just above the low water level line of the existing graded flood control channel. It is these residences that would be in potential danger if a major rain event caused the flood control channel to jump its existing banks due to the non native vegetation (arrundo, tamarisk etc.) which has grown within the developed (graded) channel basin. The dominant species include palm trees (*Acoelor Agaphe* sp.), eucalyptus trees (*Eucalyptus* spp.), tree tobacco (*Nicotiana glauca*), and pampas grass [*Cortaderia jubata* (Lemonia) Stapf]. This wetland qualifies as a CDFG jurisdictional area; however, it is not an ACOE jurisdictional area due to the fact that the water does not leave the site (no connection to navigable waters).

The off-site graded drainage channel, receiving urban run-off water from the adjacent residential developments, as well as from a pipe crossing under Friars Road, supports the 0.12 acre of disturbed wetland habitat which runs north-south in the San Diego River. The dominant species include tamarisk (*Tamarix* sp.), eucalyptus trees, tree tobacco, arundo (*Arundo donax* L.), and pampas grass. This wetland qualifies as a wetland under the City's Environmentally Sensitive Lands ordinance (ESL) and is an ACOE and CDFG jurisdictional wetland.

Diegan Coastal Sage Scrub; Tier II

Diegan coastal sage scrub on-site is a vegetation community that is characterized by drought-adapted subshrubs, California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), and laurel sumac (*Malosma laurina*). The subdominant species in this community is black sage (*Salvia mellifera*). The 2.11 acres of coastal sage scrub located at the project site occur along the northeastern property line, adjacent to the I-805 freeway, and within the swale located at the central portion of the property adjacent to the northern limits of the existing mining operations.

Mixed Chaparral; Tier IIIA

Mixed chaparral is composed of broad-leaved sclerophyllous shrubs such as chamise (*Adenostoma fasciculatum*), ceanothus (*Ceanothus* sp.), and scrub oak (*Quercus berberidifolia*) that can grow to six to ten feet tall and form dense, often nearly impenetrable stands. The 0.36 acre of chaparral found on site is dominated by the following plant species: laurel sumac, toyon (*Heteromeles arbutifolia*), black sage, and chamise. It is located in two pockets: 1) along the northeastern corner of the property and 2) within the swale located at the central portion of the property adjacent to the northern limits of the existing mining operations.

Non-native Grassland; Tier IIIB

Non-native grassland is a plant community dominated by annual, non-native grasses and also includes various native wildflowers. This community is typically found in areas of clay soils that may be waterlogged during the winter rainy season, and it occurs throughout southern California. Within the 17.08 acres of non-native grasslands on site, the characteristic species include oats (*Avena* sp.), red brome (*Bromus madritensis* ssp. *rubens*), ripgut (*Bromus diandrus*), ryegrass (*Lolium* sp.), and mustard (*Brassica* sp.). A number of widely dispersed native shrubs were observed including the San Diego sunflower (*Viguiera laciniata*) and small stands of Rhus (*Rhus integrifolia*). Non-native grassland is the dominant habitat type remaining on-site.

Eucalyptus; Tier IV

The eucalyptus designation is used for the 0.56 acre of solitary stands of eucalyptus trees located on-site. The trees occur within the northwestern portion of the site. This stand of mature trees were planted on a manufactured berm, and no raptor nests were observed within any of the individual trees. Due to the maturity of the planted trees, significant amounts of leaf litter have accumulated, and no understory "habitat" exists.

Disturbed Habitat; Tier IV

Approximately 1.69 acres of the site are comprised of disturbed ruderal habitat. This designation is used primarily for areas that have been graded or are dominated by non-native weedy species. The disturbed habitat on-site is located at the northern limit of the property within the existing dirt pedestrian trails and within the maintained SDG&E dirt access roads.

Previously Developed

This designation is used for the approximately 209 acres within the property limits that have been or will be graded as a result of the mining activities. This is the footprint for the implementation of the approved Reclamation Plans.

Plants

A total of ~~43~~ 42 plant species were identified on the project site (see Table 5.6-2, *Plant Species Observed*). Of this total, 16 (40 percent) are species native to southern California and 26 (60 percent) are introduced species.

Wildlife

The project site provides moderate value habitat for wildlife species. The disturbed wetlands, coastal sage scrub, and mixed chaparral provide cover, water, and foraging habitat for a variety of

native wildlife species. As summarized in Table 5.6-3, *Wildlife Species Observed/ Detected*, a total of 13 birds and two mammal species were observed on the project site.

Table 5.6-2.
Plant Species Observed

Scientific Name	Common Name	Habitat	Origin
<i>Acacia greggii</i> sp.	Palm tree	DIS, AG, DH	I
<i>Ambrosia psilostachya</i> DC.	Western ragweed	DH	N
<i>Amsinckia menziesii</i> var. <i>intermedia</i>	Common fiddleneck	AG, DIS	I
<i>Anagallis arvensis</i> L.	Scarlet pimpernel, poor-man's weatherglass	AG	I
<i>Artemisia californica</i> Less.	California sagebrush	AG,CSS	N
<i>Atriplex semibaccata</i> R.Br.	Australian saltbush	AG	I
<i>Avena</i> sp.	Wild oats	AG	N
<i>Brassica nigra</i> (L.) Koch.	Black mustard	AG,CSS	I
<i>Bromus diandrus</i> Roth.	Ripgut grass	AG,CSS	I
<i>Bromus madritensis</i> L. ssp. <i>rubens</i> (L.) Husnot	Foxtail chess	AG	I
<i>Carpobrotus edulis</i>	Hottentot fig	AG,DIS	I
<i>Centaurea melitensis</i> L.	Tocolote, star-thistle	AG	I
<i>Chamaesyce albomarginata</i> (Torrey & A. Gray) Small	Rattlesnake weed	AG	N
<i>Chrysanthemum</i> sp.	Chrysanthemum	AG, DIS	I
<i>Cortaderia jubata</i> (Lemoine) Stapf	Pampas grass	DH	I
<i>Cynodon dactylon</i> (L.) Pers.	Bermuda grass	AG,DH	I
<i>Encelia californica</i> Nutt.	Common encelia	AG,CSS,MC	N
<i>Epilobium ciliatum</i>	Fringed willowherb	AG,DH	N
<i>Eriogonum fasciculatum</i> Benth. var. <i>fasciculatum</i>	California buckwheat	AG,CSS	N
<i>Eucalyptus</i> spp.	Eucalyptus	AG	I
<i>Hemizonia fasciculata</i> (DC.) Torrey & A. Gray	Golden tarplant	AG	N
<i>Hypochaeris glabra</i>	Smooth catsear	AG	I
<i>Isocoma menziesii</i> (Hook. & Arn.) G. Nesom	Coast goldenbush	AG,DW,CSS	N
<i>Juncus</i> sp.	Rush	DH,DW	N
<i>Malva parviflora</i> L.	Cheeseweed, little mallow	AG	I
<i>Melilotus</i> sp.	Sweet clover	AG	I
<i>Mesembryanthemum</i> sp.	Mesembryanthemum	AG	I
<i>Myoporum laetum</i> Forst.	Myoporum	AG	I
<i>Oxalis pes-caprae</i>	Sour grass	AG	I
<i>Picris echioides</i> L.	Bristly ox-tongue	AG	I
<i>Raphanus sativus</i> L.	Radish	AG, DH	I
<i>Rhus integrifolia</i>	Rhus	AG,DH,CSS,MC	N
<i>Rumex crispus</i> L.	Curly dock	DH,DW	I
<i>Salix lasiolepis</i> Benth.	Arroyo willow	DH,DW	N
<i>Salsola tragus</i> L.	Russian thistle, tumbleweed	AG	I
<i>Scirpus</i> sp.	Bulrush	DH	N
<i>Sisymbrium</i> sp.	Mustard	AG	I
<i>Tamarix</i> sp.	Tamarisk	DH	I
<i>Typha latifolia</i> L.	Broad-leaved cattail	DH,DW	N
<i>Urtica urens</i> L.	Dwarf nettle	AG	I
<i>Viguiera lanceolata</i> <i>lanceolata</i> <i>laciniata</i>	San Diego sunflower	AG	N
<i>Xanthium strumarium</i> L.	Cocklebur	AG,DH	N

HABITATS

CSS = Coastal Sage Scrub
DEV = Developed
DIS = Disturbed
MC = Mixed Chaparral
AG = Annual Grasslands
DW = Disturbed Wetlands

OTHER TERMS

N = Native to locality
I = Introduced species from outside locality

**Table 5.6-3.
Wildlife Species Observed/Detected**

Common Name	Scientific Name	Occupied Habitat	Evidence of Occurrence
Birds (Nomenclature from American Ornithologists' Union)			
Killdeer	<i>Charadrius vociferus vociferus</i>	CSS,AG,F	O
Mourning dove	<i>Zenaida macroura marginella</i>	CSS,AG,F	O
Anna's hummingbird	<i>Calypte anna</i>	CSS,AG,F	O
Brewer's Blackbird	<i>Euphagus cyanocephalus</i>	CSS,AG,F	O
Black phoebe	<i>Sayornis nigricans semiatra</i>	CSS,AG,F	O
Cassin's kingbird	<i>Tyrannus vociferans vociferans</i>	CSS,AG,F	O
Western scrub-jay	<i>Aphelocoma californica</i>	CSS,AG,F	O
Common raven	<i>Corvus corax clarionensis</i>	CSS,AG,F	O
Bushtit	<i>Psaltriparus minimus minimus</i>	CSS,AG,F	O
Northern mockingbird	<i>Mimus polyglottos polyglottos</i>	CSS,AG,F	O
House finch	<i>Carpodacus mexicanus frontalis</i>	CSS,AG,F	O
Song sparrow	<i>Melospiza melodia</i>	CSS,AG,F	O
California gnatcatcher	<i>Poliopitila californica californica</i>	CSS,AG,F	O
Mammals (Nomenclature from Jones et al. 1982)			
California ground squirrel	<i>Spermophilus beecheyi</i>	RS,RW	O
Southern pocket gopher	<i>Thomomys umbrinus (= bottae)</i>	CSS,AG	B
Cottontail rabbit	<i>Sylvilagus audubonii</i>	CSS,AG	O

Habitats

F = Flying overhead
 CSS = Coastal sage scrub
 AG = Annual grasslands

Evidence of Occurrence

O = Observed
 B = Burrow

Sensitive Species

Sensitive species are those species that are (1) listed or proposed for listing by state or federal agencies as threatened or endangered; (2) on List 1B (considered endangered throughout its range) or List 2 (considered endangered in California but more common elsewhere) of the California Native Plant Society's (CNPS) *Inventory of Rare and Endangered Vascular Plants of California* (Skinner and Pavlik 1994); (3) within the MSCP list of species evaluated for coverage or list of narrow endemic plant species; or (4) considered fully protected, sensitive, rare, endangered, or threatened by the State of California and Natural Diversity Data Base (NDDDB) (State of California 2005), or other local conservation organizations or specialists. Sensitive species are present at the project site, as discussed below.

Sensitive Habitat

Four of the seven habitat types occurring within the project boundaries are considered sensitive. These include 2.11 acres of coastal sage scrub, 17.08 acres of non-native grasslands, 0.36 acre of mixed chaparral, and 0.06 acre of disturbed wetlands. Additionally, the 0.12 acre of disturbed wetlands occurring off-site is also considered sensitive.

Sensitive Plant Species

There are 15 plants that are considered to be *narrow endemic species* based on their limited distributions in the region. These narrow endemics are sensitive biological resources and are also MSCP covered species.

~~A single sensitive plant species was observed on-site; San Diego sunflower (*Viguiera laciniata*) observed on-site. This is a CNPS List 4 species which is being recommended to be removed from the list as it is too common and widespread in San Diego County. None of the plant species observed on-site is considered a sensitive species. However~~ Additionally, several sensitive plant species are known to occur in the vicinity of the project site and are considered as potentially occurring based on the vegetation communities that were identified on-site. Potentially occurring sensitive plant species at the project site include the San Diego thornmint (*Acanthomintha ilicifolia*), San Diego ambrosia (*Ambrosia pumila*), Del Mar manzanita (*Arctostaphylos glandulosa*), San Diego sagewort (*Artemisia palmeri*), Encinitas coyote bush (*Baccharis vanessae*), Thread-leaved brodiaea (*Brodiaea filifolia*), Orcutt's brodiaea (*Brodiaea orcuttii*), Long-spined spinflower (*Chorizanthe polygonoides* var. *longispina*), Western dichnodra (*Dichondra occidentalis*), Coast barrel cactus (*Ferocactus viridescens*), Palmer's grappling hook (*Harpagonella palmeri*), Spiny rush (*Juncus acutus*), San Diego sand aster (*Lessingia filaginifolia*), San Diego goldenstar (*Muilla clevelandii*), Nuttall's scrub oak (*Quercus dumosa*), and Parry's tetracoccus (*Tetracoccus dioicus*). Table 5.6-4, *Potentially Occurring Sensitive Plant Species*, summarizes the potentially occurring plant species.

Sensitive Wildlife

One sensitive wildlife species was observed on site. A pair of California gnatcatchers with fledglings was observed in the northeastern corner of the property within the coastal sage scrub habitat both inside and outside of the proposed development impact footprint.

Wildlife Corridors

Wildlife movement corridors are those areas that connect suitable wildlife habitat in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. The project site is not adjacent to any significant areas of high quality habitat and is not an identified corridor in the City's MSCP Subarea Plan.

Jurisdictional Areas

Wetlands and non-wetland waters may be considered sensitive areas that fall under the jurisdiction of ACOE or CDFG. Section 404 of the Clean Water Act gives ACOE the authority to issue permits for project that may impact or discharge dredged materials into waters of the United States. Sections 1600 - 1607 of the Fish and Game Code give CDFG authority to regulate activities that affect waters of the state or streambeds out to the limits of the riparian canopy.

Additionally, the City of San Diego ESL regulations also address wetland habitat. Under the ESL regulations, only one of the following three parameters must be met for an area to be considered a wetland habitat:

Table 5.6-4.

Potentially Occurring Sensitive Plant Species

Species	State/Federal Status	City of San Diego Status	CNPS List/Code	Typical Habitat/Comments
<i>Acanthomintha ilicifolia</i> San Diego thornmint	CE/FT	NE, MSCP	1B/2-3-2	Chaparral, coastal sage scrub, valley and foothill grassland/clay soils. Low potential to occur.
<i>Ambrosia pumila</i> San Diego ambrosia	-/-	NE, MSCP	1B/3-2-2	Creekbeds, seasonally dry drainages, floodplains. No suitable habitat. Not expected to occur.
<i>Arctostaphylos glandulosa</i> ssp. <i>crassifolia</i> Del Mar manzanita	-/FE	MSCP	1B/3-3-2	Southern maritime chaparral. No suitable habitat. Not observed on-site.
<i>Artemisia palmeri</i> San Diego sagewort	-/-	-	2/2-2-1	Coastal sage scrub, chaparral, riparian. Low to moderate potential to occur.
<i>Baccharis vanessae</i> Encinitas coyote bush	CE/FT	NE, MSCP	1B/2-3-3	Chaparral. Not observed on-site.
<i>Brodiaea filifolia</i> Thread-leaved brodiaea†	CE/FT	MSCP	1B/3-3-3	Valley and foothill grassland, vernal pools. Low potential to occur.
<i>Brodiaea orcuttii</i> Orcutt's brodiaea	-/-	MSCP	1B/1-3-2	Closed-cone coniferous forest, meadows, cismontane wood-land, valley and foothill grass-land, vernal pools. Low potential to occur.
<i>Chorizanthe polygonoides</i> var. <i>longispina</i> Long-spined spineflower	-/-	-	1B/2-2-2	Open chaparral, coastal sage scrub, montane meadows, valley and foothill grasslands; vernal pools/clay. Low potential to occur.
<i>Dichondra occidentalis</i> Western dichondra†	-/-	-	4/1-2-1	Chaparral, cismontane wood-land, coastal sage scrub, valley and foothill grassland/generally post-burn. Low potential to occur.
<i>Ferocactus viridescens</i> Coast barrel cactus	-/-	MSCP	2/1-3-1	Chaparral, coastal sage scrub, valley and foothill grassland. Not observed on-site.
<i>Harpagonella palmeri</i> var. <i>palmeri</i> Palmer's grappling hook†	-/-	-	2/1-2-1	Chaparral, coastal sage scrub, valley and foothill grassland. Low potential to occur.
<i>Juncus acutus</i> ssp. <i>leopoldii</i> Spiny rush†	-/-	-	4/1-2-1	Coastal dunes (mesic) meadows (alkaline), coastal salt marsh. Not observed on-site.
<i>Lessingia filaginifolia</i> var. <i>filaginifolia</i> (= <i>Corethrogyne filaginifolia</i> var. <i>incana</i>) San Diego sand aster	-/-	-	1B/2-2-2	Coastal sage scrub, chaparral. Low potential to occur.
<i>Muilla clevelandii</i> San Diego goldenstar	-/-	MSCP	1B/2-2-2	Chaparral, coastal sage scrub, valley and foothill grassland, vernal pools. Low potential to occur.
<i>Quercus dumosa</i> Nuttall's scrub oak†	-/-	-	1B/2-3-2	Coastal chaparral. Low potential to occur.
<i>Tetracoccus dioicus</i> Parry's tetracoccus	-/-	MSCP	1B/3-2-2	Chaparral, coastal sage scrub. Not observed on-site.

Hydrophytic Vegetation – Hydrophytic vegetation is defined as “the sum total of macrophytic plant life growing in water or on a substrate that is at least periodically deficient in oxygen as a result of excessive water content” (USACE 1987). This criterion is considered fulfilled at a location if greater than 50 percent of all the dominant species present within the vegetation unit have a wetland indicator status of obligate (OBL), facultative-wet (FACW), or facultative (FAC). A OBL indicator status refers to plants that have a 99 percent probability of occurring in wetlands under natural conditions. A FACW indicator status refers to plants that occur in wetlands (67-99 percent probability) but are occasionally found in non-wetlands. A FAC indicator status refers to plants that are equally likely to occur in wetlands or non-wetlands (estimated probability 34-66 percent).

Hydrology – The wetland hydrology criterion is considered fulfilled at a location based upon the conclusions inferred from the field observations, which indicate that an area has a high probability of being inundated or saturated (flooded or ponded) long enough during the growing season to develop anaerobic conditions in the surface soil environment, especially the root zone (USACE 1987).

Hydric Soils – The hydric soil criterion is considered fulfilled at a location if soils in the area could be inferred to have a high groundwater table, evidence of prolonged soil saturation, or any indicators suggesting a long-term reducing environment in the upper 12 inches of the soil profile.

The 0.06 acre of wetland occurring on-site qualifies as a City ESL wetland and is under the jurisdiction of the CDFG. CDFG has a policy of “*no net loss of wetland habitats*,” and requires mitigation for all impacts to wetlands regardless of acreage. The on-site wetland area is supported by a graded drainage channel, which receives water from a pipe crossing Phyllis Place. Because the water has no connectivity to the San Diego River or any navigable water and does not leave the project site, the wetlands are not within the jurisdiction of ACOE. The 0.12 acre of disturbed wetlands occurring in the off-site graded drainage channel qualifies as a City ESL wetland and ACOE and CDFG jurisdictional wetland. This wetland habitat runs north-south into the San Diego River.

City of San Diego MSCP Subarea Plan

The Quarry Falls project site is located within the boundaries of the City of San Diego MSCP Subarea Plan. However, none of the project area is within the MHPA boundary.

5.6.2 Impact Analysis

Impact Threshold

Impacts to biological resources are assessed by City staff through the CEQA review process, and through review of the project’s consistency with the ESL regulations, the Biology Guidelines (July 2002), and with the City’s MSCP Subarea Plan. The City of San Diego has developed the following thresholds to determine if a project could result in a significant impact to biological resources:

- 1. Direct Impacts.** Any encroachment in the MHPA is considered a significant impact to the preservation goals of the MSCP. Any encroachment into the MHPA (in excess of the allowable encroachment by a project) would require a boundary adjustment which would include a habitat

equivalency assessment to ensure that what will be added to the MHPA is at least equivalent to what would be removed.

Lands containing Tier I, II, IIIA and IIIB habitats and all wetlands are considered sensitive and declining habitats. Impacts to these resources may be considered significant.

Impacts to individual sensitive species, outside of any impacts to habitat, may also be considered significant based upon the rarity and extent of impacts. Impacts to state or federally listed species and all narrow endemics should be considered significant. Certain species covered by the MSCP and other species not covered by the MSCP may be considered significant on a case-by-case basis taking into consideration all pertinent information regarding distribution, rarity, and the level of habitat conservation afforded by the MSCP.

2. Indirect Impacts. Indirect Impacts are those physical changes to the environment that are not immediately related to the project and include, but are not limited to, the following impacts:

- The introduction of urban meso-predators into a biological system.
- The introduction of urban run-off into a biological system.
- The introduction of invasive exotic plant species into a biological system.
- Noise and lighting impacts (both construction/demolition and operational phases of the project).
- Alteration of a dynamic portion of a system, such as stream flow characteristics or fire cycles.

Issue 1

Would the project result in a reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals?

Impacts

The Quarry Falls project would result in significant direct and indirect impacts to biological resources as described below. Direct impacts to on-site biological resources are shown in Figure 5.6-2, *Proposed Project Biology Impacts*. Figure 5.6-3, *On-Site Wetlands Impacts*, and Figure 5.6-4 *Off-Site Wetlands Impacts*, show the project's direct impacts to on- and off-site wetlands, respectively.

Direct Impacts

Habitat. The project proposes to develop approximately 223.11 acres of the 230.5-acre project site. Of the proposed development area, approximately 209 acres are considered developed because they are within the approved Reclamation Plan footprint. A total of 15.28 acres of habitat, including off-site habitat, would be directly impacted as a result of the proposed project and associated infrastructure (streets, landscaping, slopes, trails, etc.). Of this area, 14.08 acres are considered sensitive habitat by the City and wildlife agencies (see Table 5.6-5, *Project Impacts to Habitat and Mitigation*). A total of 6.70 acres of habitat on-site would be avoided (see Figure 5.6-5, *Proposed Habitat Preservation Area*).

The 2.78 acres of avoided/preserved on-site habitat (outside of the SDGE easement) would not be included as a portion of the required mitigation requirements. Instead, these 2.78 acres of avoided/preserved habitat (comprised of 0.75 acres of gnatcatcher occupied coastal sage scrub, 0.08 acres of mixed chaparral, 1.79 acres of non-native grasslands and 0.16 acres of disturbed habitat) will be placed in an open space easement.

**Table 5.6-5.
Project Impacts to Habitat and Mitigation**

Habitat Type	Total Onsite (acres)	Impact (acres)	Mitigation (acres)	Avoided (acres)	Sensitive ?
Disturbed Wetland	0.06	0.06 on-site 0.12 off-site	0.12 on-site 0.12 off-site	0.00	Yes
Coastal Sage Scrub (Tier II)	2.11	1.08	1.08 (within MHPA) Or 1.6 (outside MHPA)	1.03	Yes
Mixed Chaparral (Tier III A)	0.36	0.28	0.14 (within MHPA) Or 0.28 (outside MHPA)	0.08	Yes
Non-native Grassland (Tier III B)	17.08	12.54	6.27 (within MHPA) Or 12.54 (outside MHPA)	4.54	Yes
Eucalyptus (Tier IV)	0.56	0.34	N/A	0.22	No
Disturbed Habitat (Tier IV)	1.69	0.86	N/A	0.83	No
Developed (Mine Footprint)	208.7	208.7	N/A	0.00	No
TOTAL	230.56	223.98		6.70	

As discussed below under “Mitigation Measures,” mitigation would be required for significant impacts to habitat. For impacts to wetland habitat, the City’s ESL regulations identify wetland creation, restoration, and enhancement as activities that constitute wetland mitigation. Wetland enhancement and wetland acquisition focus on the preservation or the improvement of existing wetland habitat and function, and do not result in an increase in wetland area; therefore, a net loss of wetland may result. As such, acquisition and/or enhancement of existing wetlands may be considered as partial mitigation only. For permanent wetland impacts that are unavoidable and minimized to the maximum extent feasible, mitigation shall consist of creation of new, in-kind habitat to the fullest extent possible and at the appropriate ratios. Mitigation would prevent any net loss of wetland functions and values of the impacted wetland.

Impacts to sensitive habitat are considered significant. Therefore, the project would result in the following significant direct impacts:

Impact 5.6-1: The project would result in the direct loss of 0.06 acre on-site and 0.12 acre off-site of Disturbed Wetland.

Impact 5.6-2: The project would result in the direct loss of 1.08 acres of Coastal Sage Scrub (Tier II).

Impact 5.6-3: The project would result in the direct loss of 0.28 acre of Mixed Chaparral (Tier IIIA).

Impact 5.6-4: The project would result in the direct loss of 12.54 acres of Non-native Grassland (Tier IIIB).

Impacts associated with the proposed road improvements will all occur within areas currently developed or areas in which the land has been so disturbed that it is categorized as ruderal habitat. This includes the intersections of Qualcomm Way and the I-8 ramps, as well as the intersection of Friars Road and the I-15 ramps. Therefore, no significant impacts are associated with the proposed road improvements and no additional mitigation will be required.

A single sensitive plants species would be impacted through the development of the proposed project: the San Diego sunflower. This species was observed within the non native grasslands. Due to the current status of this plant species, no species specific mitigation is recommended.



Figure 5.6-2.
Proposed Project Biology Impacts

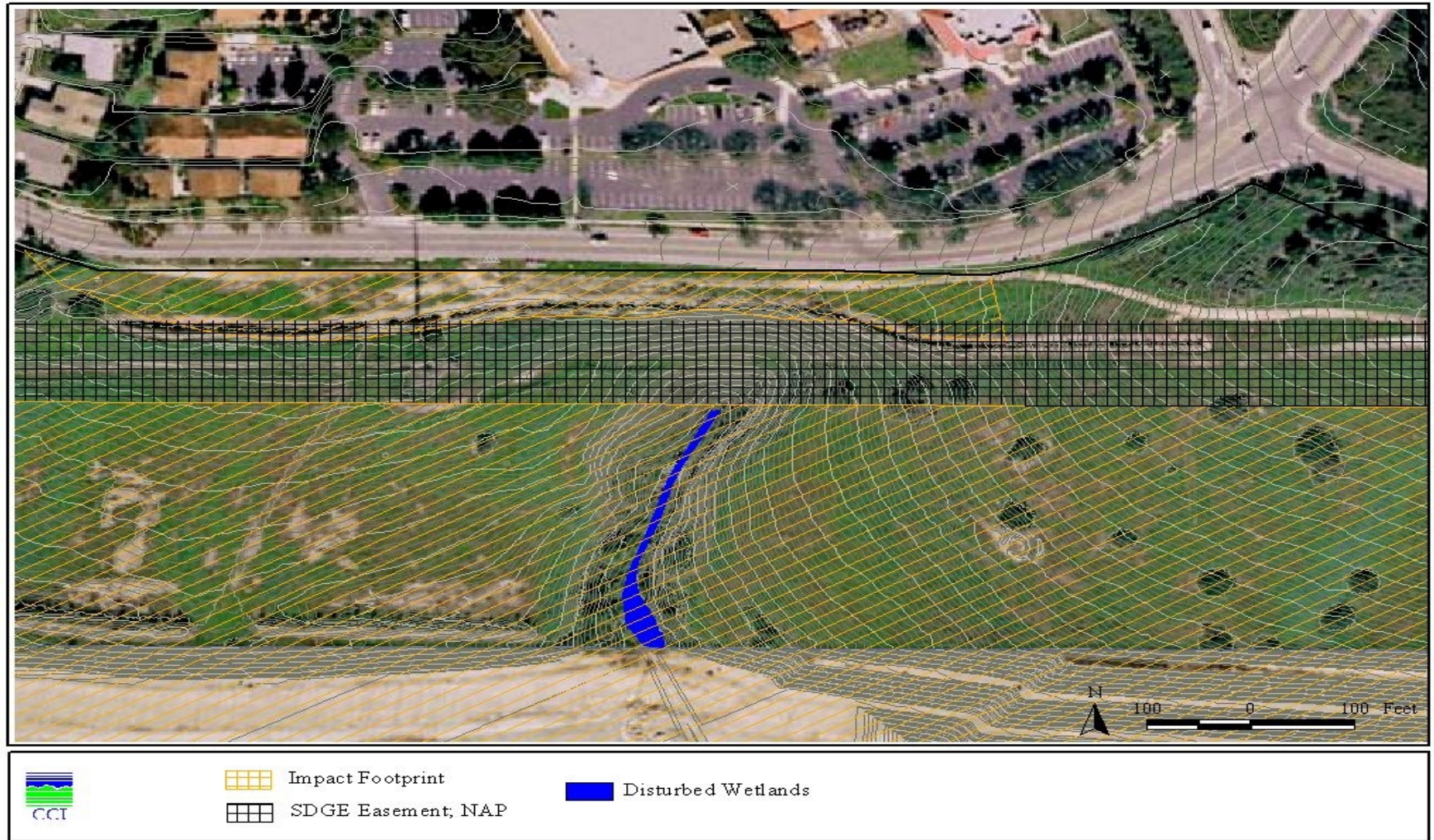


Figure 5.6-3.
On-Site Wetlands Impacts



Figure 5.6-4.
Off-Site Wetlands Impacts

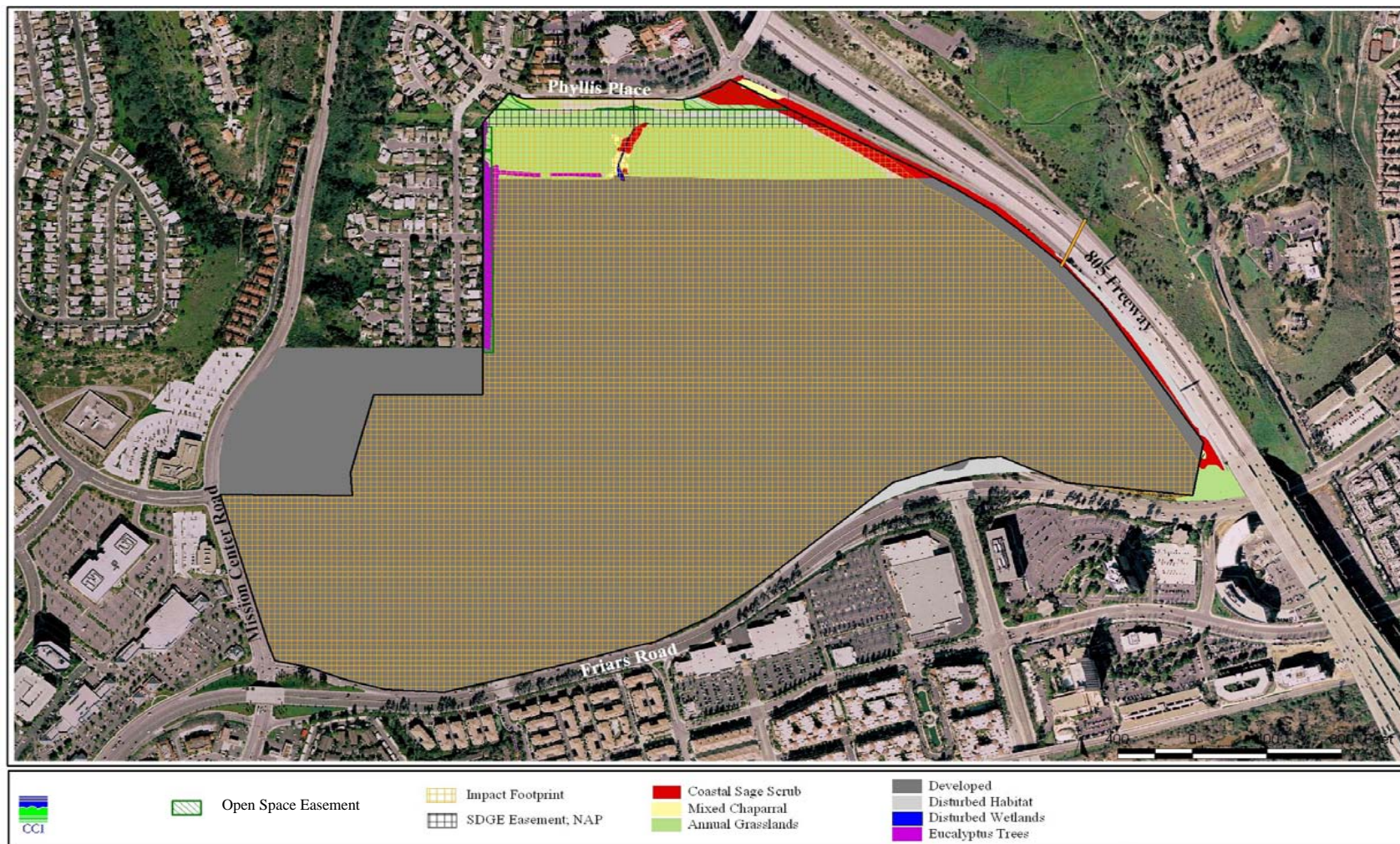


Figure 5.6-5.
Proposed Habitat Preservation Area

Wildlife. One pair of California gnatcatchers with fledglings was observed at the project site within the coastal sage scrub habitat. Development of Quarry Falls would impact the gnatcatchers through direct habitat loss. However, the California gnatcatcher is considered an adequately protected species within the City's MSCP area and outside of a MHPA. Therefore, no mitigation would be required. No other impacts to wildlife would result from implementation of the proposed project.

Indirect Impacts

Biological resources located adjacent to the proposed development (outside of the footprint of the approved Reclamation Plans) could be indirectly impacted by both construction and post-construction activities associated with Quarry Falls. Potential indirect impacts include an increase in urban pollutants entering sensitive water bodies, an increase in night lighting, habitat disturbance, edge effects, and pollutants (fugitive dust). As described below, indirect impacts resulting from the proposed development are unlikely to occur. No mitigation would be required for indirect impacts.

Water Quality. The proposed project site is located proximate to and drains south to the San Diego River (see Section 5.9, *Hydrology*). Water quality has the potential to be adversely affected by potential surface runoff and sedimentation during the construction and operation of the project; however, BMPs would be implemented that would reduce potential impacts to below significance (see Section 5.14, *Water Quality*). Therefore, the project is not expected to decrease water quality or affect vegetation, aquatic animals, or terrestrial wildlife that depends upon the water resources.

Habitat Disturbance. Development of residential, commercial, office, and park uses would lead to an increase in human presence at the project site. An increase in human activity in the area could lead to further fragmentation of habitat and the degradation of sensitive habitat if people or pets wandered outside the developed area. Additionally, illegal dumping of green waste, trash, or other refuse could occur, which would negatively impact adjacent habitat. However, the project site is located in an area surrounded by urban development. Native vegetation that remains in the northern portion of the project is disturbed and not of high quality. Additionally, perimeter fencing would occur along the northern edge of the Ridgetop District, which would provide a barrier between the developed and undeveloped portions of Quarry Falls. Revegetated coastal sage scrub vegetation occurs on the eastern slopes adjacent to the I-805 freeway. This area consists of steep slopes and is not easily traversed by humans. Therefore, the project would not result in significant impacts associated with degradation of valuable wildlife resources.

Edge Effects. Edge effects occur when blocks of habitat are fragmented by development. These edges make it easier for non-native plant species to invade native habitats. Edge effects can also make it easier for both native and non-native predators to access prey that may have otherwise have been protected within large, contiguous blocks of habitat. In addition, the disruption of predator-prey, parasite-host, and plant-pollinator relations can occur.

The proposed project would not lead to significant edge effects. The project's proposed landscape plan does not include any invasive plant species (see Section 3.0, *Project Description*). Steep slopes that rim development areas would be landscaped in native and naturalized plant material and serve as a buffer to native habitat in the northern and eastern portions of the project site. Additionally, the project does not affect contiguous blocks of habitat.

Night-Time Lighting. Development of the project site would introduce night-time lighting in the form of street and parking lights, car headlights, and residential lights. Night-time lighting on native habitats can provide nocturnal predators with an unnatural advantage over their prey. This could cause an increased loss in native wildlife that could be a significant impact unless mitigated. Night-time lighting would be consistent with the City's lighting requirements (Section 142.0740 of the Land Development Code), which are intended to minimize light pollution, and would not cause significant impacts on wildlife habitat.

Fugitive Dust. Fugitive dust produced by construction could disperse onto vegetation. Effects on vegetation due to airborne dust could occur adjacent to construction. A continual cover of dust may reduce the overall vigor of individual plants by reducing their photosynthetic capabilities and increasing their susceptibility to pests or disease. This, in turn, could affect animals dependent on these plants (e.g., seed eating rodents, insects, or browsing herbivores). Fugitive dust impacts would not be considered significant because the project would be required to implement mandatory dust control requirements that ensure dust control and, therefore, significant impacts would not occur.

Significance of Impacts

The proposed project would result in direct impacts to a total of 14.08 acres of sensitive habitat. This includes the direct loss of 0.06 acre on-site of disturbed wetland, 0.12 acre off-site of disturbed wetland, 1.08 acres of coastal sage scrub (Tier II), 0.28 acre of mixed chaparral (Tier IIIA), and 12.54 acres of non-native grassland (Tier IIIB). The impacts to these habitats are considered significant but mitigable. Impacts to the California gnatcatcher species would also occur as a result of the direct loss of coastal sage scrub vegetation, which provides habitat to the bird species. However, the California gnatcatcher is considered an adequately protected species within the City's MSCP area and is outside of a MHPA. Therefore, the project's impact to the California gnatcatcher is considered less than significant and no mitigation is required. Implementation of Quarry Falls would not result in significant indirect impacts.

Mitigation Measures

The loss of sensitive habitat would be mitigated through the purchase of upland habitat credits through the City of San Diego Habitat Acquisition Fund (Fund #10571). The project proposes to purchase a total of 7.49 acres of credit from the City of San Diego Habitat Acquisition Fund and pay the required fees. Prior to the issuance of any authorization to proceed the ADD of LDR shall ensure that the applicant has provided verification of the payment into the City of San Diego's Habitat Acquisition fund as mitigation for impacts to 1.08 acre of Coastal Sage Scrub, 0.28 acre of Mixed Chaparral, and 12.54 acres of Non-Native Grasslands. (The payment shall be calculated based on the current Habitat Acquisition Fund fee at the time of grading permit issuance for the area(s) where the impact occurs – currently \$35,000/acre – plus a 10 percent administration fee.)

It is infeasible to mitigate wetland impacts on-site because the appropriate hydrological regime required for the creation of wetlands (per CDFG guidelines) was not observed onsite. While completing all of the required wetland mitigation within the San Diego River watershed would be the next best option, no appropriate location/site relative to the limited size of the mitigation area required could be identified. Therefore, in consultation with CDFG, it was determined that the use

of the Rancho Jamul bank for a portion of the wetland mitigation requirements is appropriate. Implementation of the following measures would reduce project impacts to biological resources to below a level of significance.

MM 5.6-1: *Disturbed Wetland.* Through consultation with CDFG, the following mitigation has been determined for the unavoidable impacts to the 0.18 acre of CDFG jurisdictional disturbed wetlands.

On-Site Impacts. The 0.06 acre of disturbed wetlands permanently impacted on-site shall require a 2:1 mitigation ratio. On-site impacts shall be mitigated by the following: a 0.06 acre of wetlands creation has been purchased from the Rancho Jamul Mitigation Bank (1:1), and a 0.06 acre of wetlands enhancement has been proposed to be completed within the 17-acre river parcel northeast of the intersection of Qualcomm Way and Camino del Rio North. This 17-acre San Diego River property is comprised of two adjoining parcels (APNs 43805216 and 43805217) located south of the proposed project within the San Diego River, adjacent to the east side of Qualcomm Way and west of the I-805.

Off-Site Impacts. The 0.12 acre of disturbed wetlands impacted by the project shall require a 1:1 mitigation ratio. Off-site impacts shall be mitigated by 0.12 acre of wetlands enhancement (1:1) shall be completed within the 17-acre river parcel northeast of the intersection of Qualcomm Way and Camino del Rio Norte.

Therefore, a total of 0.24 acre of mitigation shall be required as follows: 0.18 acre of wetlands enhancement shall occur within the 17-acre river parcel and 0.06 acre of wetland creation credits have been purchased from Rancho Jamul Mitigation Bank.

To comply with the 0.18 acre of required wetland habitat enhancement, a minimum of 0.18 acre of non-native exotic species dominated wetland habitat shall be enhanced within an approximately 17-acre property located within the San Diego River. Once removal of the invasive exotic species has been completed, the bare areas shall be planted, hydroseeded, and monitored as specified in the *Wetland Habitat Enhancement Mitigation and Monitoring Plan* (CCI 2007).

The proposed enhancement area would be placed in a conservation easement and would occur off site within an approximately 17-acre parcel of which a portion is within the San Diego River Floodway. The property is comprised of two adjoining parcels (APN #s 43805216 and 43805217) located immediately north-east of the intersection of Camino Del Rio North and Qualcomm Way, south of the trolley and San Diego River. Currently, the property is fenced off to preclude public access to the greatest extent possible; and this fence would be maintained by the property owner.

In addition, as a condition of the Master PDP, permanent signs would be placed on the fence to identify and protect the enhanced area. The signs would be corrosion resistant, a minimum of 6" x 9" in size, on posts not less than three (3) feet in height

from the ground surface, and would state the following:

SENSITIVE BIOLOGICAL RESOURCES

DISTURBANCE BEYOND THIS POINT IS RESTRICTED

NO TRESPASSING

- MM 5.6-2:** *Coastal Sage Scrub (Tier II)*. The mitigation ratio for the loss of 1.08 acres of coastal sage scrub outside of the MHPA would be 1:1, if the mitigation land is within a MHPA, or 1.5:1, if the mitigation land is outside of a MHPA. Therefore, either 1.08 acres (at a 1:1 ratio) or 1.6 acres (at a 1.5:1 ratio) of mitigation land will be required. Mitigation shall occur through acquisition of 1.08 credits from the San Diego Habitat Acquisition Fund.
- MM 5.6-3:** *Mixed Chaparral (Tier IIIA)*. The mitigation ratio for the loss of 0.28 acre of mixed chaparral outside of the MHPA would be 0.5:1, if the mitigation land is within a MHPA, or 1:1, if the mitigation land is outside of a MHPA. Therefore, either 0.14 acres (at a 0.5:1 ratio) or 0.28 acres (at a 1:1 ratio) of mitigation land will be required. Mitigation shall occur through acquisition of 0.14 credits from the San Diego Habitat Acquisition Fund.
- MM 5.6-4:** *Non-native Grasslands*. The mitigation ratio for the loss of 12.54 acres of non-native grasslands will be either 0.5:1, if the mitigation land is within a MHPA, or 1:1, if the mitigation land is outside of a MHPA. Therefore, either 6.27 acres (at a 0.5:1 ratio) or 12.54 acres (at a 1:1 ratio) of mitigation land will be required. Mitigation shall occur through acquisition of 6.27 credits from the San Diego Habitat Acquisition Fund.

In addition, the following general mitigation measures shall be implemented:

GENERAL MITIGATION MEASURES:

- A. Prior to Preconstruction meeting:
- 1) The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a qualified biologist, as defined in the City of San Diego's Biological Review References, has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.
 - 2) The Biologist shall submit required documentation to MMC verifying that any special reports, maps, plans, and timelines; such as but not limited to, revegetation plans, plant relocation requirements and timing, MSCP requirements, avian or other wildlife protocol surveys, impact avoidance areas, or other such information has been completed and updated.

- B. Preconstruction Meeting:
- 1) The Project biologist shall attend the Preconstruction meeting and discuss the project's biological monitoring program.
 - 2) The Project biologist shall submit a biological construction monitoring exhibit (BCME) (site plan reduced to 11X17) delineating the location of orange construction fencing to be installed at the limits of disturbance adjacent to any sensitive biological resources as shown on the project's approved construction documents. The exhibit shall also contain a biological monitoring schedule.
- C. Prior to Construction:
- The project biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats as shown on the BCME and approved construction documents.
- D. During Construction:
- The project biologist shall monitor construction activities as described on the BCME and approved construction documents to ensure that construction activities do not encroach into biologically sensitive areas beyond the approved limits of disturbance.
- E. Post Construction:
- The project biologist shall submit a final construction monitoring report to the MMC section within 30 days of construction completion. The report shall address all biological monitoring requirements described on the BCME and approved construction documents to the satisfaction of MMC.

RESTORATION AREAS

- A. Land Development Review (LDR) Plan Check
- 1) Prior to NTP or issuance for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, whichever is applicable, the ADD environmental designee shall verify that the requirements for the revegetation/restoration plans and specifications the enhancement/ restoration mitigation for direct impacts to 0.18 acres of CDFG jurisdictional/ESL disturbed wetlands located both on (0.06 acres) and off-site (0.12 acres) have been shown and noted on the appropriate landscape construction documents. The landscape construction documents and specifications must be found to be in conformance with the Wetland Habitat Enhancement, Mitigation and Monitoring Plan" (Exhibit A) prepared by Consultants Collaborative, September 2007, the requirements of which are summarized below:
- B. Revegetation/Restoration Plan(s) and Specifications
- 1) Landscape Construction Documents (LCD) shall be prepared on D-sheets and submitted to the City of San Diego Development Services Department, Landscape Architecture Section (LAS) for review and approval. LAS shall consult with Mitigation Monitoring Coordination (MMC) and obtain concurrence prior to approval of LCD. The LCD shall consist of revegetation/restoration, planting, irrigation and erosion

control plans; including all required graphics, notes, details, specifications, letters, and reports as outlined below.

- 2) Landscape Revegetation/Restoration Planting and Irrigation Plans shall be prepared in accordance with the San Diego Land Development Code (LDC) Chapter 14, Article 2, Division 4, the LDC Landscape Standards submittal requirements, and Attachment "B" (General Outline for Revegetation/Restoration Plans) of the City of San Diego's LDC Biology Guidelines (July 2002). The Principal Qualified Biologist (PQB) shall identify and adequately document all pertinent information concerning the revegetation/restoration goals and requirements, such as but not limited to, plant/seed palettes, timing of installation, plant installation specifications, method of watering, protection of adjacent habitat, erosion and sediment control, performance/success criteria, inspection schedule by City staff, document submittals, reporting schedule, etc. The LCD shall also include comprehensive graphics and notes addressing the ongoing maintenance requirements (after final acceptance by the City).
- 3) The Revegetation Installation Contractor (RIC), Revegetation Maintenance Contractor (RMC), Construction Manager (CM) and Grading Contractor (GC), where applicable shall be responsible to insure that for all grading and contouring, clearing and grubbing, installation of plant materials, and any necessary maintenance activities or remedial actions required during installation and the 120 day plant establishment period are done per approved LCD. The following procedures at a minimum, but not limited to, shall be performed:
 - a. The RMC shall be responsible for the maintenance of the mitigation area for a minimum period of 120 days. Maintenance visits shall be conducted on a *weekly* basis throughout the plant establishment period.
 - b. At the end of the 120 day period the PQB shall review the mitigation area to assess the completion of the short-term plant establishment period and submit a report for approval by MMC.
 - c. MMC will provide approval in writing to begin the *five year* long-term establishment/maintenance and monitoring program.
 - d. Existing indigenous/native species shall not be pruned, thinned or cleared in the revegetation/mitigation area.
 - e. The revegetation site shall not be fertilized.
 - f. The RIC is responsible for reseeded (if applicable) if weeds are not removed, within one week of written recommendation by the PQB.
 - g. Weed control measures shall include the following: (1) hand removal, (2) cutting, with power equipment, and (3) chemical control. Hand removal of weeds is the most desirable method of control and will be used wherever possible.
 - h. Damaged areas shall be repaired immediately by the RIC/RMC. Insect infestations, plant diseases, herbivory, and other pest problems will be closely monitored throughout the *five-year* maintenance period. Protective mechanisms such as metal wire netting shall be used as necessary. Diseased and infected plants shall be immediately disposed of off-site in a legally-acceptable manner at the discretion of the PQB or Qualified Biological Monitor (QBM) (City approved). Where possible, biological controls will be used instead of pesticides and herbicides.
- 4) If a Brush Management Program is required the revegetation/restoration plan shall

show the dimensions of each brush management zone and notes shall be provided describing the restrictions on planting and maintenance and identify that the area is impact neutral and shall not be used for habitat mitigation/credit purposes.

C. Letters of Qualification Have Been Submitted to ADD

- 1) The applicant shall submit, for approval, a letter verifying the qualifications of the biological professional to MMC. This letter shall identify the PQB, Principal Restoration Specialist (PRS), and QBM, where applicable, and the names of all other persons involved in the implementation of the revegetation/restoration plan and biological monitoring program, as they are defined in the City of San Diego Biological Review References. Resumes and the biology worksheet should be updated annually.
- 2) MMC will provide a letter to the applicant confirming the qualifications of the PQB/PRS/QBM and all City Approved persons involved in the revegetation/restoration plan and biological monitoring of the project.
- 3) Prior to the start of work, the applicant must obtain approval from MMC for any personnel changes associated with the revegetation/restoration plan and biological monitoring of the project.
- 4) PQB must also submit evidence to MMC that the PQB/QBM has completed Storm Water Pollution Prevention Program (SWPPP) training.

D. Prior to Start of Construction

PQB/PRS Shall Attend Preconstruction (Precon) Meetings

- 1) Prior to beginning any work that requires monitoring:
 - a. The owner/permittee or their authorized representative shall arrange and perform a Precon Meeting that shall include the PQB or PRS, Construction Manager (CM) and/or Grading Contractor (GC), Landscape Architect (LA), Revegetation Installation Contractor (RIC), Revegetation Maintenance Contractor (RMC), Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC.
 - b. The PQB shall also attend any other grading/excavation related Precon Meetings to make comments and/or suggestions concerning the revegetation/restoration plan(s) and specifications with the RIC, CM and/or GC.
 - c. If the PQB is unable to attend the Precon Meeting, the owner shall schedule a focused Precon Meeting with MMC, PQB/PRS, CM, BI, LA, RIC, RMC, RE and/or BI, if appropriate, prior to the start of any work associated with the revegetation/ restoration phase of the project, including site grading preparation.
- 2) Where Revegetation/Restoration Work Will Occur
 - a. Prior to the start of any work, the PQB/PRS shall also submit a revegetation/restoration monitoring exhibit (RRME) based on the appropriate reduced LCD (reduced to 11"x 17" format) to MMC, and the RE, identifying the areas to be revegetated/restored including the delineation of the limits of any disturbance/grading and any excavation.
 - b. PQB shall coordinate with the construction superintendent to identify appropriate Best Management Practices (BMP's) on the RRME.
- 3) When Biological Monitoring Will Occur
 - a. Prior to the start of any work, the PQB/PRS shall also submit a monitoring

procedures schedule to MMC and the RE indicating when and where biological monitoring and related activities will occur.

- 4) PQB Shall Contact MMC to Request Modification
 - a. The PQB may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the revegetation/restoration plans and specifications. This request shall be based on relevant information (such as other sensitive species not listed by federal and/or state agencies and/or not covered by the MSCP and to which any impacts may be considered significant under CEQA) which may reduce or increase the potential for biological resources to be present.

E. During Construction

PQB or QBM Present During Construction/Grading/Planting

- 1) The PQB or QBM shall be present full-time during construction activities including but not limited to, site preparation, cleaning, grading, excavation, landscape establishment in association with the reliance upon the approved permits. This shall ensure that no impacts occur to sensitive biological resources (outside the approved limits) as identified in the LCD and on the RRME. **The RIC and/or QBM are responsible for notifying the PQB/PRS of changes to any approved construction plans, procedures, and/or activities. The PQB/PRS is responsible to notify the CM, LA, RE, BI and MMC of the changes.**
- 2) The PQB or QBM shall document field activity via the Consultant Site Visit Record Forms (CSVR). The CSVR's shall be faxed by the CM the first day of monitoring, the last day of monitoring, monthly, and in the event that there is a deviation from conditions identified within the LCD and/or biological monitoring program. The RE shall forward copies to MMC.
- 3) The PQB or QBM shall be responsible for maintaining and submitting the CSVR at the time that CM responsibilities end (i.e., upon the completion of construction activity other than that of associated with biology).
- 4) All construction activities (including staging areas) shall be restricted to the development areas as shown on the LCD. The PQB/PRS or QBM staff shall monitor construction activities as needed, with MMC concurrence on method and schedule. This is to ensure that construction activities do not encroach into biologically sensitive areas beyond the limits of disturbance as shown on the approved LCD.
- 5) The PQB or QBM shall supervise the placement of orange construction fencing or City approved equivalent, along the limits of potential disturbance adjacent to (or at the edge of) all sensitive habitats, including the preserved coastal sage scrub, mixed chaparral, and non-native grasslands, as shown on the approved LCD.
- 6) The PBQ shall provide a letter to MMC that limits of potential disturbance has been surveyed, staked and that the construction fencing is installed properly.
- 7) The PQB or QBM shall oversee implementation of BMP's, such as gravel bags, straw logs, silt fences or equivalent erosion control measures, as needed to ensure prevention of any significant sediment transport. In addition, the PQB/QBM shall be responsible to verify the removal of all temporary construction BMP's upon completion of construction activities. Removal of temporary construction BMP's shall be verified in writing on the final construction phase CSVR.

- 8) PQB shall verify in writing on the CSVR's that no trash stockpiling or oil dumping, fueling of equipment, storage of hazardous wastes or construction equipment/material, parking or other construction related activities shall occur adjacent to sensitive habitat. These activities shall occur only within the designated staging area located outside the area defined as biological sensitive area.
 - 9) The long-term establishment inspection and reporting schedule per LCD must all be approved by MMC prior to the issuance of the Notice of Completion (NOC) or any bond release.
- F. Disturbance/Discovery Notification Process
- 1) If unauthorized disturbances occurs or sensitive biological resources are discovered that where not previously identified on the LCD and/or RRME, the PQB or QBM shall direct the contractor to temporarily divert construction in the area of disturbance or discovery and immediately notify the RE or BI, as appropriate.
 - 2) The PQB shall also immediately notify MMC by telephone of the disturbance and report the nature and extent of the disturbance and recommend the method of additional protection, such as fencing and appropriate Best Management Practices (BMP's). After obtaining concurrence with MMC and the RE, PQB and CM shall install the approved protection and agreement on BMP's.
 - 3) The PQB shall also submit written documentation of the disturbance to MMC within 24 hours by fax or email with photos of the resource in context (e.g., show adjacent vegetation).
- G. Determination of Significance
- 1) The PQB shall evaluate the significance of disturbance and/or discovered biological resource and provide a detailed analysis and recommendation in a letter report with the appropriate photo documentation to MMC to obtain concurrence and formulate a plan of action which can include fines, fees, and supplemental mitigation costs.
 - 2) MMC shall review this letter report and provide the RE with MMC's recommendations and procedures.
- H. Post Construction
- Mitigation Monitoring and Reporting Period
- 1) *Five-Year* Mitigation Establishment/Maintenance Period
 - a. The RMC shall be retained to complete maintenance monitoring activities throughout the *five-year* mitigation monitoring period.
 - b. Maintenance visits will be conducted twice per month for the first six months, once per month for the remainder of the first year, and quarterly thereafter.
 - c. Maintenance activities will include all items described in the LCD.
 - d. Plant replacement will be conducted as recommended by the PQB (note: plants shall be increased in container size relative to the time of initial installation or establishment or maintenance period may be extended to the satisfaction of MMC.
 - 2) Five-Year Biological Monitoring
 - a. All biological monitoring and reporting shall be conducted by a PQB or QBM, as appropriate, consistent with the LCD.
 - b. Monitoring shall involve both qualitative horticultural monitoring and quantitative

monitoring (i.e., performance/success criteria). Horticultural monitoring shall focus on soil conditions (e.g., moisture and fertility), container plant health, seed germination rates, presence of native and non-native (e.g., invasive exotic) species, any significant disease or pest problems, irrigation repair and scheduling, trash removal, illegal trespass, and any erosion problems.

- c. After plant installation is complete, qualitative monitoring surveys will occur monthly during year one and quarterly during years two through five.
- d. Upon the completion of the 120-days short-term plant establishment period, quantitative monitoring surveys shall be conducted at 0, 6, 12, 24, 36, 48 and 60 months by the PQB or QBM. The revegetation/restoration effort shall be quantitatively evaluated once per year (in spring) during years three through five, to determine compliance with the performance standards identified on the LCD. All plant material must have survived without supplemental irrigation for the last two years.
- e. Quantitative monitoring shall include the use of fixed transects and photo points to determine the vegetative cover within the revegetated habitat. Collection of fixed transect data within the revegetation/restoration site shall result in the calculation of percent cover for each plant species present, percent cover of target vegetation, tree height and diameter at breast height (if applicable) and percent cover of non-native/non invasive vegetation. Container plants will also be counted to determine percent survivorship. The data will be used determine attainment of performance/success criteria identified within the LCD.
- f. Biological monitoring requirements may be reduced if, before the end of the fifth year, the revegetation meets the fifth year criteria and the irrigation has been terminated for a period of the last two years.
- g. The PQB or QBM shall oversee implementation of post-construction BMP's, such as gravel bags, straw logs, silt fences or equivalent erosion control measure, as needed to ensure prevention of any significant sediment transport. In addition, the PBQ/QBM shall be responsible to verify the removal of all temporary post-construction BMP's upon completion of construction activities. Removal of temporary post-construction BMPs shall be verified in writing on the final post-construction phase CSV.

Submittal of Draft Monitoring Report

- 1) A draft monitoring letter report shall be prepared to document the completion of the 120-day plant establishment period. The report shall include discussion on weed control, horticultural treatments (pruning, mulching, and disease control), erosion control, trash/debris removal, replacement planting/reseeding, site protection/signage, pest management, vandalism, and irrigation maintenance. The revegetation/restoration effort shall be visually assessed at the end of 120 day period to determine mortality of individuals.
- 2) The PQB shall submit two copies of the Draft Monitoring Report which describes the results, analysis, and conclusions of all phases of the Biological Monitoring and Reporting Program (with appropriate graphics) to MMC for review and approval within 30 days following the completion of monitoring. Monitoring reports shall be prepared

on an annual basis for a period of five years. Site progress reports shall be prepared by the PQB following each site visit and provided to the owner, RMC and RIC. Site progress reports shall review maintenance activities, qualitative and quantitative (when appropriate) monitoring results including progress of the revegetation relative to the performance/success criteria, and the need for any remedial measures.

- 3) Draft annual reports (three copies) summarizing the results of each progress report including quantitative monitoring results and photographs taken from permanent viewpoints shall be submitted to MMC for review and approval within 30 days following the completion of monitoring.
- 4) MMC shall return the Draft Monitoring Report to the PQB for revision or, for preparation of each report.
- 5) The PQB shall submit revised Monitoring Report to MMC (with a copy to RE) for approval within 30 days.
- 6) MMC will provide written acceptance of the PQB and RE of the approved report.

Final Monitoring Reports(s)

- 1) PQB shall prepare a Final Monitoring upon achievement of the fifth year performance/success criteria and completion of the five-year maintenance period.
 - a. This report may occur before the end of the fifth year if the revegetation meets the fifth year performance / success criteria and the irrigation has been terminated for a period of the last two years.
 - b. The Final Monitoring report shall be submitted to MMC for evaluation of the success of the mitigation effort and final acceptance. A request for a pre-final inspection shall be submitted at this time, MMC will schedule after review of report
 - c. If at the end of the five years any of the revegetated area fails to meet the project's final success standards, the applicant must consult with MMC. This consultation shall take place to determine whether the revegetation effort is acceptable. The applicant understands that failure of any significant portion of the revegetation/restoration area may result in a requirement to replace or renegotiate that portion of the site and/or extend the monitoring and establishment/maintenance period until all success standards are met.

Significance of Impacts Following Mitigation

Implementation of MM 5.6-1 – 5.6-4 would mitigate impacts associated with Biological Resources to below a level of significance.

Issue 2

Would the proposed project impact important habitat or result in interference with the movement of any resident or migratory fish or wildlife species?

Impacts

As discussed under Issue 1, above, a total of 15.28 acres of habitat would be directly impacted by the proposed project. As shown by Table 5.6-5, *Proposed Impacts to Habitat*, this habitat includes 0.86 acre of disturbed habitat, 1.08 acres of coastal sage scrub, 0.28 acre of mixed chaparral, 0.18 acre of disturbed wetlands (0.06 acre on-site and 0.12 acre off-site), 12.54 acres of non-native grassland, and

0.34 acre of eucalyptus.

Based on the surveys performed at the site, the loss of habitat would directly affect one pair of California gnatcatchers with fledglings. Because the site is within the City's MSCP area, but outside of the MHPA, the gnatcatchers are considered adequately covered and no mitigation is required.

The proposed project site contains eucalyptus trees, some of which would be removed. There is potential for migratory birds to nest in the trees during the nesting season of January 31 to September 15. Avian species observed on-site are protected under the Migratory Bird Treat Act (MBTA), which prohibits, unless permitted by regulations, the pursuit, hunting, taking, capture, killing, possession, sale, purchase, transport, or export of any migratory bird or any part, nest or egg of that bird. Project compliance with the MBTA would preclude any direct impacts to migratory birds. Noise impacts to nesting raptors would be avoided during the breeding season through preconstruction surveys and adherence to appropriate noise buffer zone restrictions. Noise mitigation measures to protect breeding raptors have been included within the MMRP for this project.

Project construction could cause the disruption or removal of raptor nests. Construction within 3500 feet of an active raptor nest or removal of an active raptor nest would be considered significant.

Impact 5.6-5: A significant impact would occur if an active raptor nest is present on-site during clearing and grading activities.

Significance of Impacts

The proposed project would result in potentially significant impacts to migratory birds if construction activities affect active raptor nests.

Mitigation Measures

In order to mitigate potential impacts to migratory bird species, the following mitigation measure shall be implemented.

MM 5.6-5: The following Raptor Noise Mitigation (for potential indirect impacts) shall be required:

If project grading is proposed during the raptor breeding season (Feb. 1-Sept. 15), the project biologist shall conduct a pregrading survey for active raptor nests in within 300 feet of the development area and submit a letter report to MMC prior to the preconstruction meeting.

- A. If active raptor nests are detected, the report shall include mitigation in conformance with the City's Biology Guidelines (i.e. appropriate buffers, monitoring schedules, etc.) to the satisfaction of the Assistant Deputy Director (ADD) of the Land Development Review Division (LDR). Mitigation requirements determined by the project biologist and the ADD of LDR shall be incorporated into the project's Biological Construction Monitoring Exhibit

(BCME) and monitoring results incorporated in to the final biological construction monitoring report.

- B. If no nesting raptors are detected during the pregrading survey, no mitigation is required.

Significance of Impacts Following Implementation of Mitigation Measures

Implementation of Mitigation Measures MM 5.6-5 would mitigate impacts to nesting wildlife species to below a level of significance.

Issue 3

Would the project affect the long-term conservation of biological resources? Would the project impact the Multi-Habitat Planning Area (MHPA)?

Impacts

The project site is not within the City's MHPA; therefore, the loss of habitat associated with the project would not impact the MHPA. Measures 5.6-1 through 5.6-4 would be required to mitigate impacts to sensitive habitat loss.

Significance of Impacts

The proposed project would contribute to the long-term conservation of biological resources through payment into the City's Habitat Acquisition Fund to mitigate the significant impacts to upland habitats (1.08 acre of Coastal Sage Scrub, 0.28 acre of Mixed Chaparral, and 12.54 acres of Non-Native Grasslands). To mitigate the significant impacts to 0.06 acre on-site and 0.12 acre off-site of disturbed wetlands, 0.18 acre of wetland enhancement shall occur within the 17-acre San Diego River parcel and 0.06 acre of wetland creation credits haven been purchased from Rancho Jamul Mitigation Bank. Impacts to the long-term conservation of biological resources and to the MHPA would be reduced to below a level of significance.

Mitigation Measures

The project would not result in long-term impacts to the conservation of biological resources or to the MHPA, and no mitigation measures are required beyond those specified for habitat and raptor impacts.

5.7 HEALTH AND SAFETY

The analysis in this section evaluates the potential for human health/public safety/hazardous materials impacts associated with the proposed project. Relative to hazardous materials and toxic soils, GEOCON Consultants, Inc. conducted a *Phase I Environmental Site Assessment* of the Quarry Falls project. The *Phase I Environmental Site Assessment* (July 6, 2005) report presents the details of the Environmental Site Assessment and summarizes the findings relative to the potential presence of hazardous materials and wastes and/or hazardous conditions at the site at levels likely to warrant mitigation action pursuant to current regulatory guidelines. The Phase I Environmental Site Assessment is summarized in this section relative to hazardous materials. The entire report is included as Appendix M1 to this Program EIR. An additional report was prepared by GEOCON for soil sampling and laboratory analysis performed at the project site. That report, titled *Report of Soil Sampling and Analysis Imported Sediment* (September 28, 2005), is included in Appendix M2 of this Program EIR. Included in the *Air Quality Technical Report* (July 30, 2007), prepared for the project, is a health risk assessment. That information is used in this section to address health risks associated with locating sensitive receptors (such as housing) proximate to sources of air emissions (such as mining and asphalt/concrete plants). The *Air Quality Technical Report* is contained in Appendix C to this Program EIR.

5.7.1 Existing Conditions

The Quarry Falls project site is located predominantly within the Mission Valley Community Plan area. A small portion of the project site is within the Serra Mesa Community Plan area. Surrounding uses include light industrial and a retail commercial center to the west; commercial office, commercial retail and residential, and hotel uses to the south; Caltrans I-805 right-of-way and commercial office use to the east; and residential and church uses to the north. An SDG&E easement containing high voltage overhead transmission lines traverses the northern portion of the site. Currently, sand and gravel mining operations occur on the project site; reclamation of mined areas is occurring as mining ceases in areas of the project site. Hazardous materials have been documented on-site and in nearby areas, as discussed under Section 5.7.2, *Impacts Analysis*, below.

Health Risks

A human Health Risk Assessment (Kleinfelder 1992) has been prepared for the mining operations, as required under California Assembly Bill 2588 (AB 2588). The Health Risk Assessment assesses potential health risks to surrounding receptors (for example, nearby residents, schools, etc.). The Health Risk Assessment predicted a maximum cancer risk from exposure to emissions from the facility of 7.663 in a million. This risk was predicted for a hypothetical receptor located 100 meters southwest of the facility boundary in a commercial area. The maximum residential risk predicted in the Health Risk Assessment was 4.681 in a million at a location 50 meters north of the facility boundary. These levels are below Air Pollution Control District's (APCD) threshold of 10 in a million and are not considered a significant health risk. These risk levels were based on emissions for the reporting year 1989, but did not address potential risks associated with exposure to crystalline silica emissions from the site.

In 1999, both the San Diego Air Pollution Control District (SDAPCD 1999) and the U.S. Department of Health and Human Services, Agency for Toxic Substances and Disease Registry, conducted monitoring and an exposure investigation to evaluate whether residents who live in a community adjacent to the mining site at Quarry Falls were being exposed to crystalline silica in fugitive airborne particulates at levels of public health concern. The studies, which included

monitoring of fugitive dust concentrations at nearby residential receptors, demonstrated that the levels of toxic air contaminants were not elevated above other sites in San Diego, and that crystalline silica levels to which receptors could be exposed was below the recommended levels for occupational or residential exposures. The study concluded that crystalline silica levels measured in the ambient air samples collected near the site do not pose a public health hazard. [The chronic reference exposure level (REL) for crystalline silica is 3.0 micrograms per cubic meter of air ($\mu\text{g}/\text{m}^3$). This is the level at which there would be a health hazard predicted.]

The ready-mix plant and asphalt plant would also emit substances that are categorized by the State of California as toxic air contaminants (TACs). The TAC emissions were estimated based on emission factors from the U.S. EPA's *Compilation of Air Pollutant Emission Factors* (U.S. EPA 2001, 2004) for concrete and asphalt plants. A health risk assessment was prepared to evaluate the potential for human health risks associated with exposure to TACs emitted from the facility at both the Quarry Falls development, which will begin occupancy while the plants are in operation, and off-site. The U.S. EPA's ISCST3 model was used to estimate downwind concentrations of TACs at the Quarry Falls development and outside of the development boundaries. It was assumed that the concrete and asphalt plants would operate until 2022, at which time the plants would cease to operate.

The health risk assessment indicated that the incremental cancer risk at the concrete/asphalt plant boundary would be approximately 2.03 in a million, which is below the San Diego APCD's threshold of 10 in a million for public notification and two orders of magnitude below the APCD's threshold of 100 in a million for risk reduction measures. The non-cancer chronic hazard index would be 0.0652 and the non-cancer acute hazard index would be 0.289, which are both below the significant hazard index of 1.0. Thus the concrete and asphalt plants would not pose a significant health risk to either Quarry Falls or off-site residents.

Underground storage tanks (USTs) have been used to support the mining operations and the concrete and asphalt plants. All USTs have been removed and properly disposed of in conjunction with the requirements of San Diego County Department of Environmental Health, except for one. The remaining UST is 10,000 gallons in size and is located adjacent to the asphalt plant. The tank is used as a stand-by source of fuel for the asphalt burner in the event of an interruption in natural gas. The tank is expected to remain on-site as long as the asphalt plant remains, then would be removed.

Regulations

The City of San Diego reviews the location of sensitive receptors, such as housing, proximate to light industrial uses. Because the project proposes employment base uses allowed in the IL-3-1-zone, which can include light industrial uses, the various local, county, state, and federal regulations in place to avoid potential health risks associated with placing housing proximate to light industrial uses would apply.

State Regulations

Obnoxious uses are regulated under Section 41700 of the State Health and Safety Code, under the "Nuisance Rule." The regulation states that "a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment,

nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.” The number of people in the area that are affected is not limited to a specific distance from the source of the nuisance, as long as it can be proven that the business is the true source. In other words, there is no direct distance relationship between an obnoxious source and its impact on a sensitive receptor.

Hazardous materials regulation is discussed under Section 25532(g) of the State Health and Safety Code. The regulation states that facilities that store, handle, or use regulated substances as defined in the California Health and Safety Code Section 25532(g) in excess of threshold quantities shall prepare a risk management plan for determination of risk to the community. As identified in the California Health and Safety Code, Section 25532(g), the term, “regulated substances” is defined as any substance that is comprised of the following:

1. A regulated substance that is listed in Section 68.130 of Title 40 of the Code of Federal Regulations pursuant to paragraph (3) of subsection (r) of Section 112 of the Clean Air Act (42 U.S.C. Sec. 7412(r)(3)).
2. An extremely hazardous substance listed in Appendix A of Part 355 of Subchapter J of Chapter I of Title 40 of the Code of Federal Regulations that is any of the following:
 - a. A gas at standard temperature and pressure
 - b. A liquid with a vapor pressure at standard temperature and pressure equal to or greater than ten millimeters mercury
 - c. A solid that is (a) in solution or in molten form, (b) in powder form with a particle size less than 100 microns, or (c) reactive with a National Fire Protection Association rating of 2, 3, or 4.
3. On or before June 30, 1997, the office shall, in consultation with the Office of Environmental Health Hazard Assessment, determine which of the extremely hazardous substances listed in Appendix A of Part 355 of Subchapter J of Chapter I of Title 40 of the Code of Federal Regulations do either of the following:
 - a. May pose a regulated substances accident risk, with consideration of the factors specified in subdivision (g) of Section 25543.1, and should remain on the list of regulated substances until completion of the review conducted pursuant to subdivision (a) of Section 25543.3.
 - b. The office shall adopt, by regulation, a list of the extremely hazardous substances identified pursuant to clause (i). Extremely hazardous substances placed on the list are regulated substances for the purpose of this article.

Facilities which handle, store, or use any quantity of toxic or highly toxic gas as defined by the most recent Uniform Fire Code (UFC), which are also regulated substances as defined in the California Health and Safety Code Section 25532(g), shall prepare an off-site consequence analysis (OCA). This analysis shall be performed in accordance with Title 19 of the California Code of Regulations Section 2750.2 and Section 2750.3. If the OCA demonstrates that toxic release could potentially impact the residential community, the facility will not store, handle, or use the material in those

quantities. If a decrease in quantity of material reduces the distance to toxic endpoint to where the community is not impacted, the facility shall be able to utilize the material in that specified quantity.

Facilities that handle, store, or use any quantity of toxic or highly toxic gas need to prepare an OCA. According to Section 2750.2, the OCA parameters consist of assessing toxic endpoints stated in Section 2770.5, Table 1 and Table 3, which include, but are not limited to the following hazardous materials: Acrolein, Acrylonitrile, Ammonia, Arsine, Boron-Tetrachloride, Boron-Tetrafluoride, Bromine, Carbon-Disulfide, Chlorine, Chloroform, Diborane, Fluorine, Formaldehyde, Furan, Hydrazine, Hydrochloric Acid, Hydrogen-Chlorine, Methyl-Chlorine, Methyl-Hydrazine, Nickel-Carbonyl, Nitric-Acid, Nitric Oxide, Oleum, Phosphine, Phosphorus, Piperidine, Sulfur-Dioxide, Sulfur-Tetrafluoride, and Vinyl Acetate. Regulated flammable substances are stated in Table 2 of Section 2770.5, and include, but are not limited to the following flammable materials: Butane, 1-Butene, 2-Butene, Carbon Oxysulfide, Chlorine Monoxide, Cyanogen, Cyclopropane, Ethane, Hydrogen, Methane, Propane, Silane, Tetramethylsilane, Vinyl Acetate, and Vinyl Fluoride. Flammable endpoints vary according to the following issues: (a) explosion, (b) radiant heat/exposure time, (c) lower flammability limit, (d) wind/speed/atmospheric stability class, (e) ambient temperature/humidity, (f) height of release, (g) surface roughness, (h) dense or neutrally buoyant gases, and (h) temperature of released substances.

Section 2750.3 of the California Code of Regulations identifies the worst-case release scenario analysis. Based on the consequences of hypothetical toxic and hazardous release, worst-case scenarios comprise toxic gas release, toxic liquids, and flammables. Worst-case scenarios regarding toxic gases include temperature conditions and the potential source of the toxic gases as well as release rates. Worst-case scenarios pertaining to toxic liquids involve temperature, liquid source, area of potential contamination, and release rate. Worst-case scenarios pertaining to flammable materials include vaporization, determination of distance to endpoints as stated in Section 2750.2, potential passive mitigation, pressure and temperature as well as potential source of flammable material.

County Department of Environmental Health (DEH)

The County DEH, Hazardous Materials Management Division (HMMD) issues Unified Facility Program Permits to regulate businesses that may impact public health and safety. These include businesses that use hazardous materials, dispose of hazardous wastes, have underground storage tanks, and/or generate medical waste. The goal of the HMMD is to protect human health and the environment by ensuring hazardous materials, hazardous waste, medical waste and underground storage tanks are properly managed. This is determined on a project specific basis.

All applications for businesses which use, handle, or store hazardous materials, including hazardous waste, must be reviewed by DEH, HMMD. The purpose of this review is to determine if a Hazardous Materials Business Plan or a Risk Management and Prevention Plan (RMPP) is required to be submitted or updated by the business, and if a DEH permit is required. If a business meets any of the following, a Hazardous Materials Business Plan will be required to be completed prior to final occupancy:

1. The quantity of hazardous materials at any one time is equal to or greater than a total weight of 500 pounds, or a total volume of 55 gallons, or 200 cubic feet at standard temperature and pressure for a compressed gas; or
2. The quantity of any Acutely Hazardous Material (AHM) will be equal or greater than its Threshold Planning Quantity (TPQ); or
3. Any amount of the material is a carcinogen, reproductive toxin, a hazardous gas with a Threshold Limit Value-Time Weighted Average (TLV-TWA) or Threshold Limit Value-Short Term Exposure Limit (TLV-STEL) of 110 parts per million (ppm) or less.

In addition, if the business handles any quantity of an Acutely Hazardous Material (AHM), the business must submit an AHM Registration Form to the Department of Environmental Health prior to issuance of the construction permit. If the business will use or store any AHMs in excess of specified quantities (Threshold Planning Quantities), the DEH is required to conduct a site-specific computer screening prior to issuance of the construction permit. The purpose of this screening is to determine if an off-site consequence would likely result from the sudden release of the Acutely Hazardous Materials. If the probability of a release exists, the business must prepare a Risk Management and Prevention Plan.

San Diego Air Pollution Control District (SDAPCD)

Per the California Air Toxics “Hot Spots” Information and Assessment Act (AB 2588), toxic air emissions in the region are regulated by the San Diego Air Pollution Control District (SDAPCD). A toxic air contaminant is defined as an “air pollutant that may increase a person’s risk of developing cancer and/or other serious health effects.” Approximately 800 chemical compounds have been identified as having potential adverse health effects. It is estimated that industrial facilities produce approximately 27 percent of toxic air contaminants.

Hazardous air polluters in San Diego include the following types of businesses: chromium electroplating and anodizing; dry cleaning; aerospace manufacturing and rework facilities; shipbuilding and repair operations; halogenated solvent cleaning; ethylene oxide sterilizing; and miscellaneous organic chemicals process. Other types of businesses are considered hazardous air polluters; however, they are not expected to be major contributors in San Diego. These include: gasoline distribution (bulk terminals); wood furniture manufacturing; boat manufacturing; printing and publishing; research and development facilities; and off-site waste and recovery operations.

The SDAPCD requires a review of businesses which may emit air contaminants from non-vehicular sources. The purpose of this review is to determine whether an Authority to Construct and Permit to Operate are required for certain equipment at the business. In addition, the review will determine whether notification is required for demolition and renovation projects involving asbestos. Permits and notifications help San Diego County protect the public health by attaining and maintaining ambient air quality standards and preventing public nuisance.

There are no set initial limitations or prohibited types of business in relation to closeness to sensitive receptors; however, during the permitting process some issues may arise that would need to be addressed or changed in order for standards to be met, though these are on a case specific basis. The only exception to this rule is, should the business dealing with hazardous materials be in the vicinity

of a school (K-12), it must be a minimum distance of 1,000 feet away from the school. Notification of such use to the parents of each child in the school is also required.

City of San Diego

At the local level, the City Fire Department screens inventories of substances and inspects sites. All businesses applying for a permit which use, handle or store any quantity of hazardous materials shall be reviewed by the San Diego Fire Department through the completion and submittal of the Fire Department's Hazardous Materials Information form. The purpose of this review is to classify the building occupancy in accordance with the California Building Code.

Electromagnetic Fields

SDG&E maintains an electric transmission easement corridor that crosses the northern portion of the project site in an east-west fashion and includes high voltage transmission lines. High power electrical transmission lines generate invisible electric and magnetic lines of force referred to as electromagnetic fields (EMF). In the past, there has been concern about electromagnetic fields and the relationship to increased incidence of rare forms of cancer. Studies from the late 1970s have suggested a possible relationship between cancer, specifically childhood leukemia, and exposure to electric and magnetic fields or proximity to overhead power lines. The available scientific data do not support a conclusion that electric and/or magnetic fields cause health effects. However, due to increasing concern regarding electromagnetic fields and health effects and the proximity of power lines to potential developments, this issue is addressed in this EIR. CEQA Guidelines Section 15145 states, "*If after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact.*" The following discussion summarizes information gathered to date on EMF effects and their possible ramifications.

High-power transmission lines, such as those located within the Quarry Falls project site, generate electromagnetic fields that consist of invisible lines of force that surround anything conducting electricity. An electric field is created when voltage is established on a wire (i.e., when it is plugged in), while magnetic fields are created with the flow of current (i.e., if there is no current, there is no electrically induced magnetic field). These created electric and magnetic fields are widespread in modern America and are generated by all electrical items, including many common household appliances. A small sample of common EMF sources includes refrigerators, televisions, stereos, coffee makers, broilers, electric blankets, fax machines, computers, and light bulbs. Electromagnetic fields are created by charged particles. The electric component of the field pushes or pulls charged particles, such as ions, in the direction of the field. The magnetic component acts on moving charged particles and pushes them perpendicular to their direction of motion.

Reports from the Soviet Union of various health complaints among utility workers in high-voltage switchyards in the early 1970s generated worldwide concern regarding the possibility of adverse health effects from exposures to electric fields. Subsequent research on electrical utility workers in Europe and North America failed to confirm the presence of such complaints and, subsequently, Soviet investigators indicated that their earlier concerns had been "overstated."

In the late 1970s and throughout the 1980s, there was concern that magnetic fields may be associated with childhood cancer. The apparent association to date arises from epidemiological studies, which are based on a statistical association between a pattern of disease (such as cancer) and a factor (such as overhead power lines). This is in contrast to laboratory studies, which develop a cause-and-effect relationship from experimental evidence and are reproducible. Several epidemiological studies (studies that investigate disease within the human population) have been conducted on this subject with conflicting results. Some documented epidemiological studies that were conducted have reported weak associations between childhood cancer and exposure to EMF. Other studies that were conducted in a similar manner have reported no associations between cancer related incidents and proximity to power lines.

In 1992, the U.S. Congress instructed the National Institute of Health and the Department of Energy to develop a program of research and analysis for providing evidence to clarify the potential health risks for exposure to EMF. The report was published in 1999, titled *Health Effects from Exposure to Power-line Frequency Electric and Magnetic Fields*. It concluded that there is weak evidence that exposure to EMF causes any health risks. However, EMF exposure cannot be recognized as entirely safe because of weak scientific evidence.

The epidemiological and laboratory studies conducted to date, as a whole, do not support the conclusion that exposure to magnetic fields is a cause of cancer. At present, the scientific community does not support the implementation of standards since science has not identified exposure to EMFs as a health hazard nor has it provided any meaningful dose-response data on which to base standards.

At the local level, the California Public Utilities Commission (CPUC), after investigating the EMF issue, found that available scientific research does not support a conclusion that exposure to low-frequency fields is a health risk. However, the CPUC, SDG&E, and other utilities in California recognize that some public concern and scientific uncertainty exist regarding a potential health risk associated with EMF. As a result, the CPUC issued Decision 93-11-013 on November 2, 1993. In this order, the commission directed California's utilities to standardize guidelines with other utilities where possible.

The possible link between electromagnetic fields from power lines and deleterious health effects has not been established. Thus, no land use setback distances from power lines or easements has been recommended except for the California State Department of Education, which requires a 150 foot setback from 230 kV transmission lines for adjacent school sites.

Two separate high voltage overhead transmission power lines cross the northern portion of the Quarry Falls Vesting Tentative Map area and run parallel to and just south of Phyllis Place. The Quarry Falls project proposes an option to locate a school on approximately two to five acres in the area north of Quarry Falls Boulevard, proximate to the Civic Center and Park District. The school site would be located in excess of 2,000 feet from high voltage power lines.

5.7.2 Impact Analysis

Impact Thresholds

Based on the City of San Diego's "Significance Determination Guidelines under the California Environmental Quality Act" for impacts to human health, public safety, and hazardous materials, projects that meet one or more of the following criteria may result in a significant impact:

- Located within 1,000 feet of a known contamination site, or has an open DEH site file;
- Located within 2,000 feet of a known "border zone property" (also known as a "Superfund" site) or a hazardous waste property subject to corrective action pursuant to the Health and Safety Code;
- Located where there is a DEH site file that has been "closed";
- Located in Centre City San Diego, Barrio Logan or other areas known or suspected to contain contamination sites;
- Located on or near an active or former landfill;
- Properties historically developed with industrial or commercial uses which involved dewatering (the removal of groundwater during excavation) in conjunction with major excavation in an area with high groundwater (such as Downtown);
- Located in the Runway Protection Zone (RPZ), the Airport Environs Overlay Zone (AEOZ), or the Airport Approach Overlay Zone (AAOZ) or where the Federal Aviation Administration (FAA) has reached a determination of "hazard" through FAA Form 7460-1, "Notice of Proposed Construction or Alteration" as required by FAA regulations in the Code of Federal Regulations (CFR) Title 14 §77.13; or
- Located on a site presently or previously used for agricultural purposes.

Relative to the City's Thresholds for Health and Safety, the project site is not located within 2,000 feet of a known "border zone property"; is not located within the Centre City or Barrio Logan areas of San Diego or in an area where contamination is known or suspected; is not located on or near an active or former landfills; and is not a property that developed with uses that involve dewatering. The nearest airport to the project site is the San Diego International Airport (SDIA), providing international and regional commercial air services, located approximately four miles to the southwest. The project's proximity to SDIA requires notification to the Federal Aviation Administration (FAA) in order to conduct an Obstruction Evaluation/Airport Airspace analysis under Title 14 Code of Federal Regulations, Part 77. The project has completed a request for the aeronautical study and has received Determinations of No Hazard to Air Navigation for the project (Appendix O). Mining activities have occurred on the site since the 1930s. Although unknown, any previous use of the property for agricultural activities would have long since ended and the soils excavated as part of the on-going sand and gravel mining operations.

City Thresholds relevant to the site, therefore, are:

- Located within 1,000 feet of a known contamination site or has an open DEH site file, and
- Located where there is a DEH site file that has been “closed.”

Issue 1

Are any hazardous materials present on or adjacent to the site?

Impacts

On-Site Hazardous Materials. Based on a review of the historical aerial photographs and information obtained as part of the Phase I Environmental Assessment, the project site has been used for sand and rock mining and construction aggregate processing/distribution purposes since the 1940s. Hazardous materials historically and/or currently handled at the project site include gasoline, diesel fuel, concrete additives, iron oxides, antifreeze, capping compounds, fly ash, lubricating oils, compressed gases, calcium chloride, calcium nitrite, potassium hydroxide, cleansers, and pond flocculants. Hazardous wastes generated at the project site since its mining development have included waste/mixed oil, used oil filters, used batteries, used coolant/antifreeze, and degreasing sludge.

Underground storage tanks (USTs) have operated and one is currently operating on the project site. Several USTs have been closed and removed. Currently, Vulcan Materials Company owns and operates one 10,000 gallon diesel UST and five hot asphalt tanks. The UST would remain on-site until the asphalt plant is removed. There is no evidence of leakage at the existing UST.

Impact 5.7-1: Removal of the UST could result in significant environmental impacts.

As part of the Phase I Environmental Site Assessment, GEOCON reviewed a variety of databases to help identify “recognized environmental conditions” (RECs) at or potentially affecting the project site. Review of the regulatory database report and Department of Environmental Health information indicated that two cases involving unauthorized releases have been associated with the project site.

The first case involved diesel-impacted soil discovered during replacement operations of a UST conducted at the asphalt batch plant in 1990. According to a Site Closure Request prepared by Advanced Sciences, Inc. (ASI) in April 1991, soil excavation activities, including removal of approximately 55 cubic yards of diesel-contaminated soils were conducted at the site. Soils samples were collected and soils and groundwater were analyzed. Based on the findings of the analysis, ASI indicated that the diesel spillage had not significantly impacted the groundwater quality and should not significantly affect groundwater in the future. ASI requested a site closure from the DEH and the California RWQCB. Both the DEH and RWQCB agreed with ASI’s findings and reported that “no further action” was required. DEH advised that changes in the present or proposed use of the property may require further site characterization and mitigation activity.

The second case was discovered during fuel dispenser re-piping activities conducted in May 2002. Soil samples collected beneath the fuel dispensers as part of the re-piping activities indicated that

elevated concentrations of petroleum hydrocarbon compounds were present in the underlying shallow soil. Subsequent subsurface investigation conducted in the vicinity of the fueling facility included the installation of two groundwater monitoring wells and groundwater and soil sampling and analysis. The results of the investigations indicated that concentrations of total petroleum hydrocarbons – diesel fuel (TPHd) and total petroleum hydrocarbons – gasoline (TPHg) are present in the underlying soil and methyl tertiary butyl ether (MTBE) is present in the underlying groundwater. Upon review of the Preliminary Site Assessment, DEH recommended that an additional groundwater monitoring well be installed south of the fueling facility in an attempt to determine the contamination gradient. The Work Plan to install the new groundwater monitoring well was approved by DEH on February 1, 2005 and the Construction Permit was approved on March 17, 2005. The fueling facility and the USTs associated with it were removed under proper oversight in November 2005. A request has been made to close this case. Closure and removal of the on-site UST shall be done in accordance with the regulations of DEH. In accordance with DEH, at the time of removal, soils shall be tested underneath the tank for any contamination. If contaminated soil is found, it shall be removed under the oversight of a qualified engineer.

The project site was also evaluated to assess potential environmental concerns associated with approximately 46,600 cubic yards of on-site sediment prior to its transport or replacement. Soil samples were collected and analyzed for contamination. Low concentrations of metals and diethyl phthalate were detected in the soil samples. State and federal hazardous waste criteria were not exceeded for any of the sediment samples collected. Transite pipe fragments present in the samples were found to contain asbestos; however, the asbestos was considered non-friable. (Asbestos materials are divided into two categories: friable and non-friable. Friable asbestos is asbestos material that can be reduced to powder by hand pressure such as pipe insulation or sprayed on ceiling materials and can become air-borne by touch. Non-friable asbestos contains everything else. In 1996, the EPA lifted the total ban on asbestos allowing it to be used to a limited degree in non-friable products.) Based on these findings, the sediment located at the site is not subject to regulation as a hazardous waste, does not pose an unacceptable human health risk and can be re-used on-site or transported off-site for re-use or disposal.

At the request of Vulcan Materials Company, GEOCON investigated the potential for contamination of imported soils stock piled on the property and the suitability for using the imported material as engineered fill. The soils were imported from the Mission Bay area, Old Town and the former Naval Training Center in the mid-1990s. GEOCON conducted further analysis of imported soils and determined that the imported sediment is suitable for use as engineered fill.

The future redevelopment associated with the Quarry Falls project is not expected to use, store or transport hazardous materials that would result in significant impacts. See Issue 2 below for a discussion of potential impacts associated with locating sensitive receptors adjacent to light industrial uses.

Off-Site Hazardous Materials. Properties located within an approximate city block of the project site identified on the regulatory database report include six facilities listed in databases compiled for hazardous materials. These facilities, their location and status are listed in Table 5.7-1, *Off-Site Hazardous Materials Sites*. The proximity and nature of the off-site hazardous materials properties

would not result in significant health and safety considerations for the proposed project.

**Table 5.7-1.
Off-Site Hazardous Materials Sites**

Facility	Location	Status
Stadium Cleaners	5664 and 5694 Mission Center Road (0.03-mile northwest of project site)	PCE contaminated soil found in immediate vicinity of a floor sink; case issued "closed" status in July 1997.
Longs Drug Store #402	5644 Mission Center Road (0.03-mile northwest of project site)	Listed for generating metal sludge and the following recorded violation: "Hazardous materials handler has not established/implemented a business plan."
Stuart Tani, D.D.S.	5638 Mission Center Road (0.03-mile northwest of project site)	Listed for generating infectious waste, photochemical/photo processing waste and for recorded violations such as: "Medical waste containers are not adequately secured to prevent loss of contents."
QSS One Hour Photo	5658 Mission Center Road (0.03-mile northwest of project site)	Listed for generating photochemical/photo processing waste.
Union Bank of California	8954 Rio San Diego Drive (0.07-mile southwest of project site)	Details not available.

Off-site properties located more than an approximate city block are not expected to affect the project site due to gradient of groundwater flow (away from the site), distance to the site, status of those properties, and/or their locations.

Significance of Impacts

There are potential hazardous materials present on the site or adjacent areas that may pose a health risk to the existing community or the Quarry Falls project.

Mitigation Measures

The following mitigation measure has been identified to reduce hazardous materials impacts to a level below significant.

MM 5.7: Prior to the issuance of building permits for each of the development phases/proposed site development, the project applicant shall contact the San Diego County Department of Environmental Health (DEH) and participate in the Voluntary Assistance Program (VAP). The applicant shall provide EAS with a concurrence letter from DEH subsequent to participation in the VAP and prior to the issuance of building permits for each of the development phases.

Significance of Impacts Following Mitigation

Mitigation measures 5.7, identified above, would reduce potential health impacts to below a level of significance.

Issue 2

Would the project expose people to potential health hazards?

Impacts

The Mission Valley Heights Specific Plan area located west of the project site is the location of existing light industrial and office uses. Additionally, the project proposes light industrial and business park uses within the Quarry District. Various activities associated with industrial land uses have the potential to introduce toxic and hazardous materials to an area or result in toxic air emissions, which could expose residents to potential health hazards.

Controls, in the form of existing federal, state, and local regulations as discussed earlier in this section, are already in place to minimize the exposure of people to potential health hazards. For example, Section 41700 of the State Health and Safety Code states under the “Nuisance Rule” that “a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.” The number of people in the area that are affected is not limited to a specific distance from the source of the nuisance, as long as it can be proven that the business is the true source. In other words, there is no direct distance relationship between an obnoxious source and its impact on a sensitive receptor. Section 25532(g) states that facilities that store, handle, or use regulated substances as defined in the California Health and Safety Code Section 25532(g) in excess of threshold quantities shall prepare a risk management plan for determination of risk to the community. Facilities which handle, store or use any quantity of toxic or highly toxic gas as defined by the most recent UFC, which are also regulated substances as defined in the California Health and Safety Code Section 25532(g), shall prepare an off-site consequence analysis (OCA). This analysis shall be performed in accordance with Title 19 of the California Code of Regulations Section 2750.2 and Section 2750.3. If the OCA demonstrates that toxic release could potentially impact the residential community, the facility will not store, handle, or use the material in those quantities. If a decrease in quantity of material reduces the distance to toxic endpoint to where the community is not impacted, the facility shall be able to utilize the material in that specified quantity.

The County Department of Environmental Health, Hazardous Materials Management Division (HMD) regulates businesses that may impact public health and safety. The goal of the HMMD is to protect human health and the environment by ensuring hazardous materials, hazardous waste, medical waste and underground storage tanks are properly managed.

Per AB 2588, toxic air emissions in the region are regulated by the San Diego Air Pollution Control District (SDAPCD). If a business is considered to result in toxic air emission impacts, then a permit would be required from SDAPCD. Conditions are then placed on projects, which include limiting the amount of allowable emissions. There are no set initial limitations or prohibited types of business in relation to closeness to sensitive receptors. The only exception to this rule is, should the business dealing with hazardous materials be in the vicinity of a school (K-12), it must be a minimum distance of 1,000 feet away from the school. Notification of such use to the parents of each child in the school is also required.

Additionally, residential uses currently exist within Mission Valley. Therefore, existing and proposed industrial uses are subject today to the same requirements as they would be with the Quarry Falls project. No other potential health hazards are associated with the proposed project.

While hazardous materials and toxic air emissions are not expected to be generated by Quarry Falls, the project's zoning would allow light manufacturing and research and development activities, which could be associated with hazardous materials use. However, the project site would be subject to federal, state, and local laws regulating these effects. Table 5.7-2 *Industrial Use Regulations*, identifies agencies that regulate hazardous materials and their requirements. In this way, impacts to public health and safety are minimized or eliminated.

Once constructed, the project would introduce additional residents into an area where light industrial, office, and manufacturing uses occur to the west of the site. Hazardous materials and toxic air emissions that could be generated by the surrounding uses are regulated by federal, state, and local regulatory agencies, as shown by Table 5.7-2, *Industrial Use Regulations*. Any business that results in the use, disposal, or emission of harmful materials must obtain permits from applicable regulatory agencies and implement mitigation measures to reduce impacts to a level below significance, thereby minimizing or eliminating impacts to public health and safety. Federal, state, and local regulations for hazardous materials and toxic air emissions would apply to the proposed project site and all surrounding uses.

Health Risks

In addition to the Quarry Falls project itself, the CUP Amendment involves moving the existing concrete batch and asphalt plants to a site in the southeastern corner of the Quarry Falls development. The new plants would be state-of-the-art facilities that would comply with current Best Available Control Technology requirements. It is estimated that the concrete batch plant would produce a total of 250,000 cubic yards per year with a maximum production rate of 200 cubic yards per hour. The hot mix asphalt plant is estimated to produce a total of 400,000 tons per year and 300 tons per hour of asphalt. Emissions for the concrete and asphalt plants were estimated based on emission factors in the EPA's *Compilation of Air Pollutant Emission Factors*, Section 11.12-2 (EPA 2001) for concrete batching and Section 11.1 for hot mix asphalt plants.

For the asphalt plant, the main emission source at the facility would be the exhaust from the hot mix dryer and loading operations. Exhaust is routed through the baghouse to control emissions of particulates and exits through the stack. NO_x (nitrogen oxide) and particulate emissions from the dryer exhaust were estimated based on recent (1997 through 2001) source test data for similar facilities located in Irwindale, Carroll Canyon and Mission Valley. Estimates of emissions for other pollutants were based on manufacturer's data. Based on a comparison of the manufacturer's emission estimates with the source test data, it is likely that the manufacturer's emission estimates are conservative. The hot mix dryer would be equipped with low-NO_x burners to reduce NO_x emissions to 30 ppm for a maximum of 30.7 lbs/day, and would also be equipped with a baghouse to control particulate emissions. In addition to the dryer, the plant would utilize a diesel wheeled loader approximately two hours per day. Emissions from the wheeled loader were estimated based on the EPA's AP-42 emission factors for heavy equipment.

**Table 5.7-2.
Industrial Use Regulations**

Regulatory Agency	Regulation
LOCAL	
City of San Diego	<ul style="list-style-type: none"> Section 131.0620, <i>Use Regulations of Industrial Zones</i>, of the San Diego Municipal Code Section 59.5.0401, <i>Sound Level Limits</i>, of the San Diego Municipal Code Section 143.0101 and Section 143.0141 of <i>Environmentally Sensitive Lands</i>, of the San Diego Municipal Code
Air Pollution Control District (APCD)	<ul style="list-style-type: none"> General: Permit/Registration Application Form (APP116) Needed Supplementary Applications (very specific according to use) Possible Equipment Registration Form Fees
Regional Water Quality Control Board (RWQCB)	<ul style="list-style-type: none"> General Industrial Permit (NOI) Application for Waste Discharge (NPDES Permit)
County of San Diego Environmental Health	<ul style="list-style-type: none"> <i>Unified Program Facility Permit</i> if: generate hazardous waste or medical waste, handle hazardous materials or have underground storage tanks To determine if required to obtain a Unified Program Facility Permit, complete the "<i>Business Activities</i>" form and the "<i>Unified Program Facility Permit Application</i>" If required to obtain a Unified Program Facility Permit then complete the "<i>Business Owner/Operator Identification</i>" form. If NOT required to obtain a Unified Program Facility Permit, then complete Section I. Identification of the "<i>Business Owner/Operator Identification</i>" form
STATE	
Occupational Safety and Health Administration (CAL-OSHA) **No Federal OSHA Requirements	<p>DOSH Permits</p> <ol style="list-style-type: none"> Construction Activities Tower Cranes Helicopter Operations Tunneling or Underground Mining Pressure Vessels Elevators Portable Amusement Rides and Bungee Jumping Aerial Passenger Tramway <p>Registration</p> <ol style="list-style-type: none"> Asbestos Abatement Contractors Carcinogen Users <p>Certification</p> <ol style="list-style-type: none"> Cranes Mining and Tunneling Licensing Asbestos Consultants and Technicians Permanent Amusement Rides Qualified Safety Inspector Loss Control <p>Notification</p> <ol style="list-style-type: none"> Asbestos Abatement Lead Work Pre-job Notification Annual Permit Holder Serious or Fatal Accident Mine Notification 6. Underground Mine and Tunnel Notifications
Department of Toxic Substances Control (DTSC)	<ul style="list-style-type: none"> No permit required unless the industrial use is treating/storing/transporting Toxic/Hazardous Waste Materials Only required to obtain a California or Federal ID#: <ol style="list-style-type: none"> Federal = if generation of 100kg per month of federally regulated hazardous waste California = any amount of CA regulated hazardous waste

Regulatory Agency	Regulation
California Air Resources Board (ARB)	No Permit Required through the State Level (only local APCD permits required)
FEDERAL	
Environmental Protection Agency (EPA):	
Clean Air Act	No Federal Permit in addition to APCD permitting (unless related to construction)
Clean Water Act	No Federal Permit in addition to SWRCB permitting

For the concrete batch plant, the main source of emissions would be the handling and loading of concrete material and transfer to trucks. According to EPA's AP-42, the facility-wide controlled emission factor for PM₁₀ would be 0.030 lbs/ton of concrete produced. Based on information in the AP-42 document, each cubic yard of concrete weighs approximately 4,024 lbs (2.012 tons); therefore, the daily and annual emissions for the concrete batch plant were calculated using the estimated throughputs of 200 cubic yards per hour (assuming 10 hours of production per day) and 250,000 cubic yards per year.

Table 5.7-3, *Emissions Estimates – Concrete and Hot Mix Asphalt Plants*, presents a summary of the estimated emissions from the concrete batch and hot mix plants.

Table 5.7-3.
Emission Estimates - Concrete and Hot Mix Asphalt Plants

	CO	NO _x	ROCs	SO _x	PM ₁₀
	Lbs/day				
Dryer Exhaust	412.5	30.7	24.6	13.8	81.00
Wheeled Loader	1.1	3.8	0.46	0.36	0.34
Concrete Batch Plant	-	-	-	-	12.07
Heavy-Duty Trucks	37.88	148.31	9.98	0.30	4.86
TOTAL	451.48	182.81	35.04	14.46	98.27
Significance Screening Criteria	550	250	137	250	100
<i>Above Screening Criteria?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
	Tons/year				
Dryer Exhaust	27.5	3.83	1.64	0.92	5.4
Wheeled Loader	0.48	0.14	0.58	0.045	0.04
Concrete Batch Plant	-	-	-	-	7.55
Heavy-Duty Trucks	4.73	18.54	1.25	0.04	0.61
TOTAL	32.71	22.51	3.47	1.005	13.60
Significance Screening Criteria	100	40	15	100	15
<i>Above Screening Criteria?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

As shown in Table 5.7-3, emissions from the concrete and hot mix asphalt plants are estimated to be below the screening-level criteria for all pollutants and would therefore not have the potential for a significant impact on the ambient air quality. In addition, because the facilities would be permitted by the APCD, they would be required to demonstrate to the APCD that they would not have a significant impact on the ambient air quality.

The ready-mix concrete and asphalt plant would also emit substances that are categorized by the state of California as toxic air contaminants (TACs). The TAC emissions were estimated based on emission factors from the U.S. EPA's *Compilation of Air Pollutant Emission Factors* (U.S. EPA 2001, 2004) for concrete and asphalt plants. A health risk assessment was prepared to evaluate the

potential for human health risks associated with exposure to TACs emitted from the facility at the Quarry Falls development, which would begin occupancy while the plants are in operation, and offsite. (The health risk assessment is included in the *Air Quality Technical Report*, included as Appendix C to this EIR.)

The U.S. EPA's ISCST3 model was used to estimate downwind concentrations of TACs at the Quarry Falls development and outside of the development boundaries. It was assumed that the concrete and asphalt plants would operate until 2022, at which time the plants would cease to operate.

The health risk assessment was calculated assuming residents would be living in the development regardless of the phasing. The health risk assessment is therefore conservative as it assumes that the concrete and asphalt plants are operating and that residents are living within the development during the operational time period. The health risk assessment indicated that the incremental cancer risk at the concrete/asphalt plant boundary would be approximately 2.03 in a million, which is below the San Diego APCD's threshold of 10 in a million for public notification and two orders of magnitude below the APCD's threshold of 100 in a million for risk reduction measures. The non-cancer chronic hazard index would be 0.0652 and the non-cancer acute hazard index would be 0.289, which are both below the significant hazard index of 1.0. Thus the concrete and asphalt plants would not pose a significant health risk to development proposed within Quarry Falls or off-site residents.

The project includes construction of a packaged recycled water facility treatment plant to provide for the majority of the project's non-domestic landscape needs. The packaged recycled water facility treatment facility would not have an effect on health and safety. Treated water would be used for irrigation purposes and other allowable uses and in accordance with local, State, and Federal requirements.

Electromagnetic Fields

According to CEQA Guidelines Section 15145, "if, after thorough investigation, a lead agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact." The known information about electromagnetic fields is summarized above under Section 4.12.1, Existing Conditions, and no conclusion of significance is reached. The existing scientific data are inconclusive and potential impacts are speculative in nature; therefore, no further evaluation is possible and this issue area is dismissed from further analysis in this EIR.

Significance of Impacts

Implementation of the proposed project may result in exposing people to significant health risks.

Mitigation Measures

Mitigation measures 5.7, identified above, would reduce potential health impacts to below a level of significance.

Significance of Impacts Following Mitigation

Mitigation measure MM 5.7, identified above, would reduce potential health impacts to below a level

of significance.

5.8 HISTORICAL RESOURCES

ASM Affiliates, Inc. conducted a cultural resources study for the Quarry Falls project. The study consisted of a review of all relevant site records and reports on file with the South Coastal Information Center (SCIC) at San Diego State University and an intensive pedestrian survey of the project site.

The records search was conducted at SCIC on September 30, 2004; the field study was conducted on October 1, 2004. Ground surface visibility was 70 – 90 percent, except for a small area of undisturbed native vegetation where visibility was 50 percent. A letter report dated June 8, 2006 summarizes the results of that study. The results of the cultural resources study are presented in this section; a copy of the *Cultural Resources Study for the Quarry Falls Project* letter report is included in Appendix F to this EIR.

5.8.1 Existing Conditions

The project site is in an area of high sensitivity for archaeological resources. The majority of the project site is the location of on-going sand and gravel mining operations, and the depth of mining in some areas is up to 200 feet. Some areas within the project site, however, have not undergone mining. These areas are outside the original approved CUP and are relatively undisturbed.

Results of the records search indicate that no previously recorded cultural resources are located within the project area. Records also indicate that the project area was completely surveyed in 1979. No cultural resources were located as a result of that survey. Additionally, the intensive field survey conducted as part of the current cultural resources study found no cultural resources on the property.

5.8.2 Impact Analysis

Impact Threshold

Federal, state and local criteria have been established for the determination of historical resource significance. For purposes of CEQA, a significant historic resource is one that qualifies for the California Register of Historic Resources or is listed in a local historic register or deemed significant in a historical survey. However, a resource that is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historic resources, or not deemed significant in a historical resource survey may nonetheless be historically significant for purposes of CEQA. The significance of a historical resource is based on the potential for the resource to meet one or more criteria as adopted by the San Diego Historic Resources Board. At the federal level, National Register Bulletin 16 includes National Register criteria which must be met for sites to be considered eligible on the National Register of Historic Places.

The City of San Diego's Initial Study Checklist provides guidance to determine potential significance to historical resources. Based on the City's Initial Study Checklist, a project could result in significant impacts to historical resources if it results in:

1. An alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including an architecturally significant building), structure, or object or site.
2. Any impact to existing religious or sacred uses within the potential impact area.

3. The disturbance of any human remains, including those interred outside of formal cemeteries.

Issue 1

Would the implementation of the project adversely affect archaeological or historical resources?

Impacts

No cultural resources were identified on the project site as a result of the field survey and record search. Therefore, no known cultural resources would be adversely affected by implementation of the proposed project. However, the project site is located in an area of high sensitivity for cultural resources, and earth moving activities would have the potential to affect unknown resources located within the undisturbed areas of the project site.

Impact 5.8-1: Earthmoving activities associated with the project would have the potential to affect unknown resources located within the undisturbed areas of the project site.

Significance of Impacts

There is a potential for historic resources to be located within the undisturbed areas within the project boundary and in off-site areas where infrastructure improvements would occur (including work within Caltrans' rights-of-way). ~~and in~~ Monitoring would be required during earth moving activities within the undisturbed areas of the site and areas off-site proposed for infrastructure improvements. Potential impacts to unknown cultural resources are considered to be significant.

Mitigation Measures

The following mitigation measures reduce the potentially significant impacts to cultural resources to below a level of significance. These mitigation measures shall apply to any areas of the project site which have not been disturbed by mining and reclamation and any off-site areas proposed for infrastructure improvements but would be disturbed by proposed grading associated with the project, as well as any off-site areas proposed for infrastructure improvements.

MM 5.8

I. Prior to Permit Issuance

A. Land Development Review (LDR) Plan Check

1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego

Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.

2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project.
3. Prior to the start of work, the applicant must obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coast Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the 1/4 mile radius.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to be Monitored
 - a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.
 - b. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur
 - a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
 - b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

- A. Monitor(s) Shall be Present During Grading/Excavation/Trenching
 1. The Archaeological Monitor shall be present full-time during grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Native American monitor shall determine the extent of their presence during construction related activities based on the AME and provide that information to the PI and MMC. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities.**
 2. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to MMC.
 3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered may reduce or increase the potential for resources to be present.
- B. Discovery Notification Process
 1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.
- C. Determination of Significance
 1. The PI and Native American monitor shall evaluate the significance

of the resource. If Human Remains are involved, follow protocol in Section IV below.

- a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.
- b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
- c. If resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and the following procedures as set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS).
2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains.
2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenience.
3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains **ARE** determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, **ONLY** the Medical Examiner can make this call.
2. The NAHC will contact the PI within 24 hours or sooner, after Medical Examiner has completed coordination.
3. NAHC will immediately identify the person or persons determined

- to be the Most Likely Descendent (MLD) and provide contact information.
4. The PI shall coordinate with the MLD for additional consultation.
 5. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
 6. Disposition of Native American Human Remains shall be determined between the MLD and the PI, IF:
 - a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;
 - b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner.
 - c. In order to protect these sites, the Landowner shall do one or more of the following:
 - (1) Record the site with the NAHC;
 - (2) Record an open space or conservation easement on the site;
 - (3) Record a document with the County.
 - d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 6.c., above.
- D. If Human Remains are **NOT** Native American
1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.
 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner and the Museum of Man.

V. Night and/or Weekend Work

- A. If night and/or weekend work is included in the contract

1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
2. The following procedures shall be followed.
 - a. No Discoveries
In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVR and submit to MMC via fax by 9 am the following morning of the next business day.
 - b. Discoveries
All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains.
 - c. Potentially Significant Discoveries
If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.
 - d. The PI shall immediately contact MMC, or by 8AM the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night and/or weekend work becomes necessary during the course of construction
 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 2. The RE, or BI, as appropriate, shall notify MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

VI. Post Construction

A. Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring,
 - a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.
 - b. Recording Sites with State of California Department of Parks and Recreation
The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources

- Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.
2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
 3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
 4. MMC shall provide written verification to the PI of the approved report.
 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.
- B. Handling of Artifacts
1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued
 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
 3. The cost for curation is the responsibility of the property owner.
- C. Curation of artifacts: Accession Agreement and Acceptance Verification
1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.
 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
- D. Final Monitoring Report(s)
1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
 2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

Significance of Impacts Following Implementation of Mitigation Measures

Implementation of Mitigation Measure MM 5.8 would reduce potential impacts to unknown cultural resources to below a level of significance.

5.9 HYDROLOGY

TCB/AECOM, Inc. conducted a hydrology analysis for the Quarry Falls project. As a result of the on-going mining operations, the “existing” conditions typically analyzed in a hydrology study have changed throughout the past decades and are still in a state of flux. For purposes of the hydrology analysis, it was determined that the capacity of the existing offsite drainage facilities be used. The results of the hydrology investigation are presented in this section; the complete *Drainage Study of Quarry Falls*, dated August 2007, is included in Appendix G to this EIR.

5.9.1 Existing Conditions

Surface Water

The proposed project site is located within the lower San Diego subunit of the San Diego Hydraulic Unit, Lower San Diego Hydrologic Area Mission San Diego Hydrologic Subarea, Basin Number 907.11, as identified in the Water Quality Control Plan for the San Diego Basin (Basin Plan). The main receiving water body in this Hydrologic Subarea is the San Diego River. The San Diego Hydraulic Unit drains an approximately 440 square-mile area and discharges the combined drainages of the Alvarado Canyon, San Vicente Creek and Foster Creek through the San Diego River into the Pacific Ocean. The drainage area extends easterly to Lake Cuyamaca and westerly to Mission Bay. Average annual precipitation ranges from approximately 9.9 inches along the coast and in excess of 40 inches in the inland mountains. According to the most recent Flood Insurance Rate Maps, the Quarry Falls project site is located outside the 100-year floodplain.

Drainage

Surface runoff from the project site is retained on-site in several changing detention ponds prior to discharging off-site through an existing storm drain system. With the exception of the perimeter slopes of the property and the access road at Qualcomm Way and its immediate vicinity, all project runoff under existing conditions flows towards the southwest corner of the property where it is collected by a seven-foot by seven-foot box culvert under Friars Road (see Figure 5.9-1, *Existing Discharge Location – West*). This culvert opens into a large natural drainage channel that continues towards the San Diego River. Before reaching the river, this channel converges into another slightly smaller six-foot by five-foot box culvert.

Supplemental drainage from the project site is also provided through an existing dedicated 24-inch storm drain on Friars Road and Qualcomm Way, which also drains to the San Diego River (see Figure 5.9-2, *Existing Discharge Location – East*). This 24-inch storm drain expands to a 36-inch pipe. A second storm drain system that includes pipes up to 42 inches in diameter is designed to convey runoff from Friars Road; however, this system is not considered as part of the drainage outlet for the project site.

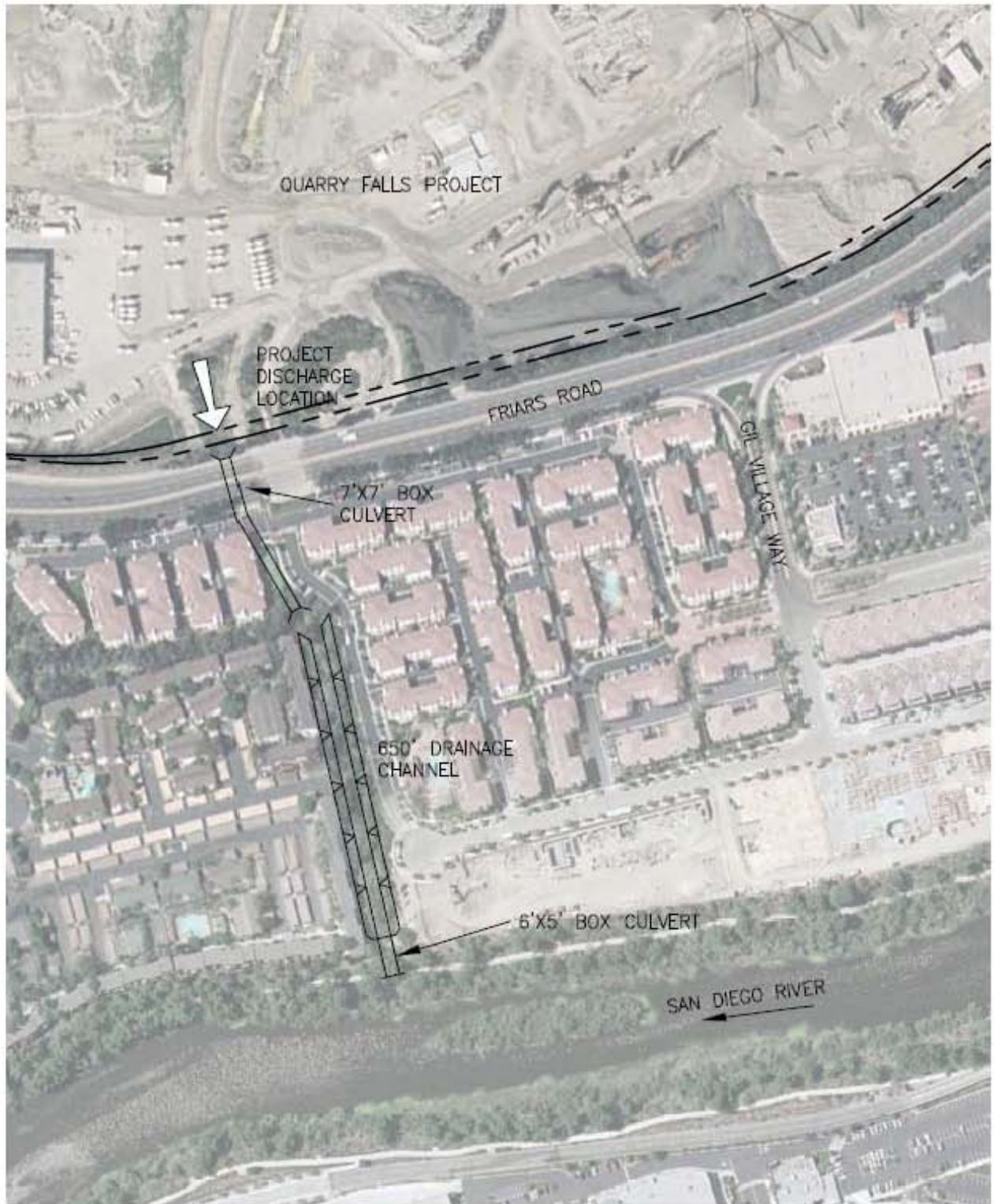


Figure 5.9-1.
Existing Discharge Location – West



Figure 5.9-2.
Existing Discharge Location – East

Additionally, storm water from three off-site areas drain onto the project site. These areas are shown in Figure 5.9-3, *Off-Site Areas Affecting Site Hydrology*, and include:

- O1 A large 97.3-acre area to the northeast which drains onto the site through two 36-inch culverts flowing under I-805;
- O2 A 16.5-acre drainage area to the north of Phyllis Place; and
- O3 A 3.2-acre hillside area adjacent to the west side of the site.

San Diego Gas and Electric (SDGE) owns the majority of the property comprising O1. SDGE submitted a Storm Water Management Plan in compliance with the City of San Diego requirements in July 2004. It is therefore assumed that runoff exiting from O1 has met standards for storm water quality.

The State Water Resources Control Board (SWRCB) sets forth provisions for storm water discharges associated with construction activities. The on-going mining activities currently operate under an approved Storm Water Pollution Prevention Plan (SWPPP) consisting of “Best Management Practices” (BMPs) to address short-term storm water pollution impacts related to sediment discharges during mining activities. The SWPPP for the existing facilities includes an approved preventative maintenance programs consisting of inspection and maintenance procedures of storm water conveyance devices, and inspection and testing of plant equipment and systems that could fail and result in discharges of pollutants to storm water. As such, the program includes inspection and maintenance of catch basins; proper functioning of drainage structures and sediment basins; and timely repairs or replacements of damages erosion control devices

Groundwater

As discussed in Section 5.10, *Geological Conditions*, groundwater was not encountered on the site. The anticipated depth to groundwater at the site is estimated to be over 100 feet, and no groundwater intrusion into excavations at the project site is expected. Therefore, the project would not affect groundwater resources.

As stated in Section 2.0, *Environmental Setting*, the existing operations use well water for dust control, ready mix batching, and material washing at the site. The well is located near the San Diego River, just off Station Village Lane. Use of well water would cease once mining operations terminate.

5.9.2 Impact Analysis

Impact Threshold

Based on the City of San Diego Development Services Department's "Significance Determination Guidelines under the California Environmental Quality Act" for impacts to hydrology, a project may result in a significant impact if it meets one or more of the following criteria:

- If a project would result in increased flooding on- or off-site there may be significant impacts on upstream or downstream properties and to environmental resources.

Significant impacts may result if the project would impose flood hazards on other properties or if the project proposes to develop wholly or partially within the 100-year floodplain identified in the Federal Emergency Management Agency (FEMA) maps. Compliance with Council Policy 600-14 may provide evidence that an impact is not significant or is mitigated. Policy 600-14 prohibits development within areas of special flood hazard except under certain circumstances. The policy requires approval by the floodplain administrator before construction, development or alteration begins within any area of special flood hazard.

- If a project would result in decreased aquifer recharge there may be significant impacts on hydrologic conditions and well-water supplies because the area available for aquifer recharge is reduced. When a substance water source fails to be recharged by rainfall, its volume will be reduced. Reduced groundwater elevation can impact landholders who are dependent on well water, vegetation, and surface water replenishment. In addition, if a project would result in extraction of water from an aquifer, impacts on hydrologic conditions would be significant if there would be a net deficit in the aquifer volume or a reduction in the local groundwater table.

Projects which would create over 1.0 acres of impermeable hardscape in areas utilizing well-water and projects which would install groundwater extraction wells may result in significant impacts.

- If a project would grade, clear, or grub more than 1.0 acre of land, especially into slopes over a 25 percent grade, and would drain into a sensitive water body or stream there may be significant impacts on stream hydrology if uncontrolled runoff results in erosion and subsequent sedimentation of downstream water bodies.
- If a project would result in modifications to existing drainage patterns there may be significant impacts on environmental resources such as biological communities, archaeological resources, etc.

Projects where drainage patterns are influenced such that existing vegetation would decline because long- or short-term, soil-plant-water relationships would no longer meet habitat requirements. A project would generally have a significant hydrologic impact on biological resources if the project would result in a degradation in the function and value of the existing habitat or if the project would alter the habitat type.

Projects which would result in substantial changes to stream-flow velocities or quantities may result in a significant impact (to be determined on a case by case basis; streambed characteristics will affect determination).

There may be significant impacts on downstream properties and/or environmental resources if drainage patterns are changed. Projects which, when identified in a drainage study would cause adverse impacts on downstream properties or environmental resources as a result of a change in the drainage pattern would result in a significant impact.

Issue 1

Would modifications to the natural drainage system be required for the implementation of the project? Would these modifications result in direct or cumulative impacts related to increased flooding and erosion?

Impacts

The project site is currently used for sand and gravel extraction activities, as well as concrete and asphalt plants. The natural drainage system of the site has been disturbed as a result of these activities; however, drainage of the site still occurs in a southerly direction towards the San Diego River. In accordance with the currently approved Reclamation Plans, the project site would be mass graded at the conclusion of quarrying operations, which is considered the existing conditions for purposes of this analysis (see Figure 2-5, *Existing Approved Reclamation Plan*).

The proposed development grading plan would subdivide the site into pads for eventual development with a mix of residential, retail, office, civic, parks and open space uses. The conceptual drainage plan for Quarry Falls is dictated by the proposed final topography of the site and separates the project site into 11 separate drainagesheds. These drainagesheds, numbered 1 through 11, are depicted on Figure 5.9-4, *Quarry Falls Drainage Plan Basin Map*. In addition to the 11 drainagesheds, approximately 6.79 acres comprised of slopes and some street areas drain directly into the existing storm drain system.

Of the 11 drainagesheds, all but area 7 would drain towards the seven-foot by seven-foot box culvert in the southwest corner of the project site. Area 7 would drain towards the 24-inch diameter pipe on Qualcomm Way and Friars Road.

As the project develops and the amount of impervious surfaces increases at the site, the total quantity of storm flow would increase. The downstream channel and culvert system has a peak capacity of 341 cfs to avoid flooding of adjacent properties. The project would limit runoff from the project site to 316 cfs, an amount lower than the peak capacity of the channel. Storm water detention would be utilized to attenuate the peak runoff rate at the site to an amount equal to or less than 316 cfs. Two storm water detention basins are proposed on the west side of the project site: one north of Quarry Falls Boulevard and the other south of Quarry Falls Boulevard.

Runoff from areas 1 through 5 and area 10 would drain through a bioswale system north of Quarry Falls Boulevard. Once treated, these low flows and all excess flow would enter into a storm drain underdrain system and combine with the runoff from off-site area O-1 at a junction box on Quarry Falls Boulevard before exiting through the seven-foot by seven-foot box culvert under Friars Road. Storm water detention would be used to control runoff rates of these flows during most storm events. The rate of runoff from the site would be the same or less than existing conditions.

The project site is planned to be developed in four phases, designated as phases A through D. Phasing of the on-site drainage improvements would coincide with the development pattern for the Quarry Falls Development, as well as a corresponding Reclamation Plan for the ongoing mining operations. During the initial phase of the Quarry Falls development, the ongoing mining activity is expected to continue. The approved Reclamation Plans for the mining activity are expected to coincide with the development program so as not to exceed the downstream limit of discharge at either the seven foot by seven foot box culvert (316 cfs) or the existing storm sewer on Qualcomm Way (25 cfs).

As the initial phase of development (Phase A) is implemented, the peak rate of runoff from the developed area combined with the peak rate of runoff from the site area still subject to mining operations would exceed the allowable rate of discharge. The detention basin located on Parcel S3, as well as the bioswale system south of Quarry Falls Boulevard, the 48-inch culvert under Quarry Falls Boulevard, and the outfall pipe from the future detention basin on Parcel P5, would all be in place. In addition, a 36-inch pipe crossing Russell Park Way would be installed as future outlet for drainage from the Village Walk area. These facilities provide available outlets for the yet undeveloped areas of the project site that are still part of the mining operation. The allowable peak flow rate from the mining and reclaimed areas or the site would be detained to assure the peak runoff rate from the total site is not exceeded. Peak discharge rates would be limited to 172 cfs and 75 cfs at the 48-inch and 36-inch pipes, respectively to match their ultimate design capacity.

Prior to completion of the second phase of development (Phase B), it is expected that mining operations will have ceased and activities would be limited to the concrete and asphalt plants located in the southeast corner of the project area. Management of the runoff for all the area draining towards the seven-foot by seven-foot box culvert would be consistent with the development activities. The second phase of development would require the construction of the bioswale and under drain system north of Quarry Falls Boulevard. During Phase B, runoff from the offsite area O-2 would be collected into the bioswale and under drain system. Offsite area O-1 would still drain into the drainage and detention system developed as part of the Reclamation Plan for the mining operation. These facilities would also serve the drainage requirements of Phase C of the project.

Drainage for the relocated asphalt and concrete plants in the southeast corner of the project would be accommodated by a detention basin prior to discharge to the 24-inch storm drain in Qualcomm Way. A permanent treatment and detention facility would be constructed to serve the Phase D development and Drainage Area 7.

The only portion of the site that would not have detention is the extension of Qualcomm Way into the project site and those slope areas that directly drain onto Friars Road as they do currently. This

roadway and the adjacent slopes total approximately 6.79 acres of the project site that would drain directly into the existing storm drain system. This would be consistent with the current drainage patterns of the site.

Please see Section 5.13, *Water Quality*, for a detailed discussion of the project's water quality features and best management practices.

Significance of Impacts

The natural drainage system of the site has been disturbed as a result of on-going mining and reclamation activities. The proposed project would increase impervious surfaces at the project site; however, a storm water detention system would be implemented and the change to the peak runoff rate would be the same or less than existing conditions. The project would not change the overall drainage pattern of the site and would not cause adverse impacts on downstream properties or environmental resources. Impacts to hydrology are considered less than significant.

Mitigation Measures

Development of Quarry Falls would not result in significant impacts to hydrology. No mitigation measures are required.

5.10 GEOLOGIC CONDITIONS

The analysis presented in this section is based on a *Preliminary Geotechnical Investigation Report* (April 27, 2005), an *Addendum Geotechnical Report* (October 5, 2005), a *Revised Addendum Geotechnical Report* (February 22, 2006), and an *Evaluation of Settlement of Buried Utilities* conducted for the proposed project by Geomatrix Consultants, Inc. A copy of the reports are included as Appendices H1, H2, H3, and H4, respectively, to this EIR.

5.10.1 Existing Conditions

As stated previously, on-going mining operations and related facilities currently occur at the Quarry Falls project site. The on-going mining occurs in the eastern portion of the site, and mine facilities are generally located in the central portion of the site. A pit in the northeastern portion of the site receives the discarded fines (FS-00 materials) generated during the mining operations. Additionally, on-going removal and recompaction of existing fills is occurring at the site. The recompaction work began in April 2004 and involves excavating existing fill placed prior to 2004 to expose native soils, and replacing the excavated soils as properly compacted engineered fill.

Topographically, the Quarry Falls project site has elevations ranging from approximately 60 feet AMSL to 300 feet AMSL where mining has occurred. There is one existing 1 ½ :1 cut slope around the eastern and northeastern border of the property, with a maximum height of approximately 150 feet. Stockpiles occur at various locations throughout the site, and fill placement is on-going. Based on reclamation plans for the site, at the completion of mining and reclamation site elevations will range from 62 feet AMSL along the southern boundary of the property to approximately 220 AMSL at the northwest corner of the site.

Geologic Setting

The project site is comprised of deposits of the Mission Valley Formation overlying deposits of Stadium Conglomerate. Additionally, on-going filling of the mining pit and removal and recompaction of existing fill is occurring.

Mission Valley Formation: The Mission Valley Formation is a soft, light olive gray, fine to medium grained sandstone unit. Deposits of the Mission Valley Formation at the project site include sandstone, siltstone, and claystone.

Stadium Conglomerate: Stadium Conglomerate consists of a massive cobble conglomerate with a dark yellowish-brown coarse-grained sandstone matrix. Stadium Conglomerate is generally well graded, and the sandstone matrix typically constitutes less than 20 percent of the unit.

Engineered Fill: Vulcan Materials Company (Vulcan) is currently filling the mining pit. The total depth of fill in the mining pit will be approximately 80 feet when completed. Therefore, a majority of the subsurface soils underling the project site will be comprised of engineered fill.

Groundwater

No groundwater was identified at the project site during site reconnaissance, which was conducted during the summer season. However, the groundwater level could experience seasonal fluctuations. Additionally, surface water from the neighboring properties to the north drains toward the project site, which may affect groundwater.

Geologic Hazards

The following earthquake-related geologic/geotechnical hazards for the site are discussed below: fault rupture, liquefaction, seismically-induced settlements, seismically-induced landsliding, and inundation due to tsunami, seiche, or seismically-induced failure of water-retention facilities.

Fault Rupture: Surface fault rupture, which is the result of fault displacement at ground surface, is usually associated with moderate- to large-magnitude earthquakes (magnitude six or larger) occurring along identified active faults. The Quarry Falls project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known active fault traverses the site. The potential for surface ground rupture due to faulting is considered low.

Liquefaction: Liquefaction occurs when a soil located below the groundwater surface loses a substantial amount of strength due to strong ground shaking. Possible consequences of liquefaction include vertical settlement, lateral displacement, loss of bearing capacity for foundations, increased lateral loading on structures retaining soil that liquefies, and floatation of lightweight structures embedded in soils that liquefies. Soils that are potentially susceptible to liquefaction include recently deposited and relatively loose natural soils, uncompacted or poorly compacted fills, loose sands, and loose silts and gravel. Dense natural soils and well-compacted fills have low susceptibility to liquefaction. Clay soils and bedrock are generally not susceptible to liquefaction. Because the project site is generally underlain by sandstone, very dense cobble soils, and engineered fill, the potential for liquefaction at the site is considered low.

Seismically Induced Landsliding: Earthquake ground shaking can reduce the stability of a slope and cause sliding or falling of the soil or rock material composing the slope. Strong ground shaking can also reduce the strength of the soil or rock materials, reducing their ability to resist the forces that cause landsliding. There are no slopes, other than the proposed slopes, in the vicinity of the project site that could fail and potentially impact the proposed project. The potential for seismically induced landslides at the project site is very low.

Seismically Induced Inundation: The seismically induced failure of water-retention facilities can lead to inundation by tsunami waves, seiche waves, or flooding. The project site is located at an elevation of approximately 60 feet to 300 feet AMSL and is several miles inland from the closest shoreline. Therefore, the potential for inundation at the project site is considered low.

5.10.2 Impact Analysis**Impact Threshold**

The City of San Diego's Initial Study Checklist provides guidance to determine potential significance to geologic conditions. Based on the City's Initial Study Checklist, a project could result in significant impacts to geologic conditions if it would:

- Expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure or similar hazards.
- Result in a substantial increase in wind or water erosion of soils, either on or off the site.

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

Issue 1

Would the proposal expose people or property to geologic hazards such as earthquakes, landslides, mudslide, ground failure, or similar hazards?

Impacts

The project proposes development of an urban village at the site, with a mix of residential units, retail space, and office/business park uses, as well as parks, trails, and open space. Two 2:1 cut slopes with a maximum height of 70 feet would occur on the northern border of the property, and several fill slopes would also be located throughout the project site. The fill slopes would be inclined at a slope ratio of 1 ½ :1 where the height is less than ten feet or a 2:1 ratio where the height is greater than 10 feet. Additionally, there is an existing 1 ½ :1 cut slope around the eastern and northern portion of the site that will remain as a result of mining. The existing 1 ½ :1 and proposed 2:1 cut slopes would have minimum factors of safety equal to or greater than 1.5 with respect to surficial and gross stability. Based on analysis conducted by Geomatrix for the existing 1 ½ :1 and proposed 2:1 slopes, it was found that those slopes would be stable and would not endanger the public health, safety, or welfare.

Residents, employees, and visitors of Quarry Falls would not be exposed to significant geologic hazards. The potential for landslides, mudslides, or ground failures is considered low. Southern California is an area that is subject to some degree of seismic risk, and it is generally not considered economically feasible nor technologically practical to build structures that are totally resistant to earthquake-related hazards. Construction in accordance with the requirements of the Uniform Building Code is considered adequate to minimize damage due to seismic events and reduce potential negative effects.

Significance of Impacts

No geologic hazards occur on-site which would result in significant impacts to people at the project site. Impacts are considered less than significant.

Mitigation Measures

The project would not expose people to significant geologic hazards. No mitigation is required.

Issue 2

Would the project result in a substantial increase in wind or water erosion of soils, either on or off the site?

Impacts

On-going mining activities, as well as the removal and recompaction of existing fill, currently occur at the project site. Upon completion of the mining operations, the proposed project would allow for development of the site with a mix of residential, retail commercial, and parks and open space uses. As part of the project, the existing Reclamation Plans would be amended to prepare the site for its future development.

The project site is comprised of deposits of the Mission Valley Formation overlying deposits of Stadium Conglomerate, with pockets of engineered fill throughout the site. The soils comprising the cut and fill slopes are predominantly granular and may experience surficial raveling or formation of shallow, erosional gullies. Based on analysis performed for the existing and proposed cut and fill slopes, no endangerment to public health, safety, or welfare would occur. The exposure of soils to wind or water would be similar to existing conditions, and the potential for wind or water erosion of soils on- or off-site would not significantly change. Additionally, the project would implement BMPs to control soil erosion during construction of the project. As discussed in Section 5.13, *Water Quality*, Issue 3, erosion would be controlled through the use of scheduling; hydraulic mulch; geotextiles, plastic covers, and erosion control blankets/mats; stabilized construction entrance/exit; runoff control measures, silt fencing; gravel bag berm/gravel bag barrier; velocity dissipation devices; check dam; and sedimentation basins. No significant soil erosion impacts would result.

Significance of Impacts

The project would expose surface soils during site preparation and grading activities. However, the exposure of soils to wind or water would be similar to existing conditions and the potential for erosion would not be substantially increased. Impacts associated with soil erosion are considered less than significant.

Mitigation Measures

The proposed project would not result in significant wind or water erosion of soils. No mitigation measures are necessary.

Issue 3

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

Impacts

Vulcan is currently removing and recompacting all existing fill at the site, and it is anticipated that at the completion of site reclamation all fill at the site will be properly compacted engineered fill. As mining activities are completed, the project would develop a mix of residential, commercial, and recreation uses at the site. Cut and fill depths ranging from five to approximately 25 feet would be necessary for the proposed development.

Major portions of the project site would be underlain by engineered fill materials. The greatest thickness of fill that would underlie the proposed structures would occur in the northwest area of the site and be approximately 140 feet. Due to the potentially large amount of fill beneath some structures, it would be necessary to install surface monuments or other instrumentation to monitor settlement in selected areas of the site. Surface monuments or other instrumentation to monitor settlement would be installed in areas of deep fills and periodically monitored (surveyed) by a qualified geotechnical professional to evaluate fill settlement. The geotechnical consultant would analyze the settlement data on a monthly basis until it is determined that most of the settlement of the fill has occurred. The geotechnical consultant would also determine when potential settlement has been reduced to an acceptable level prior to the construction of settlement sensitive structures.

The geotechnical evaluation (see Appendices H1, H2, H3, and H4) concluded that from a geotechnical viewpoint, no soil or geologic conditions of the project site would preclude development of the proposed Quarry Falls project provided the recommendations contained in the geologic reports are incorporated into the design and construction of the project. Any change to the project or site conditions would require evaluation of their effects on the proposed project. Recommendations were made for earthwork, foundations, low retaining walls and walls below grade, concrete slab support, preliminary pavement design, and corrosion and chemical attack resistance, in addition to construction activities.

Significance of Impacts

The proposed project would not result in significant impacts associated with geologic conditions.

Mitigation Measures

The proposed project would not result in significant impacts associated with geologic conditions. Therefore, no mitigation measures are required.

5.11 PALEONTOLOGICAL RESOURCES

5.11.1 Existing Conditions

Paleontological resources are those resources that contribute to our knowledge of life in past eras. The project site is located in the Mission Valley area of the City of San Diego. The Mission Valley Community Plan area is underlain by geologic formations that have a high potential for containing paleontological resources. These geologic formations are all associated with the Eocene deposits of the San Diego embayment which were formed during a period of 10 million years, when subsidence of the basin and repeated changes in sediment flux resulted in alternating advances and retreats of the shoreline. These deposits contain significant fossil-bearing strata, and the fossil organisms they contain are representative of both marine invertebrates and terrestrial vertebrates.

As described in Section 5.10, *Geological Conditions*, two different types of geologic formations underlie the Quarry Falls site: the Mission Valley Formation and the Stadium Conglomerate Formation. These formations and their potential for significant paleontological resources are described below. The project site also has engineered fill. Due to the disturbed nature of fill materials, the potential for paleontological resources to occur in the fill materials is negligible.

Mission Valley Formation: The Mission Valley Formation is characterized by both marine strata and fluvial strata. The remains of marine microfossils, macroinvertebrates (i.e., clams, snails, crustaceans, and sea urchins), and vertebrates (i.e., sharks, rays, and bony fish) have been found in the marine strata. The fluvial strata have yielded petrified wood and large, diverse assemblages of fossil land mammals, including opossums, insectivores, bats, primates, rodents, artiodactyls, and perissodactyls. The co-occurrence of land mammals and marine species is significant because it allows for the direct correlation of terrestrial and marine faunal time scales. The Mission Valley Formation is assigned a high paleontological resource sensitivity due to the diverse fossil assemblages it has yielded.

Stadium Conglomerate Formation: The Stadium Conglomerate Formation is comprised of an Upper Member and a Lower Member. Both members are well exposed on the north wall of Mission Valley, between SR-163 and Murphy Canyon. The Upper Member of this formation has yielded fossil foraminifers and marine mollusks. The Upper Member is assigned a high to moderate paleontological resource sensitivity due to its variably fossiliferous nature. The Lower Member has yielded benthic foraminifera and mammal assemblages. The Lower Member has contributed a scientifically important assemblage of terrestrial mammals and is assigned a high paleontological resource sensitivity.

5.11.2 Impact Analysis

Impact Threshold

The following threshold has been identified in the City of San Diego's "Significance Determination Guidelines under the California Environmental Quality Act" for impacts to paleontological resources.

- A project would significantly impact a formation of high sensitivity for paleontological resources when grading exceeds 1,000 cubic yards and extends 10 feet or more from the surface. Monitoring may be required for shallow grading when a site has previously been graded and unweathered formations are present at the surface.

Issue 1

Would the proposed project impact a significant paleontological resource?

Impacts

The proposed project site is underlain by the Mission Valley and Stadium Conglomerate formations. These formations have a high potential for recovery of paleontological resources. Implementation of the proposed project would have the potential to significantly impact paleontological resources, if grading of geologic formations exceeds 1,000 cubic yards (cy) and occurs at depths of 10 feet or greater in undisturbed areas of the site. In those areas that have been disturbed, which is most of the site, the possibility of encountering paleontological resources is greater because top soil has been removed potentially exposing potential fossil-bearing materials.

The proposed project would result in 1,358,000 cy of cut and 1,358,000 cy of fill. Although the majority of the project site has been previously disturbed from mining extraction activities, the project would affect 14.41 acres of undisturbed land. Grading activities occurring on these areas could extend into the previously undisturbed Mission Valley and Stadium Conglomerate Formations and could potentially impact paleontological resources that may be present in the project area. Grading activities on the mined portion of the site could further impact paleontological resources.

Impact 5.10-1: Grading activities associated with the proposed project could result in significant impacts to significant paleontological resources.

Significance of Impacts

Development of the Quarry Falls project would have the potential to impact paleontological resources. Potential impacts to paleontological resources are regarded as significant.

Mitigation Measures

The following mitigation measures have been identified for the Quarry Falls project. Paleontological monitoring is required and shall apply to areas of the project site where undisturbed formational material would be graded or where material would be excavated and in off-site areas where infrastructure improvements would occur. These measures shall not apply to areas of fill on the site, unless grading of the fill areas results in grading into undisturbed formational material. With implementation of these mitigation measures, the project's impacts would be reduced to below a level of significance.

MM 5.10 I. Prior to Permit Issuance

A. Land Development Review (LDR) Plan Check

1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, but prior to the first

preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

- B. Letters of Qualification have been submitted to ADD
 - 1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.
 - 2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.
 - 3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

- A. Verification of Records Search
 - 1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
 - 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
- B. PI Shall Attend Precon Meetings
 - 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
 - 2. Identify Areas to be Monitored

Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of

grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur
 - a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
 - b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities.**
2. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to MMC.
3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.

B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.
 - a. The PI shall immediately notify MMC by phone to discuss

significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.

- b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
- c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.
- d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

IV. Night and/or Weekend Work

- A. If night and/or weekend work is included in the contract
 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the preconstruction meeting.
 2. The following procedures shall be followed.
 - a. No Discoveries
In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSV and submit to MMC via fax by 9am on the next business day.
 - b. Discoveries
All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.
 - c. Potentially Significant Discoveries
If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.
 - d. The PI shall immediately contact MMC, or by 8AM the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night work becomes necessary during the course of construction
 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 2. The RE, or BI, as appropriate, shall notify MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

V. Post Construction**A. Submittal of Draft Monitoring Report**

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.
 - a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.
 - b. Recording Sites with the San Diego Natural History Museum
The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.
2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
4. MMC shall provide written verification to the PI of the approved report.
5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Fossil Remains

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate

C. Curation of fossil remains: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Report(s)

1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.

2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

Significance of Impacts Following Implementation of Mitigation Measures

Implementation of the mitigation measures identified above would reduce paleontological impacts to below a level of significance.

5.12 PUBLIC UTILITIES

Public utilities include water, sewer, storm water drainage, solid waste disposal, and the provision of energy on a community-wide basis. These services would be provided to future residents, employees, and visitors to the *Quarry Falls* project. *TCB, Inc.* prepared a *Water Study for Quarry Falls* (August 2007) and a *Sanitary Sewer Report of Quarry Falls* (June 2007) to evaluate the proposed project's effects on water and sewer, respectively. The Quarry Falls project would conform to an approved sewer study. The study evaluates on-site and downstream capacity, sewer hydraulics, easements, adequate utility separation, and soils stability. The Quarry Falls Project has been designed and would be constructed per the 2004 City of San Diego Sewer Design Guide standards, as well as Regional Water Quality Control Board, State and Federal regulations. The water and sewer studies are contained in Appendix I and J, respectively.

The City of San Diego Water Department prepared the *Quarry Falls Water Supply Assessment* (October 2007) to determine if sufficient water supplies would be available to meet the water demand of the proposed project—, in addition to current and expected future demand. The *Water Supply Assessment* relied upon the Metropolitan Water District of Southern California's (MWD) *Regional Urban Water Management Plan* (November 2005) (*RUWMP*), the San Diego County Water Authority's (Water Authority) *Urban Water Management Plan* (November 2005) (*2005 Water Authority UWMP*) and *2005 Updated Urban Water Management Plan* (April 2007) (*Updated Water Authority UWMP*), and the Water Department's *Urban Water Management Plan* (September 2006) (*Water Department UWMP*). Contemporaneous to the *Water Supply Assessment*, the Water Authority made a special presentation to the City Council of the City of San Diego regarding Water Supply Reliability (*Water Authority Reliability Presentation*).

Additionally, public utilities providers were contacted during preparation of this Program EIR to identify potential impacts *Quarry Falls* would have on utilities.—The water and sewer studies are contained in Appendix I and J, respectively; the *Water Supply Assessment* is contained in Appendix I; and All correspondence with utilities providers is contained in Appendix NM.

The following discussion is based on the various studies and correspondence.

5.12.1 Existing Conditions

Water

This section establishes current baseline water usage at the Quarry Falls project site, describes existing water supply infrastructure, and summarizes the long-term water supply planning already in place for the 2010 to 2030 period. It describes the water supply reliability and diversification initiatives the MWD, Water Authority, and Water Department are currently implementing, or plan to implement in future years, and explains why there is a sufficient water supply to serve the Quarry Falls project.

For the past 50 yearsSince the 1940's, the City of San Diego has been supplied with potable water by the San Diego County Water Authority (Water Authority), which serves as the regional water agency responsible for water deliveries to its member agencies in San Diego County which gets and imports a portion of its water from the Metropolitan Water District of Southern California (MWD). MWD, a wholesale water supplier off for the Southern California region,

~~gets imports~~ water from northern California via the State Water Project and from the Colorado River [G1]. The Water Authority has rights to 77,770 AFY of water from the Colorado River as a result of lining the All American Canal and Coachella Canals, and has rights to up to 200,000 AFY as part of a long-term transfer with IID. ~~Water obtained by the Water Authority is transported to its member agencies, which supply water directly to users in the region including residents, businesses, and civic uses. Typically Historically, 75 to 90 percent of water supplied to the San Diego region by MWD, the Water Authority, and member agencies is imported. The remaining amount of water supplied to the region is obtained from local groundwater sources. Both the Water Authority and Water Department are engaged in long-term plans to reduce dependence on MWD water supplies and to increase local water supplies. While the Water Authority is in the process of setting up infrastructure to obtain potable water for the region from ocean desalinization plants, this infrastructure is not yet in place.~~

The Water Department is the agency in charge of providing water service to the proposed Quarry Falls project. The Water Department treats and delivers more than 200,000 acre-feet per year (AFY) of water to nearly 1.3 million residents, including both retail and wholesale customers.¹ According to the *Water Supply Assessment*, current existing water use at the Quarry Falls project site is 16,332 gallons per day (approximately 18 AFY).

The Quarry Falls project is located within the Mission Valley community of San Diego. The northern 1/3 portion of the site is within the Kearny Mesa Pressure Zone (HGL 559), while the southern 2/3 portion of the site is located in the University Pressure Zone (HGL 390). The existing water system can supply water to the project site from the following locations:

- The 36-inch Kearny Mesa Pipeline from the Kearny Mesa Pressure Zone (P2) supplies water to a 16-inch pipeline aligned in Rio San Diego Drive through a 12-inch pressure reducing valve (PRV) located on Rio San Diego Drive under the I-805 overpass.
- A 16-inch water main in Ulric Street supplies water from the Northwest Mesa Pressure Zone (PZ) to the University PZ through two 12-inch PRVs located on Ulric Street north of Linbrook Drive.
- A 36-inch Kearny Mesa Pipeline supplies water to an existing 12-inch pipeline within Meadow Lark Drive through a 10-inch pipe at Ainsley Court.
- The 36-inch Kearny Mesa Pipeline also supplies water to the existing 10-inch water main in Salisbury Drive through a 10-inch pipe on Abbots Hill Road, which serves as a redundancy connection to Ainsley Court.

These sources of supply define the service area in which the project site is located.

~~Senate Bill (SB) 221 and SB 610 went into effect October 2001~~ January 1, 2002. It is the intention of SB 221 and SB 610 to link water supply availability to land use decisions made by the respective jurisdictional agencies. SB 221 requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of ~~large scale projects (generally residential development projects of more than 500 residential units)~~ a

1 One acre-foot of water is 325,851 gallons (enough water to cover a one acre area one foot deep in water).

tentative map for certain large residential subdivisions. SB 610 requires water suppliers to prepare a Water Supply Assessment (WSA) report for inclusion by land use agencies within the CEQA process of certain large proposed projects.

In accordance with the requirements of SB 610, the City of San Diego Water Department prepared a WSA to assess the availability of water supplies for the Quarry Falls project. No water supply verification was required, however, because the project is exempt from SB 221 pursuant to Government Code § 66473.7(i). The WSA evaluates water supplies for a 20-year period that are or would be available during normal single-dry year and multiple dry water years to meet existing demands, projected demands of Quarry Falls, and future water demands served by the Water Department. The WSA concludes that there are sufficient water supplies to meet the project demand of the proposed project and the existing and other planned development projects within the service area of the Water Department, during a twenty-year projection.

Regional Water Supply

Metropolitan Water District of Southern California (G2)

MWD is composed of twenty-six cities and water districts and water authorities from Los Angeles, Orange, Riverside, San Diego, San Bernardino, and Ventura counties. As a regional water wholesaler, MWD plays a role in the Water Department's water supply analysis because the Water Department receives a significant portion of its water supply from the Water Authority, which in turn is a MWD member agency.

In compliance with state law, which requires water agencies to prepare Urban Water Management Plans in years ending in five and zero, MWD published its RUWMP, incorporated herein by reference, in November 2005. MWD's RUWMP provides member agencies, retail water utilities, cities, and counties within its service area with water supply information to facilitate the development of their own UWMPs, as well as water supply assessments and written water supply verifications. The MWD RUWMP utilized SANDAG's regional growth forecast to calculate regional water demands for the Water Authority's service area. Regional growth forecasts for the Water Authority's service area included the Quarry Falls project. Accordingly, the RUWMP planned for the anticipated water use by the Quarry Falls project.

MWD obtains its supplies from local sources, the Colorado River, and the Sacramento-San Joaquin Delta. Local sources supply approximately 42 percent of the water needs in MWD's service area, while imported sources supply the rest. MWD's Colorado River water supplies are conveyed via the Colorado River Aqueduct (CRA), which MWD owns and operates. MWD's Sacramento-San Joaquin Delta supplies are conveyed via the State Water Project (SWP), which is owned and operated by the California Department of Water Resources (DWR).

MWD has a Fourth Priority right to draw 550,000 AFY from the Colorado River, as well as a Fifth Priority right to draw an additional 662,000 AFY if Colorado River water supplies allowing California to exceed its 4,400,000 AFY entitlement (G3). On a year by year basis the Secretary of the Interior determines whether or not MWD will be able to use its Fifth Priority right. This Fifth Priority right has been suspended because of the drought. In addition, MWD has entered into numerous agreements that allow it to receive supplies unused by agricultural districts for its

own use and to store water surplus to immediate needs in groundwater basins adjacent to the CRA.

MWD has a contracted right to 2,011,000 AFY or 48 % of the total contracted amount available from the SWP. Historically, SWP supplies vary greatly from 19 % to 95% with an average annual delivery of 49%.

MWD's RUMWP concludes that it will have sufficient water supplies to serve its member agencies under average, single-dry, and multiple-dry year conditions through the year 2030. In addition, MWD has identified buffer supplies, including additional SWP groundwater storage and transfers, which could serve to supply additional water if needed. It is MWD's goal to identify an additional 500,000 AF of contingency supplies by 2025, evenly divided between local and imported sources, to buffer against water supply shortfalls.

San Diego County Water Authority^[G4]

The Water Authority supplies the majority of the Water Department's water. The City's demands for imported water represent approximately 35 percent of the total demands of the Water Authority. Total water use in the Water Authority's service area for fiscal year 2005 was 642,152 AFY. Municipal and industrial uses account for approximately 87 percent of water demand in the Water Authority's service area, while agricultural uses account for approximately 13 percent (Updated Water Authority UWMP).

On November 17, 2005 the Water Authority Board approved the 2005 Water Authority UWMP, and on April 26, 2007 adopted the Updated 2005 Water Authority UWMP, both of which are herein incorporated by reference. Each UWMP discusses historic and future water demands for the region and outlines how the Water Authority plans to meet future demands. Furthermore, each UWMP utilized SANDAG's regional growth forecast to calculate regional water demands for the Water Authority's service area. Regional growth forecasts for the Water Authority's area included the Quarry Falls project. Accordingly, both UWMPs planned for the anticipated water use by the Quarry Falls project. In addition, the Regional Water Facilities Master Plan (2004 Master Plan) was drafted in 2004 and provides an update of anticipated water supply and demand. Finally, in October 2007, the Water Authority gave the Water Authority Reliability Presentation, also herein incorporated by reference, to the City Council of the City of San Diego to inform the City about the state of the Water Authority's water supply planning.

The Water Authority prepared the Updated Water Authority UWMP to incorporate two significant changes to the 2005 Water Authority UWMP: (1) a change to the desalination project at the Encina Power Station from a regional supply project to a local supply project, and (2) the adoption of a Drought Management Plan.

Since 19980, between 5 and 2536 percent of the Water Authority's water has been locally supplied. Local sources include surface and groundwater supplies and recycled (reclaimed) water. The combined capacity of the 245 surface reservoirs within the Water Authority's service area is approximately 593,915 AF (2005 Water Authority UWMP). Surface water provides over half of the Water Authority's local water supply. Since 1980, annual surface water yields have

ranged from 24,000 AFY to 174,000 AFY.

As noted above, the Water Authority has historically received 75 percent to 95 percent of its supply from MWD. In fiscal year 2005, the Water Authority purchased approximately 25 percent of MWD's water supply. However, the Water Authority's existing preferential right under the MWD Water District Act (MWD Act) is limited to 15.8 percent. Each member agency that MWD services has a preferential right to a percentage of MWD's available water supply based on a formula established by the State Legislature and set forth in Section 135 of the MWD Act. This percentage is equal to the ratio of each member agency's total accumulated payments to MWD's capital costs and operating expenses compared to the total of all member agencies' payments towards those costs, specifically excepting payments for the purchase of water (MWD 2004). However, because the preferential rights section of the MWD Act has never been invoked, MWD could allocate water to other agencies without regard to historic water use or dependence on MWD. MWD's ability to restrict the Water Authority to its preferential right has been confirmed in the courts, however, in its RUWMP, MWD stated that it is prepared to provide the Water Authority service area with adequate supplies to meet expanding needs through 2030. Furthermore, the Water Authority has concluded that MWD is capable of supplying imported water to meet the projected demands by the Water Authority under various hydrologic conditions if the supply targets identified in the RUWMP are met.

In February 2008, the MWD Board approved a Shortage Allocation Plan that accomplishes an equitable regional allocation of MWD water supplies during times of shortage. This allocation plan will determine the member agencies' need for water based on historical use and adjusting for growth and changes in local supplies, and then will make an across-the-board allocation based on the declared regional shortage of water. Then an additional allocation will be made based on an agency's dependence on MWD water, and an additional credit allocation will be given based on the amount of conservation savings established by the member agency. This allocation plan is beneficial to the Water Authority, because it focuses on historical use and dependence, not on the Water Authority's preferential right to water. In April 2008, the Central Basin Municipal Water District, a MWD member agency, filed suit against MWD in order to challenge MWD's Shortage Allocation Plan. This matter is continuing. Even if the MWD's Shortage Allocation Plan was to be overturned, however, that would not automatically restrict the Water Authority's ability to purchase water in excess of its preferential right.

For the past two decades, the Water Authority has aggressively diversified its water supply, prompted by a water supply cutbacks from MWD during a six-year drought that began in 1987. The Water Authority has pursued this goal in multiple ways, including: (1) conservation; (2) groundwater supplies; (3) recycled water development; (4) desalination; and (5) long-term water transfers. Based on the Water Authority's existing and planned investments, the region's water supply reliability is expected to increase substantially over time. A brief description of the Water Authority's efforts is provided below:

Conservation. Most recently, the Water Authority has actively publicized its voluntary water conservation initiative, known as the "20 Gallon Challenge." The "20 Gallon Challenge" gives San Diego residents the knowledge necessary to conserve 20 gallons

per person, per day. This conservation effort is projected to conserve 56,000 AFY in 2008 and beyond. The Water Authority and City of San Diego also cooperatively sponsor a high-efficiency clothes washing machine rebate program. Going forward, the Water Authority will continue to focus on water conservation, and estimates water savings through conservation in the amount of 94,000 AFY by 2020 (*Reliability Presentation*).

Groundwater Supply Enhancement. The *Reliability Presentation* states that in 2006, the Water Authority produced 14,956 AFY in groundwater supplies. By 2020, the Water Authority plans to increase this figure to 52,600 AFY, through expansion of existing groundwater programs, and developing additional programs.

Recycled Water Development. In 2005, approximately 11,479 AFY of recycled water was used in the Water Authority's service area. The *Reliability Presentation* states that this figure increased to 14,828 AFY in 2006. Nearly all of the recycled water distributed in the service area is used for agriculture and landscape irrigation. The Water Authority anticipates increased usage of recycled water as the capacity of local wastewater reclamation increases through the development of new facilities and improvement of existing facilities, with the goal of using 52,300 AFY of recycled water by 2020.

Desalination. Seawater desalination is an ~~key~~ important component of the Water Authority's diversification strategy. The *Updated Water Authority UWMP* includes 56,000 AFY of local seawater desalination, and the *Reliability Presentation* states that this supply is expected to be available by 2020. The Carlsbad Seawater Desalination Project is a local desalination project that would be built adjacent to the Encina Power Station in Carlsbad and would utilize existing seawater intake and discharge infrastructure. It is anticipated to produce 50 million gallons of desalinated water per day (56,000 AFY or approximately 10 percent of the Water Authority's supply). The Final EIR for the Encina Desalination Project was certified by the City of Carlsbad in June 2006, and presents the environmental impacts associated with the project. The California Coastal Commission issued a coastal development permit in 2007, however, that decision is currently subject to litigation. Looking to the future, the Water Authority is also conducting feasibility studies for regional seawater desalination facilities at the San Onofre Nuclear Generation Station and elsewhere in southern San Diego County.

Long-Term Water Transfers. In 1998, the Water Authority entered into an agreement with the Imperial Irrigation District (IID) for the transfer of water from the IID to the Water Authority. The Water Authority and MWD entered into an Exchange Agreement in November 1998 under which the Water Authority would transfer the water received from IID to MWD for diversion into the CRA, and MWD would deliver an equal amount of water to the Water Authority. On October 10, 2003, the Quantification Settlement Agreement (QSA) for the transfer was signed by involved agencies and the first transfer of water occurred in December 2003. Under the agreement, the water transfer quantities will increase from 10,000 AFY (which started in 2003) to 200,000 AFY over a period of 19 years. The agreement has an initial term of 45 years and a

renewal term of 30 years (if mutually agreed upon by the Water Authority and IID). In addition, as part of the QSA and related contracts, the Water Authority received rights to 77,700 AFY of water conserved through the lining of the All American Canal (AAC) and Coachella Canal (CC). The lining projects will reduce water loss through seepage, and will provide the Water Authority an additional source of supply. The Water Authority significantly reduced its reliance on MWD water supplies with the implementation of the QSA and the IID water conservation and transfer agreement in 2003.

The Water Authority's Capital Improvement Program includes projects that will increase delivery capacity, operational flexibility and reliability of the aqueduct system. These projects will also provide adequate storage to meet emergency needs. In sum, the *Reliability Presentation* identifies 76 construction projects and a \$3.4 billion budget designed to supply the San Diego region's needs through 2030.

The *Updated 2005 Water Authority UWMP* concludes that the Water Authority will have sufficient water supplies to serve its member agencies under average, single-dry, and multiple-dry year conditions through the year 2030. However, it also notes that the Water Authority could be at risk for shortages if the supplies identified in MWD's *Integrated Resources Plan (IRP)* (May 2004) are not developed, or MWD's other member agencies invoke their preferential rights to water and thereby prevent the Water Authority from purchasing its historic amount of water (as discussed above). This latter risk has been intended to be governed in the short-term by MWD's adoption of the Shortage Allocation Plan in February 2008.

City of San Diego Water Department

The Water Department treats and delivers more than 200,000 AFY of water to nearly 1.3 million residents. In addition to delivering potable water, the City has a recycled water use program designed to optimize the use of local water supplies, lessen reliance on imported water, and increase capacity in the potable water system. Recycled water gives the City a dependable, year-round, locally produced and controlled water resource.

The Water Authority supplies water (raw and treated) to the Water Department through two aqueducts consisting of five pipelines. While the Water Department imports a majority of its water, it uses three local supply sources to meet or offset potable demands: local surface water, conservation, and recycled water.

In September 2006, the City issued its *Water Department UWMP*. Like the MWD *RUMWP* and *Updated Water Authority UWMP* discussed above, the *Water Department UWMP* utilized SANDAG's regional growth forecast to calculate water demands for the Water Department's service area. Regional growth forecasts for the Water Department's area included the Quarry Falls project. Accordingly, the *Water Department UWMP* planned for the anticipated water use by the Quarry Falls project. Also like the *RUMWP* and *Water Authority UWMPs*, the *Water Department UWMP* concludes that the Water Department will have sufficient water supplies to serve the City under average, single-dry, and multiple-dry year conditions through the year 2030.

The Water Department's Capital Improvement Plan has invested substantial funds to improve

the capacity and reliability of the water system. Between July 1998 and June 2007, the Water Department invested \$777 million in water supply projects. By 2011, the Water Department expects to invest an additional \$585 million to improve water supply reliability.

In addition, in 2007 the City directed the Water Department to conduct a comprehensive study of recycled water opportunities in the City as a source of future supply for San Diego water needs.

Water Department Analysis of the Quarry Falls Project. Senate Bill (SB) 221 and SB 610 went into effect January 1, 2002. It is the intention of SB 221 and SB 610 to link water supply availability to land use decisions made by the respective jurisdictional agencies. SB 221 requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of a tentative map for certain large residential subdivisions. SB 610 requires water suppliers to prepare a Water Supply Assessment (WSA) report for inclusion by land use agencies within the CEQA process for certain large proposed projects. The Quarry Falls project requires a water supply assessment, but does not require a water supply verification, pursuant to Government Code § 66473.7(i).

In accordance with the requirements of SB 610, the Water Department prepared the *Water Supply Assessment* to assess the availability of water supplies for the Quarry Falls project. The *Water Supply Assessment* evaluates water supplies through 2030 that are or would be available during normal, single-dry and multiple dry water years to meet existing water demands, the water demands of the Quarry Falls project, and future expected water demands to be served by the Water Department.

It was determined in the *Water Supply Assessment*'s that the water demand projections for the Quarry Falls project were included in the water demand forecasts within the *Water Department UWMP*, and other planning documents published by the Water Department, Water Authority, and MWD. The water supplies necessary to serve existing demands, projected demands from the Quarry Falls project, and future water demands within the Water Department's service area, as well as the actions necessary to develop these supplies, have been identified in the water supply planning documents of the Water Department, Water Authority, and MWD. In short, because the *Water Department UWMP* took the development of the Quarry Falls site into account when it was prepared, the *Water Supply Assessment* can rely on the information contained therein.

The *Water Study for Quarry Falls* (Appendix I) defined the potable water system requirements necessary to support development of the project. Table 2 of the *Water Study* determined that the project's water infrastructure should be capable of supporting average daily demand of 2,420,000 gallons per day. These calculations were based on the City's Water and Sewer Design Guidelines. The *Water Supply Assessment* (Appendix L) also used the *Water Study*'s infrastructure calculations (based on the City's Water and Sewer Design Guidelines) to calculate water supply demand for the Quarry Falls project at 2,420,000 gallons per day.

The methodology of using the *Water Study* data in the *Water Supply Assessment* over-estimated the water demand for the Quarry Falls project. The generation rates used in the City's Water and

Sewer Design Guidelines are designed to size water supply infrastructure in order to accommodate peak flows, not estimate water demand. Further, the *Water Department UWMP* used a different factor to estimate water demand, based on the San Diego Association of Governments' (SANDAG) estimate for development intensity at the Quarry Falls site. In fact, the *RUWMP*, *2005 Water Authority UWMP*, and *Updated Water Authority UWMP* all used the same SANDAG estimate for development intensity at the Quarry Falls site.

Under SB 610, if the estimated water demand associated with the project has been accounted for in the most-recently adopted UWMP, then the water supply assessment can rely on that analysis. As noted above, this was the approach used by the *Water Supply Assessment*. Accordingly, the *Water Supply Assessment* should have used the same factor to estimate water demand used by the *Water Department UWMP* – namely, the SANDAG estimate for development intensity at the Quarry Falls site.

SANDAG estimated development intensity at the Quarry Falls site at 3,310 residential units and 2,034 employees. The Quarry Falls project's 4,780 residential units and 2,454 employees would exceed this development intensity by 1,470 residential units and 420 employees.

In addition to complying with all applicable water efficiency regulations, the Quarry Falls project would implement a significant number of project design features (PDFs) that would have the effect of reducing the project's water demand. (See Sec. 5.12.2) The *Water Department* has evaluated these PDFs and concluded that they will reduce the Quarry Falls project's water demand to a level below that accounted for in the *Water Department UWMP*. (City of San Diego Water Department Memorandum to Development Services Department RE: Quarry Falls Water Supply Assessment (August 2008); TCB/AECOM Letter to Sudberry Properties, Inc., RE: Quarry Falls Water Supply Availability (August 2008).

Accordingly, the conclusion reached in the *Water Supply Assessment* that there are sufficient water supplies to serve existing demands, estimated demands of the Quarry Falls project, and future water demands within the Water Department's service area in normal and dry year forecasts, over the required 20 year planning horizon, has not changed.

Current Water Supply Issues

After the *Water Supply Assessment* was issued in October 2007, several events have come to pass that may affect Colorado River and SWP water supplies upon which the Water Department ultimately relies. These events include: a December 2007 Record of Decision on the operation of the Colorado River, a federal district court decision regarding the operation of the SWP with respect to the Delta smelt, and developing understanding of the potential for global climate change to impact California water supplies.

However, the conclusion that there are sufficient water supplies to meet the demands of the Quarry Falls project, in addition to existing and other planned development projects within the service area of the Water Department, over the required 20 year planning horizon has not changed.

Colorado River Supplies: December 2007 Record of Decision and Climate Change

As described above, MWD has a 550,000 AFY basic annual apportionment of Colorado River water (Priority 4 under the 1931 Seven Party Agreement), along with the Colorado River supply projects that are necessary to maintain a full CRA. Furthermore, the Water Authority's QSA agreement gives the Water Authority access to IID's Colorado River water.

In December 2007, MWD's Board authorized a series of four agreements regarding the implementation of federal guidelines addressing how water shortages are to be shared amongst the seven states that rely upon the Colorado River for water supplies. The federal guidelines, embodied in a Record of Decision (ROD) signed by U.S. Interior Secretary Dirk Kempthorne on December 13, 2007, established new rules for the management of the Colorado River, which: (1) reinforce and protect California's senior rights to Colorado River water supplies (and correspondingly, MWD's rights); (2) unify the management of Lake Powell and Lake Mead, thereby sharing the risk of drought among all stakeholders; and (3) establish new rules for surpluses that reward conservation.

Under this ROD, California's Colorado River supplies will not be reduced until levels at Lake Mead fall to 16 percent capacity. In addition, MWD entered into a series of related agreements that allow it to store as much as 1.5 million AF in Lake Mead (enough water to supply approximately 3 million average households for one year), which is nearly double the capacity of MWD's Diamond Valley Reservoir. These important agreements provide certainty to MWD's and the Water Authority's Colorado River water supplies, and provide MWD with key storage space for any surplus water obtained in the future.

Another issue that may affect future supplies from the Colorado River is global climate change. The RUWMP recognized climate change as a potential risk to future water supply, and indicated that it could affect MWD's water supply from both the SWP and CRA by: (1) reducing the average annual snowpack in the Sierra Nevada; (2) changing the timing, intensity, location, amount and variability in precipitation; (3) elevating sea levels, which could threaten the Delta water diversion system; (4) affecting local supplies, such as groundwater; (5) changing urban and agricultural water demand; (6) impacting human health from water-borne pathogens and water quality degradation; (7) harming ecosystem health and function; and (8) altering power generation and pumping regimes. At the time the RUWMP was published, however, it acknowledged that the state of the science was insufficient to be used as a basis for policymaking.

Since the RUWMP was published, additional international, state, and organizational studies have added to the body of knowledge regarding climate change. For example, in July 2006 the Department of Water Resources issued a report, *Progress on Incorporating Climate Change into Management of California's Water Resources (2006 DWR Report)*, which specifically considered the impact climate change may have on California's water supply. Although the *2006 DWR Report* explicitly states that policy implications and recommendations are beyond its scope, it discusses potential impacts global climate change could have on California's water supply (including the Colorado River) under various greenhouse gas (GHG) emissions scenarios. With regard to

California's Colorado River supplies, the 2006 DWR Report concludes that less precipitation will fall as snow and there will be an earlier snow melt, evaporation will increase from reservoirs and conveyance facilities, more sediment will be produced due to more extreme storm events and more precipitation falling as rain instead of snow, and there will be changes in water demand. The key question left unanswered by the 2006 DWR Report concerns the impact of climate change on total precipitation, because some modeling shows moderate increases in temperature with moderate increases in precipitation, and other show larger increases in temperature with moderate drying. Accordingly, the state of the science is insufficient to determine how California's Colorado River supplies will be affected by climate change.

MWD's RUWMP indicates that its IRP planning process will help MWD adapt to climate change due to the IRP's focus on conservation and recycling, groundwater conjunctive use, transfer programs, and storage and conveyance facilities, such as Diamond Valley Lake and the nearly completed Inland Feeder. The IRP's water resource portfolio emphasizes diversification and adaptability of supply sources to manage uncertainties created by global climate change. The IRP also stresses local water supplies that are arguably less affected by global climate change. As noted above, it is MWD's goal to develop a 500,000 AFY buffer by 2025 composed evenly of both imported and local sources of supply.

MWD has also entered agreements to store water in groundwater reservoirs within and outside of Southern California, as described in the RUWMP. While not eliminating the risks created by global climate change, these actions should decrease the adverse impacts on MWD's water supplies. The December 2007 ROD will also help to address potential global climate change impacts in the Colorado River by bringing clarity to how shortage conditions will be handled, and providing for additional storage in wet years. Furthermore, the Water Authority's supply diversification efforts are a positive response to climate change concerns – particularly with regard to groundwater development, desalination, conservation, and recycled water – because they do not depend on precipitation patterns, and are local sources of supply, which will help when available.

Most recently, in a February 2008 letter to the Hon. Don Perata, Hon. Mike Machado, and Hon. Darrell Steinberg, Governor Schwarzenegger announced his intent to achieve a 20 percent reduction in per capita water use statewide by 2020. In addition, Governor Schwarzenegger welcomed these legislators to submit legislation to this effect for his approval. Statewide conservation effort will further improve the water supply reliability of the Water Department by reducing existing and future demand.

Although wide-spread consensus has developed that warming due to global climate change is occurring, and that this warming could affect MWD's water supply from the Colorado River, the state of the science is still insufficient to make long-term projections that conclusively determine how climate change will impact MWD's supply. Despite this uncertainty, however, long-term water planning by MWD, the Water Authority, and the Water Department to conserve water, improve reliability of local supplies, and implement use of recycled water will allow MWD, the Water Authority, and the Water Department to adapt to changing climate in order meet current and expected demand.

SWP Supplies: The Delta Smelt and Delta Salmon Decisions, and Global Climate Change

Several recent decisions may impact MWD's water supply in 2008. In May 2007, a federal judge invalidated the Biological Opinion (Smelt BiOp) issued by the U.S. Fish & Wildlife Service (USFWS) for operations of the SWP and Central Valley Project (CVP) with regard to the Delta smelt, a federally- and state-listed threatened fish species that inhabits the estuaries of the Bay-Delta region. See *Natural Resources Defense Council v. Kempthorne, et al.* (E.D. Cal., No. 05-cv-01207, Hon. Wanger, J., presiding) (the NRDC decision). On August 31, 2007, Judge Wanger ordered the SWP and federal CVP systems to reduce water pumping from the end of December to mid-June in order to prevent Delta smelt from becoming entrained and killed in the pumps. He also ordered the parties to prepare a written interim remedial order for his consideration by November.

In December 2007, Judge Wanger issued an interim remedial order that requires the USFWS to prepare a new Smelt BiOp by September 15, 2008, and enjoins operations of the SWP and CVP systems by setting interim remedial measures to protect the smelt in the meantime. The interim remedial order will terminate upon issuance of the new BiOp. The interim remedial order's "Flow Restrictions" are designed to ensure that Delta water exports do not exceed certain levels in order to prevent the Delta smelt from becoming trapped near the SWP and CVP pumps. These controls are in force between December and June, and vary in degree depending on precipitation and runoff conditions in the Delta at the various stages of the Delta smelt life cycle. The interim remedial order allows the SWP and CVP operators to take good faith measures that are reasonably necessary and appropriate for the protection of human health and safety, which presumably include but are not limited to supply for emergency water services, as well as actions that protect the structural integrity of any CVP and SWP facility.

More recently, between April 16, 2008 and June 10, 2008, Judge Wanger issued a series of orders concerning the lawfulness of the 2004 National Marine Fisheries Service's (NMFS) Biological Opinion (Salmon BiOp) prepared to study the impacts to various fish species protected by the Endangered Species Act (ESA) due to water diversions from the Sacramento-San Joaquin River Delta from long-term operations of the CVP and SWP. See *Pacific Coast Fed. Of Fisherman's Ass'n's v. Gutierrez* (E.D. Cal., No. 06-cv-00245, Hon. Wanger, J., presiding) (the *Pacific Coast* decision). The Salmon BiOp had concluded that increased water exports under the 2004 Long-Term Central Valley Project and State Water Project Operations Criteria and Plan was not likely to jeopardize the continued existence of the Sacramento River winter-run Chinook salmon, the Central Valley spring-run Chinook salmon, and Central Valley steelhead species, or to adversely modify critical habitat. Judge Wanger found the Salmon BiOp's findings defective for several reasons, remanded it to NMFS, and ordered additional proceedings to determine if the Salmon BiOp should be vacated. In addition, Judge Wanger held hearings on June 6th and 13th, 2008, to determine if any interim remedial measures would be necessary to address impacts to the salmon and steelhead species. As of this writing, these proceedings are continuing.

On average, MWD receives approximately 60 percent of its water through the SWP from the

Delta, and has determined that it will allocate any risk of shortage evenly among its member agencies. The extent to which the Court's NRDC decision impacts MWD's water supply until September 2008 will depend on annual weather conditions. At this time, it is unclear how the new BiOp will affect long-term operations of the SWP and CVP systems. At this point, it is also unclear if the Court's Pacific Coast decision will impact long-term operations of the SWP and CVP systems, and if so, how they will be affected. Regardless of how the new BiOps may change the operation of the CVP and SWP, however, statewide actions to address the underlying issues in the Delta are well underway.

Preserving the Delta's water delivery capacity and restoring the health of the Delta ecosystem are of great import to the Governor and the California Legislature. Prior to the NRDC and Pacific Coast decisions, numerous processes to study and improve the operation of the Delta's water pumps, while also protecting the Delta smelt and other endangered fish species, and to improve emergency preparedness and response across jurisdictional boundaries, were already in process. These plans include:

- The Delta Vision Process, prepared by the Delta Vision Process Blue Ribbon Panel, which is developing a durable vision for sustainable management of the Delta. The Delta Vision Process Blue Ribbon Panel issued its formal report in late 2007, and is currently developing a scoping plan to implement the report's recommendations, which is due in October 2008;
- The Delta Risk Management Strategy, prepared by the DWR, the U.S. Army Corps of Engineers (USACE), and the California Department of Fish & Game (DFG), which is evaluating the potential impacts on water supply in the Delta due to subsidence, earthquakes, floods, climate change, and combinations of these factors. The report is due in April 2008;
- The Delta Protection Commission's Emergency Planning and Response Collaborative Process, which is facilitating an effort between the five Delta counties, the Governor's Office of Emergency Services, and federal agencies to achieve a coordinated regional emergency response framework plan. By Summer 2008, the Delta Protection Commission will have gathered and reviewed all existing emergency plans, identified potential funding sources for emergency preparedness, and completed and submitted a detailed proposal for a regional, comprehensive emergency response planning framework;
- The CALFED Ecosystem Restoration Program Conservation Strategy, which is to be used to guide future ecosystem restoration in the Delta. The Conservation Strategy is being developed in conjunction with the Bay-Delta Conservation Plan;
- CALFED Bay-Delta Program, a unique collaboration among 25 state and federal agencies to improve California's water supply and the ecological health of the San Francisco Bay/Sacramento-San Joaquin River Delta. The Bay-Delta Program focuses on water supply reliability, ecosystem restoration, levee system integrity,

water quality, and coordination and science. ¶In June 2008, the California Supreme Court reversed an earlier decision by the Court of Appeal and found that the Bay-Delta Program EIR fully complied with the California Environmental Quality Act (CEQA).

- The Bay-Delta Conservation Plan, prepared by the California Resources Agency in cooperation with state and federal agencies, which is voluntary planning document for the Delta that balances both the conservation and water supply goals of the federal Habitat Conservation Plan and state Natural Community Conservation Planning (HCP/NCCP) agreement signed in October 2006. The Bay-Delta Conservation Plan has narrowed its focus from ten to four potential options, and expects to issue a draft plan by year-end 2008. Furthermore, the DWR has begun preparation of a National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) environmental document to study the environmental impacts of the Bay-Delta Conservation Plan;
- The Delta Protection Commission's Land Use and Resource Management Plan update process, which is evaluating the impact of changing land use patterns in the Delta, and how those changing patterns may impact the existing water export system and the Delta ecosystem; and
- Governor Schwarzenegger's recent direction to the DWR to take near-term actions to prepare to implement solutions for the Delta, including a study of the alternatives available for improving the Delta water conveyance system by beginning the NEPA/CEQA process, to expediting existing programs to protect Delta water quality and restore Delta habitat, and to conduct multi-agency Delta disaster planning.

In addition, it likely that a statewide bond initiative designed to address Delta water supply issues will be placed on the November 2008 ballot. This significant statewide focus on improving conditions in the Delta demonstrates that the state is committed to assuring that the SWP remains a reliable source of water supply for MWD, the Water Authority, and the Water Department.

MWD is similarly focused on the challenges relating to the reliability of the Delta water supply. In May 2007, its Board adopted a Delta Action Plan to address water supply risks in the Delta both for the near-, mid-, and long-term. The near- and mid-term actions outlined in the Delta Action Plan are intended to implement measures to reduce fishery and earthquake-related risks, such as aggressive monitoring, ecosystem restoration, local water supply projects, and emergency preparedness and response plans. The long-term actions are intended to create a global, comprehensive approach to the fundamental environmental issues facing the Delta to create a sustainable ecological environment through Delta ecosystem restoration, improved water supply conveyance, flood control protection, and development of storage facilities.

Moreover, in response to the NRDC decision, MWD has engaged in planning processes that will

identify solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies. In the near-term, MWD will continue to rely on the plans and policies outlined in its RUWMP and IRP to address water supply shortages and interruptions (including potential shut downs of SWP pumps) to meet water demands. Campaigns for voluntary conservation, curtailment of replenishment water, and agricultural water delivery are some of the actions outlined in the RUWMP. If necessary, reduction in municipal and industrial water use and mandatory water allocation could be implemented, but ~~is~~ are unlikely to be in effect in the long-term.

On a local level, as noted above, the Water Authority is in the process of reducing its dependence on MWD by diversifying its water supply portfolio, by creating additional water storage and relying on local seawater desalination, in addition to conservation efforts. By the same token, the Water Department is developing recycled water supplies, focusing on water conservation, and exploring brackish groundwater desalination.

These efforts will also be effective in helping to address the potential impacts to SWP water supplies caused by global climate change. The 2006 DWR Report explains that climate change may impact SWP supplies in several ways, including: (1) changes in snowfall patterns that could result in a smaller snowpack in the Sierra Nevada and result in the loss of annual water storage in the snowpack; (2) changes in the timing, intensity, and amount of precipitation, which could result in flooding and potential drought; (3) long-term changes in watershed vegetation and increased incidence of wildfires, which could change intensity and timing of runoff; (4) sea level rise, which could threaten Delta levees and contribute to saltwater intrusion into freshwater areas of the Delta used for water supply delivery; (5) increases in water temperatures, which could effect listed and endangered aquatic species and require more dedicated water for in-stream uses; and (6) changes in agricultural and urban water demand due to higher average temperatures.

At this point, the results for climate models for California precipitation under various GHG emissions scenarios are mixed. The models that predict the greatest warming generally also predict moderate decreases in total precipitation, while models predicting smaller increases in temperature generally predict moderate increases in precipitation. The 2006 DWR Report notes that the general tendency of all projections is toward moderately decreased precipitation.

The predicted range of snowpack loss also is highly dependent on the warming assumptions used in the models. Projections range from five percent loss in snowpack attributable to a 0.6 degree Celsius temperature rise, to a 50 percent loss of snowpack attributable to a 2.1 degree Celsius temperature rise. Earlier snowmelt and more precipitation falling as rain instead of snow will change the operation of existing reservoirs, which often perform dual functions as flood control vessels in the winter and water reservoirs through the summer.

The 2006 DWR Report estimates the extent of climate change impacts to SWP supplies using four climate models, each based on a different global GHG scenario. Under the lowest GHG emissions scenario (Emissions Scenario B1, reflecting low global population increase and GHG emissions reductions), the general trend would be for weak temperature warming and weak

precipitation increase in California. For the highest GHG emissions scenario (Emissions scenario A2, reflecting large global population growth and business-as-usual GHG emissions), the general trend would be for relatively strong warming and modest drying. As might be expected, the B1 scenario analysis suggested no significant reduction in runoff in the late spring and summer, and higher delivery capability for SWP contractors at the lower end of the delivery spectrum, and roughly equivalent capability at the higher end. The A2 scenario analysis suggested a delivery analysis roughly 11.2 percent less than base SWP deliveries.

Because climate change is a global phenomenon dependent on worldwide GHG emissions levels, the ability of the 2006 DWR Report to anticipate water supply impacts is highly dependent on how the assumptions made regarding worldwide action to control and reduce GHG emissions. The 2006 DWR Report's results are still preliminary and are considered the starting point for analyzing climate change impacts to SWP operations.

Although wide-spread consensus has developed that warming due to global climate change is occurring, and that this warming could affect water supplies from the SWP, the state of the science is still insufficient to make long-term projections that conclusively determine how climate change will impact SWP water supply. Despite this uncertainty, however, long-term water planning by MWD, the Water Authority, and the Water Department to conserve water, improve reliability of local supplies, and implement use of recycled water will allow MWD, the Water Authority, and the Water Department to adapt to changing climate in order meet current and expected demand.

Sewer

The Metropolitan Sewerage System provides wastewater transportation, treatment, and disposal services to the San Diego region. The system serves a population of 2.0 million from 16 cities and districts generating approximately 190 million gallons of wastewater per day (mgd). Planned improvements to the existing facilities will increase wastewater treatment capacity to serve an estimated population of 2.9 million through the year 2050. Nearly 340 mgd of wastewater will be generated by that year.

The Metropolitan Wastewater Department (MWWD) treats the wastewater generated in a 450 square mile area stretching from Del Mar and Poway to the north, Alpine and Lakeside to the east, and south to the Mexican border. In addition, wastewater collection services are provided to the City of San Diego, including the Quarry Falls project site.

The existing sewer system has four sewer mains in the project vicinity. There is an eight-inch sanitary sewer main in Qualcomm Way from Rio San Diego Drive to the 54-inch RCP Point Loma trunk sewer. A 10-inch sewer is found in Mission Center Road from just north of Friars Road to Mission Center Court. The existing 30-inch Kearny Mesa Trunk Sewer is located adjacent to Mission Center Road just north of Friars Road, and the existing eight-inch sanitary sewer main is located in Rio Vista West, west of Gill Village Way and south of Friars Road.

Storm Drainage

Currently, several retention ponds are used to control storm water and drainage at the project site. The project site is characterized by the steep slopes to the north, and storm water on the site flows in a southerly direction. Three off-site areas drain onto the project site. These areas include a 16.5-acre drainage area to the north of Phyllis Place, a large area (97.3 acres) to the northeast which drains onto the site through two 36-inch culverts flowing under I-805, and a 3.2-acre hillside adjacent to the west side of the site. Storm water from the project site and off-site areas is discharged through an existing seven-foot by seven-foot box culvert under Friars Road, which continues through an open channel and discharges directly to the San Diego River and ultimately into the Pacific Ocean.

Solid Waste Disposal

The City of San Diego Environmental Services Department (ESD) pursues waste management strategies that emphasize waste reduction and recycling, composting, and environmentally sound landfill management to meet the City's long-term disposal needs. ESD ensures that all federal, state, and local mandates relating to waste management are met in an efficient and financially sound manner. The State of California mandated (Assembly Bill 939/Public Resources Code 41730 et seq.) in 1989 that all cities reduce waste disposed of in landfills by 25 percent by 1995 and 50 percent by the year 2000 (using 1990 as a base year for waste generation data). ESD developed a Source Reduction and Recycling Element (SRRE), as required by the Public Resource Code, to reduce wastes deposited in landfills by 50 percent compared to 1990 base year tonnages. The SRRE describes the programs, activities, and strategies the City plans to carry out to achieve the mandated waste reduction and is updated each year in annual reports to the California Integrated Waste Management Board. The City has met the 50 percent diversion goal in 2004 (52 percent) and 2005 (also 52 percent). Numbers for 2006 are not yet available.

Solid waste generated by the project would be hauled away by private collection services from franchised haulers for the City of San Diego. The waste would be taken to either the City of San Diego's West Miramar Landfill, which is located north of Highway 52 at 5180 Convoy Street in San Diego; the Sycamore Sanitary Landfill, located at 8514 Mast Boulevard in San Diego; or the Otay Landfill, located at 1700 Maxwell Road in Chula Vista.

The City operates the Miramar Landfill on leased land on MCAS Miramar. Approximately 1.3 million tons of refuse were buried in the landfill in 1999; recently with citywide recycling efforts, the amount of refuse buried has been steadily decreasing. This decrease is due to recycling efforts by the City's Environmental Services Department in attempting to comply with Assembly Bill 939 (1989) which required all cities and counties to reduce the amount of refuse land filled by 50 percent (of the 1990 baseline total); Miramar is close to meeting this state mandate.

The West Miramar Landfill is permitted to receive 8,000 tons per day. On average, it receives approximately 5,000 tons per day Monday through Friday, 1,500 tons on Saturday, and 500 tons on Sunday. The permitted remaining capacity as of June 30, 2005 was 12,791,251 cubic yards, and it is estimated to close in December 2011. A height increase for the landfill has been proposed, but is not yet approved, which would extend the life of the landfill to approximately

2016.

Currently, only two other landfills provide disposal capacity within the urbanized region of San Diego: the Sycamore and Otay Landfills. The Sycamore Landfill is located to the east of Miramar, within the City of San Diego's boundaries. The Otay Landfill is located within an unincorporated island in the City of Chula Vista. The Sycamore and Otay Landfills are privately owned by Allied Waste Industries, Inc. The Sycamore Landfill is permitted to receive a maximum of 3,300 tons per day. The permitted capacity of the Sycamore landfill is 27,947,234 cubic yards, and its remaining capacity as of June 2001 was 23,769,035 cubic yards. It has a projected closure date of January 1, 2016. A proposed expansion of the Sycamore Landfill is currently under review by the City. The Otay Landfill is permitted to receive 5,000 tons per day. Its permitted capacity is 59,857,199 cubic yards, with a remaining capacity in September 2002 of 41,152,377 cubic yards. It is estimated that the Otay Landfill will close at the end of 2027.

Solid waste could also be taken to Sycamore Landfill, if its expansion is approved. However, current acceptance rates provided in the permits for the Otay and Sycamore Landfills would not accommodate the expected increase in waste once the Miramar Landfill closes. As discussed in Section 8, *Cumulative Effects*, using current disposal projections and permitted disposal limits, the region would exceed the ability to accept all the waste destined for disposal in 2007.

Energy

Energy is regulated by Title 24, Part 6, of California's Energy Efficiency Standards for Residential and Nonresidential Buildings. The Energy Efficiency Standards for Residential and Nonresidential Buildings were established in 1978 in response to a legislative mandate to reduce California's energy consumption. New standards went into effect in October 2005.

San Diego Gas and Electric Company (SDG&E), a subsidiary of Sempra Energy, provides natural gas and electricity service to the project site and the City of San Diego as a whole. SDG&E forecasts future natural gas and power consumption demand on a continual basis, primarily for installation of transmission and distribution lines.

Appendix F of the 2006 CEQA Guidelines requires that Program EIRs include a discussion of the potential energy impacts of a proposed project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. According to Appendix F, the means of achieving energy conservation corresponds to decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources.

Electricity. The State of California produces approximately 82 percent of its electricity and imports the remaining 18 percent. The California Independent System Operator (ISO) governs the transmission of electricity from power plants to utilities. Electricity to San Diego County is transferred via 138 kilo volts (kV) lines at Camp Pendleton, and a 500 kV line near Jacumba. Additionally, there are three power plants within San Diego County: South Bay (Duke Energy) - 693 mega watts (MW), Encina (Cabrillo Power) - 965 MW, San Onofre Nuclear Generation Station (SCE) - 2,150 MW, and the Palomar Energy Power Plant, Escondido (SDG&E) - 550

MW that began operating in the summer 2006.

SDG&E facilities surround the project site. There are existing 12kV overhead electric lines on the north side of Friars Road that run under the I-805 overpass and extend west, adjacent to the southern boundary of the project site, to approximately 400 feet west of Gill Village Way. Just west of Qualcomm Way, the overhead lines transition to underground lines and cross Friars Road where they extend west on the south side of Friars Road toward Mission Center Road. There are also existing underground electric facilities that extend along the east side of Mission Center Road north of Friars Road for approximately 500 feet. These facilities are a source of energy for the Quarry Falls site. These underground electric facilities then cross to the west side of Mission Center Road and extend north to approximately 500 feet past Mission Valley Road. Two separate high voltage overhead transmission power lines cross the northern portion of the VTM area, but are outside the Quarry Falls Specific Plan boundary, and run parallel to and just south of Phyllis Place. Additionally, the project is located within one mile of two substations, one located to the east and one located to the west of the project site.

Natural Gas. Natural gas sources for the California include in-state sources (16 percent), Canada (28 percent), the Rockies (10 percent), and the Southwest (46 percent). Gas from outside sources enter the state through large high-pressure gas lines. These transmission lines feed natural gas storage areas located in Orange and northern Los Angeles Counties, which serve all of Southern California. From these storage facilities, high pressure gas transmission lines enter San Diego County from the north inland area (Rainbow Area). A 30-inch transmission line veers to the coast, and a 16-inch line continues inland.

Existing gas lines are located proximate to the project site. There is an existing four-inch gas line on the north side of Friars Road that runs from Mission Center Road east to just before Gill Village Way. This line is a source of gas for the Quarry Falls project site. Three-inch and four-inch gas lines are also located in Mission Center Road north of Friars Road. The three-inch gas line runs up the center of Mission Center Road and then goes west along Mission Valley Road. The four-inch gas line runs along the east side of Mission Center Road. Both lines are possible sources for gas service to the project site. There is also an existing 20-inch high-pressure gas transmission main that crosses the intersection of Mission Center Road and Mission Valley Road. The line extends north of Mission Valley Road along the west side of Mission Center Road. Additionally, an existing 20-inch high pressure gas transmission main crosses the northern portion of the project site, within the Vesting Tentative Map area but outside the Quarry Falls Specific Plan boundary, just south of Phyllis Place. This line runs below the SDG&E transmission power lines.

5.12.2 Impact Analysis

Impact Threshold

The City of San Diego's "Significance Determination Guidelines under the California Environmental Quality Act" states a project has the potential to have a significant effect on public utilities if it would:

- Result in a need for new systems (natural gas, water, sewer, communication systems, or solid waste disposal), or require substantial alterations to existing utilities which would create physical impacts.
- Result in substantial shading of roofs so as to preclude future installation of solar systems.
- Result in the use of excessive amounts of power.
- Include single or multi-family construction of 50 units or more or commercial construction of 40,000 square feet or more.
- The project would use excessive amounts of water for residences, businesses, landscaping and other purposes.

Issue 1

Would the proposed project result in the need for new or expanded public facilities including those necessary for water, sewer, storm drains, solid waste disposal, and the provision of energy? If so, what physical impacts would result from the construction of these facilities?

Impacts

Water. The project proposes a mix of uses that include residential, commercial, park, and civic uses to be developed over four phases: Phase A (2009-2011), Phase B (2011-2014), Phase C (2013-2016), and Phase D (2019-2020). As noted above, although the *Water Supply Assessment* used the City's Water and Sewer Design Guidelines to calculate water supply demand for the Quarry Falls project, that methodology did not comport with the factor used to estimate water demand by the *Water Department UWMP*. Employing the SANDAG estimate of development intensity for the Quarry Falls site used by the *Water Department UWMP*, the Quarry Falls project would exceed the planned development intensity by 1,470 residential units and 420 employees. Water demand projections for the project have been calculated based on the proposed land use for each lot within the project site. For residential areas, it is projected that average day per capita water use would be 150 gpd. Projected water demand for the mixed commercial/office uses is 5,400 gpd per net acre. For park and civic uses, water demand is projected at 4,000 and 5,000 gpd per net acre, respectively. Upon buildout, the projected average day demand for Quarry Falls is 2.42 mgd.

The site is located within the Inland Central Peaking Factor Zone. ~~Based on a 5.11 mgd service area within a maximum day factor of 1.8 and a peak hour factor of 4.0 for the Inland Central Peaking Factor Zone, a maximum day demand of 4.36 mgd and a peak hour demand of 9.68 mgd for the project site is projected.~~ There is adequate capacity within this system to serve the proposed project. Figure 5.12-1, *Proposed Water System*, shows the proposed water system and points of connection for the project. As shown, six points of connection would be made and to serve the development as well as one additional off-site improvement to the Kearny Mesa Pipeline to improve redundancy and fire flow. Construction of all proposed water mains, hydrants, and PRV stations to serve the full development of the site would be completed with the implementation of Phase D.

Hydraulic analyses were conducted to determine potential effects of the project on the water system. The analyses showed that the proposed water distribution system for Quarry Falls would meet peak hour demands and maximum day demand plus fire flow. Additionally, the project

would construct a 12-inch water main connection between the 36-inch Kearny Mesa transmission line and the eight-inch water line on Encino Avenue so that the adjacent water main system does not exceed the maximum pressure losses allowed per the City of San Diego Water Department *Facility Design Guidelines*.

Furthermore, in addition to complying with all applicable water efficiency regulations, the Quarry Falls project would implement a significant number of project design features (PDFs) that would have the effect of reducing the project's water usage. These PDFs include:

- Provide street trees within public parkways and medians (where design permits), in surface parking lots, and throughout finger parks to reduce the "heat island" effect.
- Require the majority of indoor residential plumbing products to carry the Environmental Protection Agency's (EPA) WaterSense certification.
- Require the installation of automatic bathroom sink features and waterless urinals in public facilities.
- Require high-efficiency irrigation equipment such as evapotranspiration controllers, soil moisture sensors and drip emitters for all projects that install separate irrigation water meters.
- Require installation of vertical landscape elements such as trees, large shrubs and climbing vines to shade southern and western building facades to reduce heating in summer and increase solar heat gain in winter months.
- Require design and construction of all irrigations systems to utilize reclaimed water, to the extent available, in a manner satisfactory to the Public Utilities Director and City Engineer.
- Require installation of a wastewater treatment plant with capacity to produce 250,000 gallons per day of reclaimed water for use in exterior irrigation.

The *Water Department* has evaluated these PDFs and has concluded that they will reduce the Quarry Falls project's water demand to a level below that accounted for in the *Water Department UWMP*. (City of San Diego Water Department Memorandum to Development Services Department RE: Quarry Falls Water Supply Assessment (August 2008); TCB/AECOM Letter to Sudberry Properties, Inc., RE: Quarry Falls Water Supply Availability (August 2008).

Accordingly, the conclusion reached in the *Water Supply Assessment* that there are sufficient water supplies to serve existing demands, estimated demands of the Quarry Falls project, and future water demands within the Water Department's service area in normal and dry year forecasts, over the required 20 year planning horizon, has not changed. This conclusion was based upon the reasoned analysis provided by the MWD *RUWMP* (November 2005), the 2005 *Water Authority UWMP* (November 2005) and the 2005 *Updated Water Authority UWMP* (April 2007), and the *Water Department UWMP* (September 2006). Furthermore, the *Water Authority Reliability*

Presentation (October 2007) to the City Council provides additional context and support for the Water Supply Assessment's conclusion by specifically concluding that, both in the short-term and long-term, the Water Authority expects to serve existing, proposed, and future uses. These authorities demonstrate a reasonable likelihood that an adequate water supply will be available to serve existing uses, the Quarry Falls project, and proposed future uses under normal and dry-year scenarios.

As disclosed above, there is some continuing uncertainty as to the reliability of SWP supplies due to the pending revision to the Delta smelt BiOp, due in September 2008, and the Court's recent Pacific Coast decision. Two factors, however, provide a reasonable basis for anticipating that this uncertainty will not affect the long-term water supply available for the Quarry Falls project. First, as detailed above, substantial state-wide attention has been brought to bear concerning the vital nature of restoring the environmental health of the Sacramento-San Joaquin Delta and securing it as a reliable water supply source. Many initiatives are well-underway, which provide a reasonable basis to conclude that the environmental health and water supply reliability of the Delta will improve over time. Second, MWD, the Water Authority, and the Water Department are all engaged in long-term reliability planning designed to reduce their dependence on imported water, including SWP supplies. In fact, by 2020, the Water Authority Reliability Presentation indicates that MWD will supply only 29 percent of the Water Authority's water, down from approximately 73 percent in 2006.

In order to improve local water supply reliability, the water agencies are and will continue to invest in new or expanded water supply projects that will have physical impacts on the environment. The Quarry Falls project will rely in part on such new or expanded water supply projects by virtue of its connection to the integrated water supply system. However, the environmental impacts of many such projects have already been evaluated in completed environmental documents. For example, the Water Authority's Regional Facilities Master Plan Programmatic EIR was certified in November 2003. The City of Carlsbad certified the Poseidon desalination project EIR in June 2006. The QSA and canal lining projects were also previously studied in environmental documents. The aggressive conservation measures employed (and to be employed) by MWD, the Water Authority, and the Water Department, such as the 20-Gallon Challenge, improve water supply reliability by addressing demand management and do not themselves have physical impacts on the environment. Finally, the numerous Sacramento-San Joaquin Delta planning efforts currently underway, which also include several early-stage environmental review documents like the Bay-Delta Conservation Plan EIR/EIS and Governor Schwarzenegger's recent direction to DWR to study the environmental impacts of the alternatives available for improving the Delta water conveyance system, are not designed to increase water supplies available to the project. Rather, they are designed to improve the reliability of the water delivery system and the environmental health of the Sacramento-San Joaquin Delta. Furthermore, these planning efforts are too preliminary at this point in time to permit reasoned analysis of their physical environmental impacts in this PEIR.

Accordingly, although the Quarry Falls project would rely in part on new or expanded water supply projects due to its connection to the integrated water supply system, no particular water

supply project would be constructed to serve the Quarry Falls project. Furthermore, the environmental impacts of such new and expanded water supply projects have been studied in previously certified environmental documents, or the planning for such projects is too preliminary to permit reasoned analysis in this EIR at this time. Finally, the *Water Supply Assessment*, the supporting UWMPs upon which it relies, and the *Water Supply Reliability Report* all conclude that there would be a sufficient water supply to serve the project. Therefore, the Quarry Falls project would have a less than significant impact on the water supply system.

Sewer. A Sanitary Sewer Report was prepared for the proposed project by *TCB, Inc.* (see Appendix J) to examine the effect of the proposed project on the capacity of the existing sewer system. The entire sewage flow from the site would be directed to the 78-inch diameter Point Loma trunk sewer located at the extension of Camino del Este. The Sanitary Sewer Report determines that the most effective routing for the offsite sewer improvements would be the sewer system in the Rio West Development along Rio San Diego Drive, Gill Village Way, and Camino del Este. As shown by Figure 5.12-2, *Proposed Sewer System*, sewage from the project site would connect to the 78-inch trunk sewer line via the route following existing sanitary lines along Gill Village Way and Camino del Este. These lines are at a sufficient depth to accommodate flows from the proposed project; however, their size would need increasing to accommodate sewage flows from Quarry Falls.

As part of the project, the off-site sanitary lateral along Gill Village Way would be upsized to an 18-inch line. The existing 8-inch and 10-inch sewer lines on Camino del Este would ultimately be replaced with an 18-inch sewer line designed to meet the 18-inch sewer that would be constructed on Russell Park Way.

Also as part of the project, a wastewater treatment plant with capacity to produce up to 250,000 gallons per day of reclaimed water for use in exterior irrigation would be constructed. The facility would connect to the sewer line in Russell Park Way and distribute reclaimed water throughout the project area. A condition of the VTM requires the preparation of a reclaimed water study prior to the approval of any public improvement drawing.

The Sanitary Sewer Report concluded that the existing 78-inch Point Loma trunk sewer has the capacity to handle the sewer flow from the proposed Quarry Falls project and the estimated existing flows within the basin. As discussed above, existing pipes between the project site and the trunk sewer would be replaced in order to accommodate project flow.

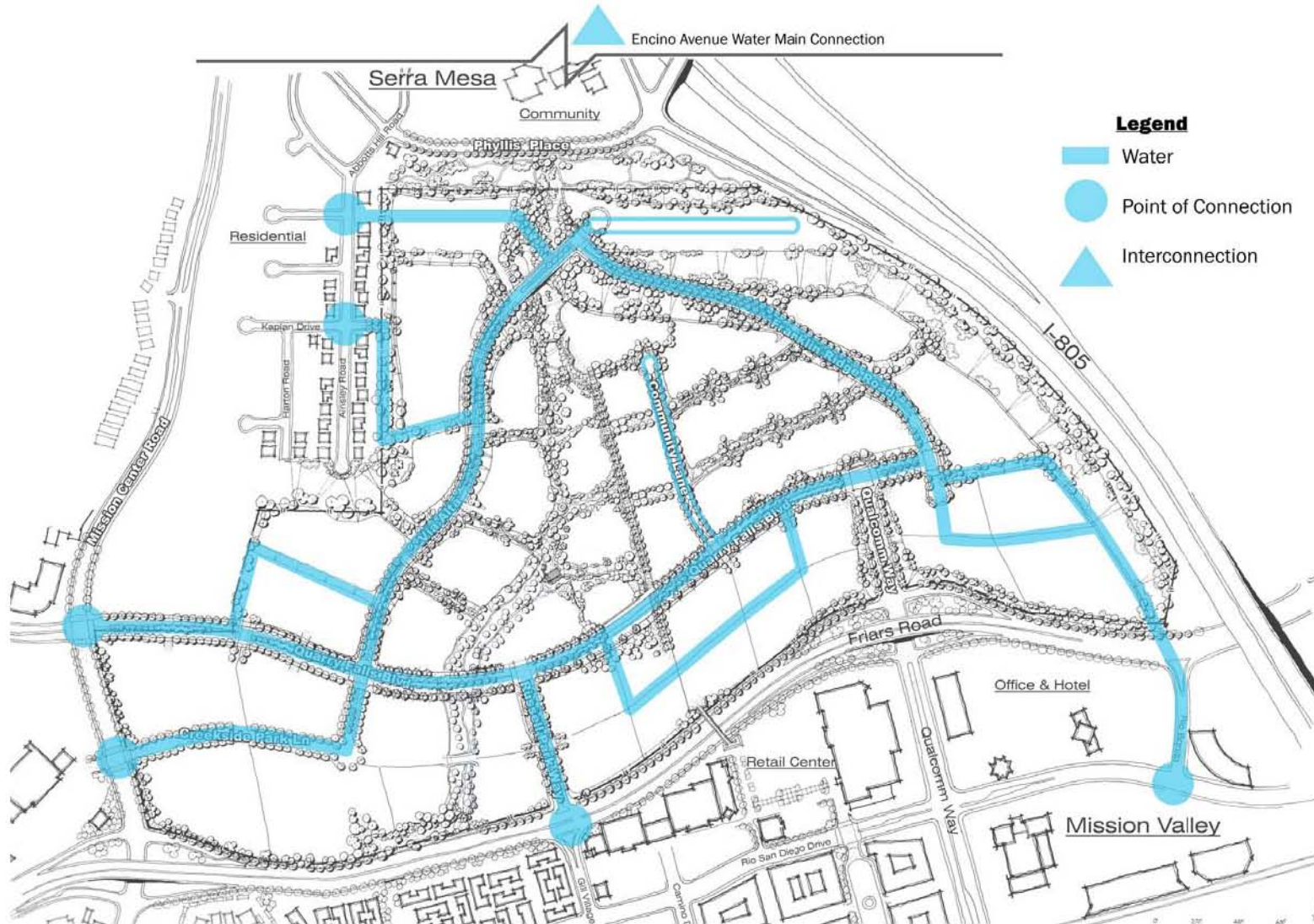


Figure 5.12-1.
Proposed Water System

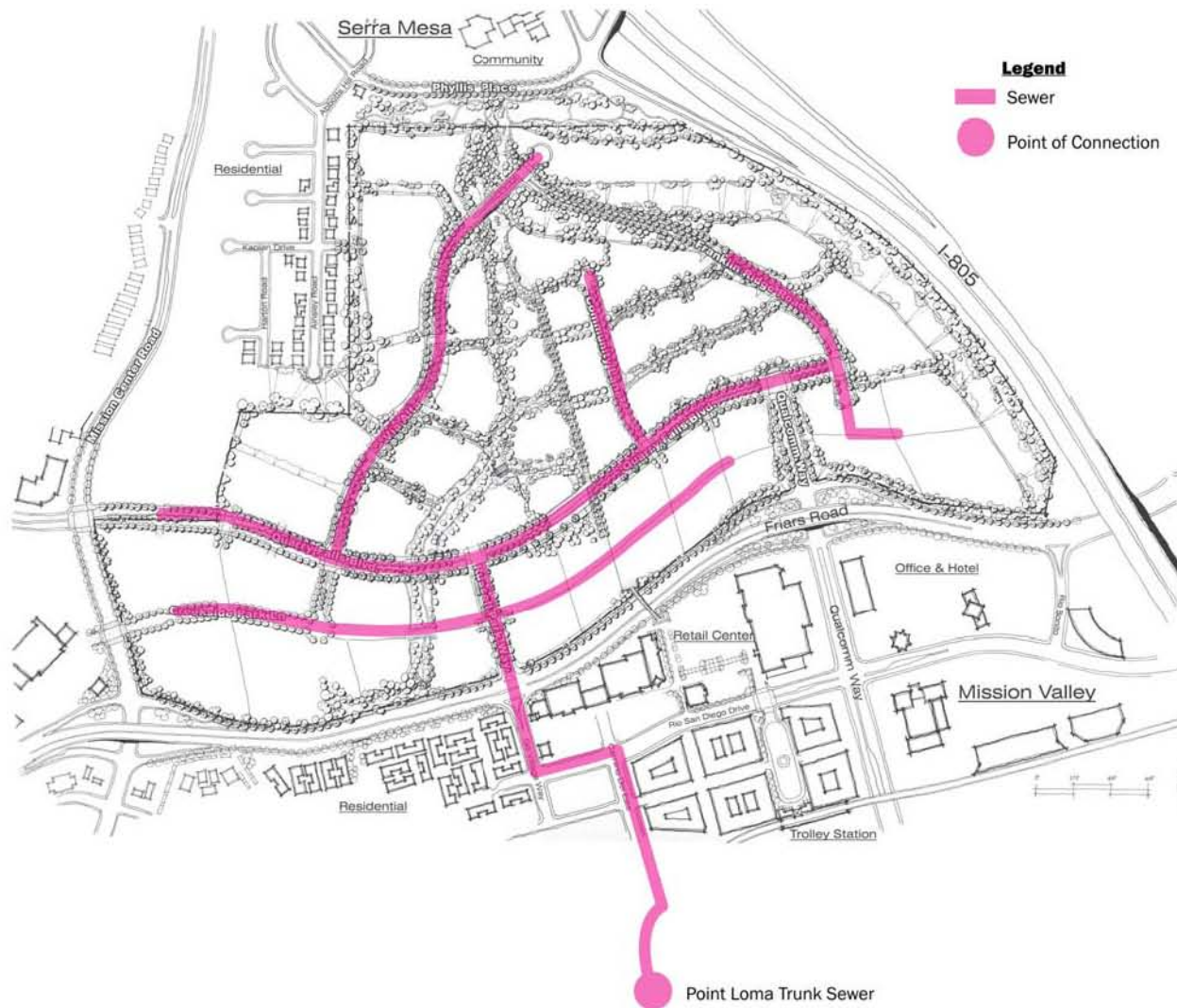


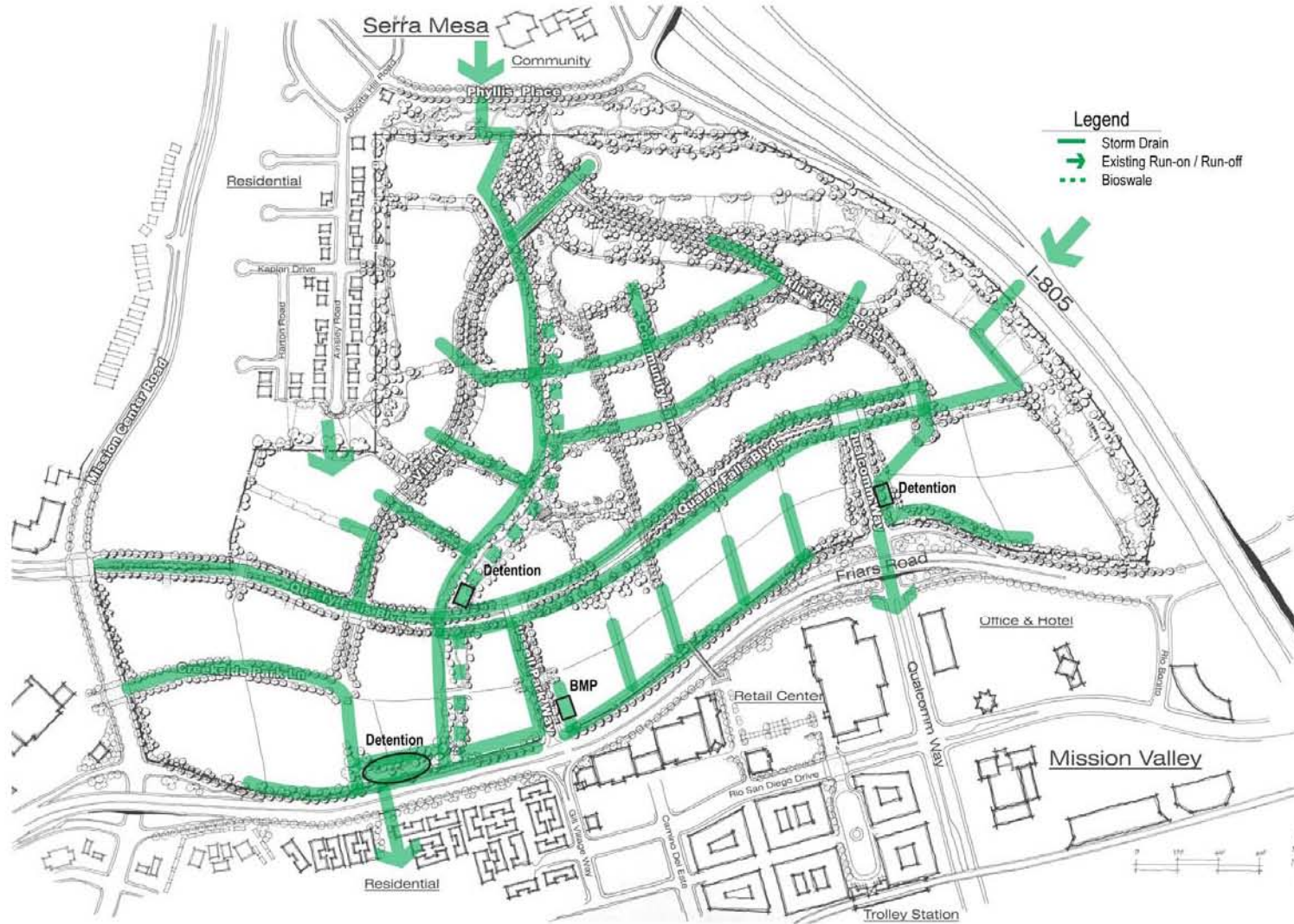
Figure 5.12-2.
Proposed Sewer System

Storm Drainage. The Quarry Falls Specific Plan area is affected by storm water runoff from off-site areas, as well as runoff resulting from development of the project. Three off-site areas drain onto the project site: a 16.5-acre drainage area to the north of Phyllis Place, a 97.3-acre area to the northeast of the project site which drains onto the site through two 36-inch culverts flowing under I-805, and a 3.2-acre hillside area adjacent to the west side of the site.

Currently, drainage for the site is provided through an existing seven-foot square box culvert under Friars Road near the southwest corner of the property. The storm water then flows through an open channel to a second six-foot by five-foot box culvert, which then drains under a levee to the San Diego River. Additional drainage for the site is provided by an existing 24-inch storm drain on Friars Road and Qualcomm Way. This 24-inch storm drain expands to a 36-inch pipe and also drains into the San Diego River.

Development of Quarry Falls would result in the creation of pervious surfaces, which would allow for areas of infiltration, as well as impervious surfaces, where runoff would need to be controlled. In order to control runoff from off-site areas, as well as runoff from development of Quarry Falls, a new drainage system would be constructed.

As shown in Figure 5.12-3, *Proposed Drainage Plan*, the project would implement a drainage plan that accommodates runoff at two discharge points. The westerly discharge point is an existing box culvert discharging to an open channel that flows to the San Diego River. The easterly discharge point would convey a relatively small portion of runoff through the existing storm drainage system in Qualcomm Way. Runoff from offsite areas entering the site from the north and east would also be conveyed through the project by the planned storm drain system and to one of these discharge points.



**Figure 5.12-3.
Proposed Drainage Plan**

The Quarry Falls project would incorporate best management practices (BMPs) at three levels:

- **Source control BMPs** that are directed at reducing the initial contributions of pollutants (i.e., implementing educational programs, maintenance practices, integrated pest control management, etc.).
- **Site Design BMPs** that incorporate sustainable design principles such as xeric landscaping, permeable surfaces, and open spaces which facilitate the reduction of runoff and pollutants.
- **Treatment Control BMPs** that maximize pollutant removal from runoff flows in creative systems which provide multiple functions, such as incorporating landscaping that filters runoff and supports recreation.

The combination of BMPs for the Quarry Falls Project would serve to reduce flow velocities, filter runoff, and control erosive processes.

Post-construction runoff would be treated to the maximum extent practicable by natural biofiltration systems, including landscaped areas, a central bioswale (see Figure 5.13-3, *Proposed Drainage Plan*), mechanical treatment devices and detention pond(s). Bioswales are also known as vegetated swales and consist of open, shallow channels with vegetation covering the side slopes and bottom. Bioswales collect and slowly convey runoff flow to downstream locations and function by filtering water through vegetation and a subsoil matrix, and infiltrating into the underlying soils, thereby providing treatment of runoff. Bioswales, in addition to other biofiltration systems, can remove pollutants through several different mechanisms including physical, chemical, and biological treatment processes. Quarry Falls proposed a bioswale which would be incorporated within the open space areas of the project.

Runoff from Quarry Falls would be directed into three subareas within the project site for treatment prior to discharging to one of the two discharge points described above. The westerly discharge point would be served by two detention areas, one north of Quarry Falls Boulevard and one immediately upstream of the seven-foot square box culvert. A third detention basin would serve the easterly discharge point. These facilities are described below:

- Runoff within the **West Basin Watershed** would be directed through a series of pipes to a bioswale that runs north-south in the approximate center of the property. The bioswale would incorporate appropriate vegetation, drop structures, low-flow drains, and a subsurface collection pipe. The bioswale would provide treatment of runoff by biofiltration and incidental infiltration and would discharge, through a detention basin located just up gradient of the box culvert, to the westerly discharge point.
- Runoff within **South Basin Watershed** would discharge directly to a detention basin at the end of the bioswale. The detention basin would provide treatment by sedimentation and incidental infiltration. This basin would detain storm water runoff for a period of time such that peak runoff rates and total discharge volumes are reduced.
- The **East Basin Watershed** consists of the easternmost portion of the site. Runoff from this area would discharge at the easterly discharge point outfall following treatment in a mechanical filtration system.

Solid Waste Disposal. The Quarry Falls project would generate large amounts of solid waste through construction and operation of the proposed residential, commercial, mixed use, parks and civic uses. In accordance with ESD guidelines pertaining to new developments that are expected to generate large amounts of solid waste, a waste management plan would be required for the Quarry Falls project. The plan would address solid waste management techniques for demolition, construction, and operational activities, including reuse and recycling of materials. To reduce the amount of waste generated by demolition activity, the demolished materials would be sorted at the project site and recycled in accordance with the demolition debris recycling strategies established by the City of San Diego Environmental Services Department. Additionally, the City's Municipal Code requires that new multi-unit residential and commercial/industrial developments provide adequate space for storage and collection of refuse and recyclable materials. The proposed project would comply with this requirement.

The City of San Diego has achieved a 52 percent diversion rate. However, even with continued increases to the City's diversion rate, additional landfill capacity is needed. Actions to increase landfill capacity include a City proposal to include the elevation of the active portion of the Miramar Landfill up to 20 feet to add approximately four years of capacity to the landfill. An Environmental Impact Statement /Environmental Impact Report (EIS/EIR) for that proposal has been prepared. Also, a proposal to expand the Sycamore Landfill is being processed by the City of San Diego. The City has determined that additional actions would be needed to increase landfill capacity (City of San Diego, Draft General Plan, Final Program EIR). Because there remains some uncertainty about the solid waste disposal capacity for the City to the year 2020, past, present and future projects (including Quarry Falls) within San Diego would contribute to cumulatively significant solid waste impacts.

Impact 5.12-1: The project would generate large amounts of solid waste during its construction and operation. While direct impacts can be mitigated by adhering to City requirements, the project's contribution to cumulative impacts would be regarded as cumulatively significant.

Energy. During the development of Quarry Falls, the existing 12kv overhead lines on the north side of Friars Road would be converted to underground lines and would provide a source of electricity for the project at Qualcomm Way as well as at Gill Village Way. Electricity would be extended on-site via the existing transmission lines, and no new facilities would be required. Similarly, gas would be provided to the site via the existing gas transmission lines surrounding the project site. No impacts associated with energy facilities are anticipated.

To reduce energy use within the project, the project encourages the use of products which carry the EPA's ENERGYSTAR® certification, including high efficiency lighting fixtures and appliances. The proposed site layout and building orientation shall be designed to promote direct solar access to maximize the potential use of photovoltaic panels for energy generation. To reduce energy use for heating and cooling of structures, residential buildings would include operable windows oriented to take advantage of the prevailing winds to naturally ventilate indoor spaces. The project also requires the selection of vertical landscape elements such as trees, large shrubs and climbing vines to shade southern and western building façades to reduce

heating in summer and increase solar heat gain in winter months. Additionally, the proposed Quarry Falls Specific Plan requires that each of the public buildings on site be designed to achieve a minimum of a “Silver” Leadership in Energy and Environmental Design program for new construction (LEED-NC). Public buildings within Quarry Falls would adhere to Council Policy 900-14, *Sustainable Building Policy*.

The project includes construction of a packaged recycled water facility treatment plant to provide for the majority of the project’s non-domestic landscape needs. The treatment plant itself would not result in the excessive use of electrical energy. The plant’s energy consumption would be offset by a reduction in energy related to off-site packaged recycled water facility treatment and the delivery and treatment of potable water to the project. As analyzed in the Air Quality Technical Report, total greenhouse gas emissions for water usage represent approximately five percent of the total emissions for the project. The emissions analysis also assumed higher per capita water consumption (150 gallons per day versus 90 gallons per day) for determining greenhouse gas emissions. Because the total energy usage for the treatment facility is a small portion of the total Quarry Falls project and emissions from water usage were overestimated by 40 percent, the energy consumption of the project with the treatment facility can reasonably be assumed to be comparable to the project without the facility.

Significance of Impacts

The project would not result in significant impacts to water, sewer, storm water drainage and energy. The project would generate large amounts of solid waste. Solid waste impacts are considered significant.

Mitigation Measures

The following mitigation measure has been identified to reduce direct and cumulative impacts to solid waste.

MM 5.12-1a:

- I. Prior to Permit Issuance or Bid opening/Bid award
 - A. Land Development Review (LDR) Plan check
 1. Prior to the issuance of any construction permit, including but is not limited to, demolition, grading, building or any other construction permit, the Assistant Deputy Director (ADD) Environmental Designee shall verify that the all the requirements of the Refuse & Recyclable Materials Storage Regulations and all of the requirements of the waste management plan are shown and noted on the appropriate construction documents. All requirements, notes and graphics shall be in substantial conformance with the conditions and exhibits of the associated discretionary approval.
 2. The construction documents shall include a waste management plan that addresses the following information and elements for demolition, construction, and occupancy phases of the project as applicable:
 - (a) tons of waste anticipated to be generated,
 - (b) material type of waste to be generated,

- (c) source separation techniques for waste generated,
 - (d) how materials will be reused on site,
 - (e) name and location of recycling, reuse, or landfill facilities where waste will be taken if not reused on site,
 - (f) a "buy recycled" program,
 - (g) how the project will aim to reduce the generation of construction/demolition debris,
 - (h) a plan of how waste reduction and recycling goals will be communicated to subcontractors,
 - (i) a time line for each of the three main phases of the project as stated above,
 - (j) a list of required progress and final inspections by City staff
3. The plan shall strive for a goal of 50% waste reduction.
 4. The plan shall include specific performance measures to be assessed upon the completion of the project to measure success in achieving waste minimization goals.
 5. The Plan shall include notes requiring the Permittee to notify MMC and ESD when:
 - (a) a demolition permit is issued,
 - (b) demolition begins on site,
 - (c) inspections are needed. The permittee shall arrange for progress inspections, and a final inspection, as specified in the plan and shall contact both MMC and ESD to perform these periodic site visits during demolition and construction to inspect the progress of the project's waste diversion efforts.

When Demolition ends, notification shall be sent to:

Mitigation Monitoring Coordination(MMC) Environmental Review Specialist	Environmental Services Department
Development Service Department	
(ESD)	
9601 Ridgehaven Court	9601 Ridgehaven Court
Ste. 320, MS 1102 B	Ste. 320, MS 1103 B
San Diego, CA 92123 1636	San Diego, CA 92123 1636
(619) 980 7122	(858) 627-3303

6. Prior to the issuance of any grading or building permit, the applicant shall receive approval, in writing, from the ADD of LDR' environmental designee (MMC) that the waste management plan has been prepared, approved, and implemented. Also prior to the issuance of any grading or building permit, the applicant shall submit written evidence to the ADD that the final Demolition/Construction report has been approved by MMC and ESD. This report shall summarize the results of implementing the above Waste Management Plan elements, including: the actual waste generated and diverted from the project, the waste reduction percentage achieved, and how that goal

was achieved, etc.

II. Prior to Start of Construction

A. Pre Construction Meeting

1. Demolition Permit - Prior to issuance of any demolition permit, the permittee shall be responsible to obtain written verification from MMC indicating that the permittee has arranged a preconstruction meeting to coordinate the implementation of the MMRP. The Precon Meeting that shall include: the Construction Manager, Demolition/Building/Grading Contractor; MMC; and ESD and the Building Inspector and/or the Resident Engineer (RE) (whichever is applicable) to verify that implementation of the waste management plan shall be performed in compliance with the plan approved by LDR and the San Diego Environmental Services Department (ESD), to ensure that impacts to solid waste facilities are mitigated to below a level of significance.
2. At the Precon Meeting, The Permittee shall submit Three (3) reduced copies (11"x 17") of the approved waste management plan, to MMC (2) and ESD (1).
3. Prior to the start of demolition, the Permittee / the Construction Manager shall submit a construction/demolition schedule to MMC and ESD.

B. Grading and Building Permit - Prior to issuance of any grading or building permit, the permittee shall be responsible to arrange a preconstruction meeting to coordinate the implementation of the MMRP. The Precon Meeting that shall include: the Construction Manager, Building/Grading Contractor; MMC; and ESD and the Building Inspector and/or the Resident Engineer (RE) (whichever is applicable) to verify that implementation of the waste management plan shall be performed in compliance with the plan approved by LDR and the San Diego Environmental Services Department (ESD), to ensure that impacts to solid waste facilities are mitigated to below a level of significance.

1. At the Precon Meeting, The Permittee shall submit reduced copies (11"x 17") of the approved waste management plan, the RE, BI, MMC and ESD.
2. Prior to the start of construction, the Permittee / Construction Manager shall submit a construction schedule to the RE, BI, MMC and ESD.

III. During Construction

The Permittee/ Construction Manager shall call for inspections by the RE/BI and both MMC and ESD, who will periodically visit the demolition/construction site to verify implementation of the waste management plan. The Consultant Site Visit Record (CSVR) shall be used to document the Daily Waste Management Activity/progress.

IV. Post Construction

- A. Within 30 days after the completion of the implementation of the MMRP, for

any demolition or construction permit, a final results report shall be submitted to both MMC and ESD for review and approval to the satisfaction of the City. MMC will coordinate the approval with ESD and issue the approval notification.

- B. Prior to final clearance of any demolition permit, issuance of any grading or building permit, release of the grading bond and/or issuance of any Certificate of Occupancy, the permittee shall provide documentation to the ADD of LDR, that the waste management plan has been effectively implemented.

MM12-1b: The Quarry Falls Specific Plan propose additional measures directed at reducing the project's impacts on solid waste and landfills. Specifically, the Specific Plan requires that:

- The construction waste management plan be developed and implemented to divert at least 75 percent of construction and demolition waste from landfills, where City policy only requires 50 percent diversion;
- Domestic recycling be promoted through the installation of a two-bin waste in each residential kitchen drawer for recyclables and landfill garbage.

All development within the Quarry Falls project shall be provided with recycling at no additional charge, and waste rates shall be charged on a volume generated basis. These measures are intended to encourage waste reduction. Waste hauling contracts shall be approved by the Franchise Administration in the City of San Diego to ensure compliance.

These measures would not mitigate the project's contribution to cumulative impacts associated with waste generation, landfill capacity, and the uncertainty of adequate long-term facilities to accommodate the City's waste.

Significance of Impacts Following Implementation of Mitigation Measures

Implementation of Mitigation Measures MM 5.12-1 would mitigate the project's direct impacts associated with Solid Waste to below a level of significance. However, the project's potential cumulative impacts on the future solid waste disposal capacity remains cumulatively significant and not mitigated. Project approval would require the decision-makers to adopt a Statement of Overriding Considerations.

Issue 2

Would the construction and operation of the proposed project result in the use of excessive amounts of electrical power? Would the proposed project result in the use of excessive amounts of fuel or other forms of energy (including natural gas, oil, etc.)?

Impacts

The project would not use power in excess of that anticipated for the proposed uses, which include a mix of residential, commercial, civic and parks uses. Based on the state average electrical use for homes of 500 kWh, the 4,780 residential units proposed for the residential portion of the project would use approximately 2,390,500 kWh per year. In terms of natural gas, based on the average use of 26 therms per year, it is estimated that approximately 124,306

therms per year would be used. Applying the state average rate for electrical use for medium commercial facilities (21,862 kWh), the 603,000 square feet of retail space and 620,000 square feet of office/business park uses would use approximately 26.7 billion kWh per year. SDG&E would provide gas and electricity to the project.

Development of the site would occur in four phases spanning a period of 15 years (2008-2023). Once developed, the project would use energy for street and parking lot lighting, lighting for open space and park areas, and landscape accent light and sign illumination. Electricity and gas would also be used by residents and users of commercial buildings as described above.

Additionally, sustainable design would be incorporated into the project to reduce the project's overall demand for energy. For example, The landscape design of the Quarry Falls project would incorporate trees and shrubbery that are vertical in character. Such vertical landscape design would help shade buildings and contribute to the reduction of the project's use of air conditioning. Use of deciduous trees where appropriate aids in reducing the need for heating lowering the use of natural gas resources. In addition, large canopy trees are proposed to be planted throughout the project site, contributing to the overall provision of shade and open space areas within the project site.

The Quarry Falls project includes features that would contribute to energy efficiency and a decrease in the reliance on natural gas and oil. The project has been designed to be pedestrian-oriented. The mixed-use (residential, commercial, light industrial) and pedestrian nature of the Quarry Falls project would generate reduced trip distances from residences to commercial and employment centers, as well as recreational facilities. Such a relationship between various land uses would reduce project vehicular trips and the subsequent dependency on fossil fuels.

The incorporation of bicycle parking facilities throughout the project, the project's proximity to the trolley, the construction of a public transit stop(s) as deemed necessary by MTS, and the construction of a pedestrian bridge over Friars Road would promote use of alternative transportation methods (i.e., walking, bicycling, and public transportation). These project design components would also assist in the reduction of the project's dependency on non-renewable energy sources such as fossil fuels.

A *Solar Access Study* (Figures 5.12-4a and 5.12-4b) performed by the architectural firm *Carrier Johnson* determines the potential shading effects of the project on adjacent properties and structures, as well as on structures proposed by Quarry Falls. This study assumed a maximum building envelope determined by the setback, height, and floor area ratio for the underlying zone, including any deviations proposed by the Quarry Falls Specific Plan. (Please see Section 3.0, *Project Description*, of this Program EIR for a discussion of the project's proposed deviations from maximum building heights and minimum setbacks.) The study depicts the shadow effect at 10:00 AM and 2:00 PM on the summer and winter solstice, the longest and shortest days of the year, respectively. This study confirms the project has been designed in a manner that would allow the installation of solar systems to the roof tops of a large majority of buildings, either at initial construction or a future date, thereby increasing the overall energy conservation measures of the project.

All residential buildings would include operable windows to take advantage of building design that is oriented to prevailing winds to provide the opportunity to naturally ventilate indoor space. To achieve the higher densities proposed by the project, the project proposes the development of residential housing in a more urban setting, with reduced street setbacks, resulting in the need to mitigate potential noise impacts from traffic by installing air conditioning so that windows may remain closed to attenuate excessive vehicular noise. For these areas, air conditioning of affected units would be required to mitigate vehicular noise levels. This type of noise mitigation is required for a small percentage of units in immediate proximity of high volume roadways. The energy used by units subject to increase vehicular noise levels is offset by the medium and high density of the project that provides a greater energy efficiency of individual units, reducing the per unit consumption of electricity and natural gas for heating and cooling.

Significance of Impacts

The proposed project would not result in the use of excessive amounts of electrical power or other forms of energy. The project provides individual projects the ability to increase energy conservation through the installation of solar systems. Impacts are considered less than significant.

Mitigation Measures

The project would not result in significant impacts related to the use of excessive amounts of energy or the potential generation of solar energy. No mitigation is required.

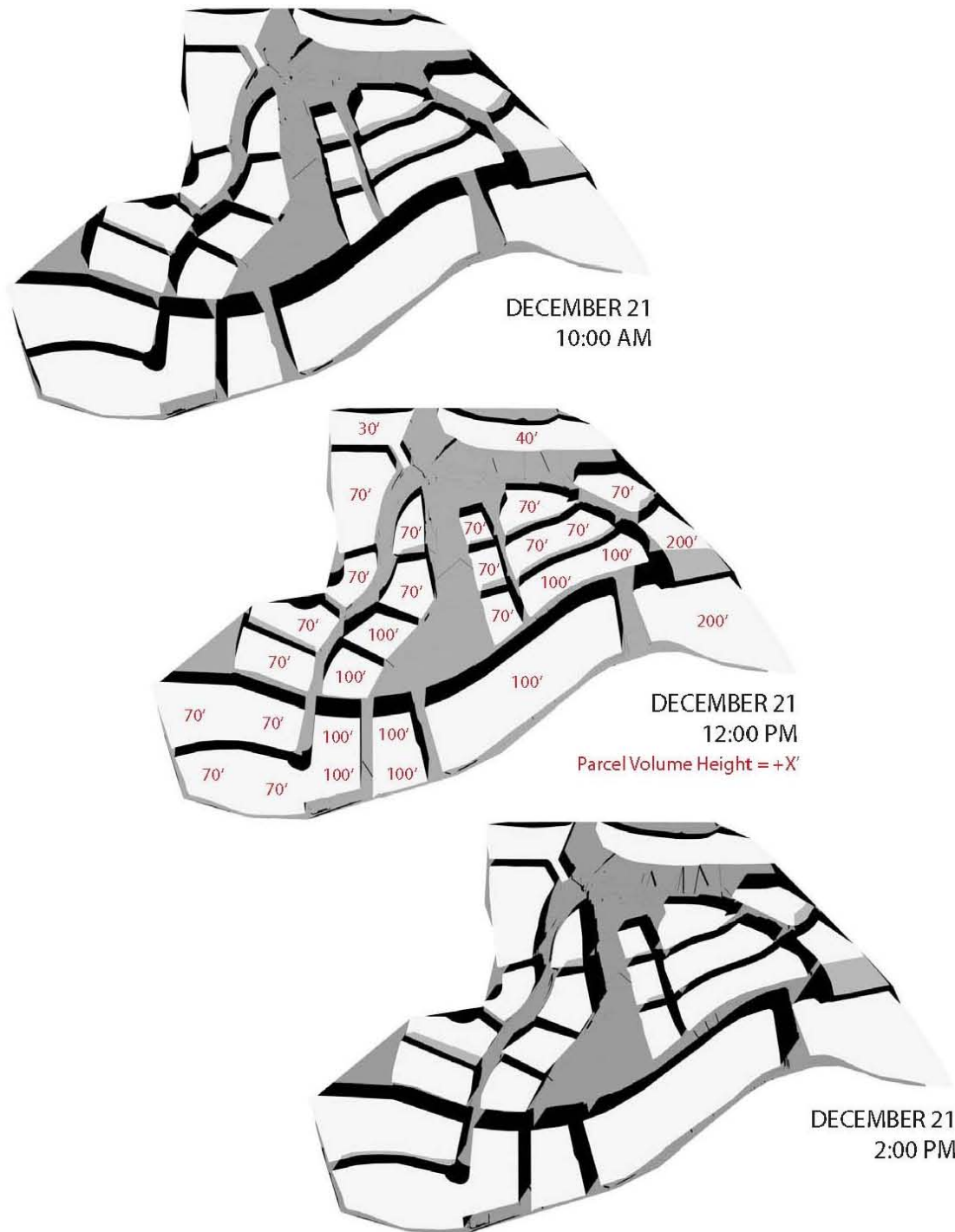


Figure 5.12-4a.
Solar Access Study

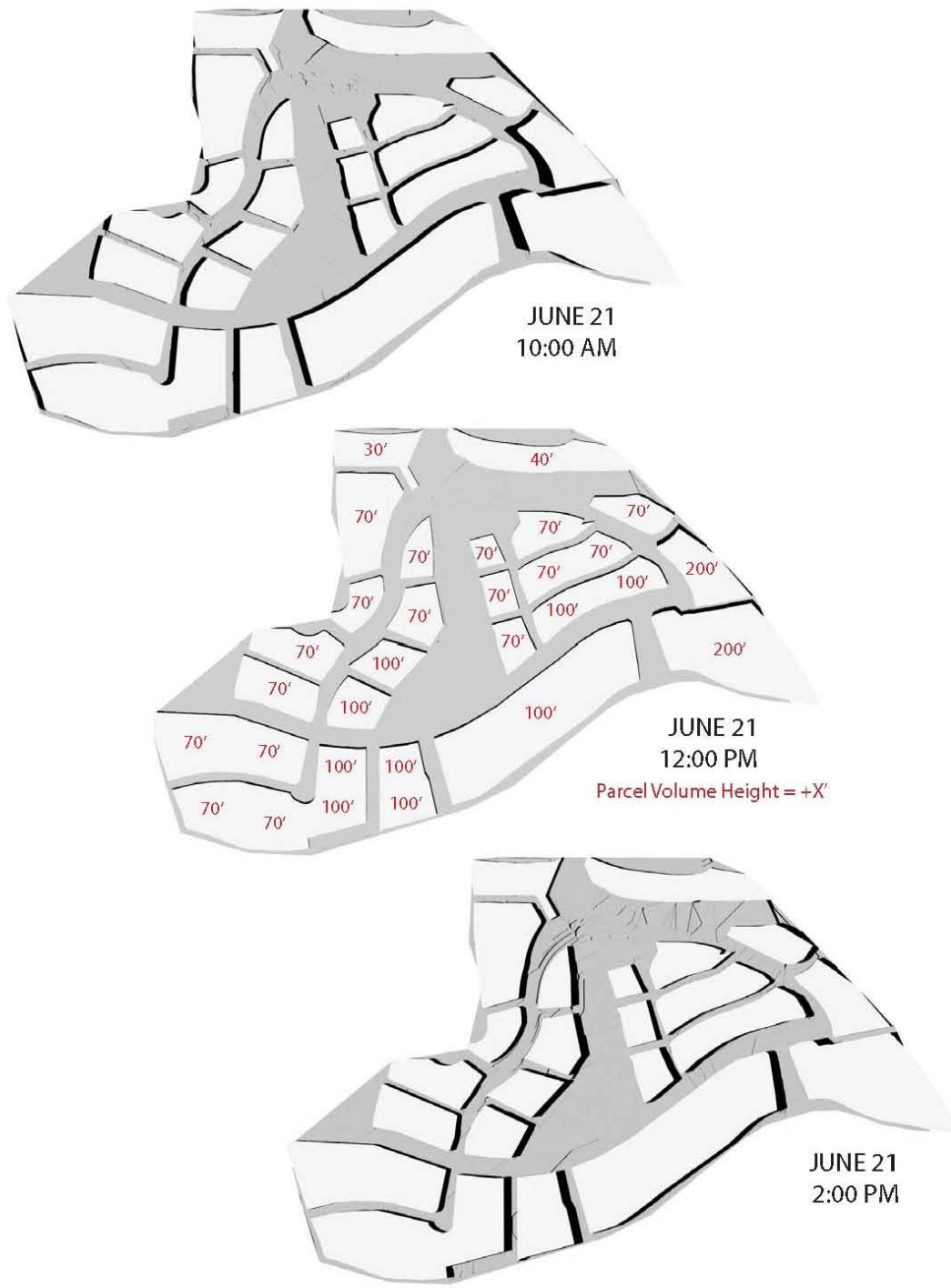


Figure 5.12-4b.
Solar Access Study

5.13 WATER QUALITY

The analysis presented in this section is based on a *Water Quality Technical Report*, dated August 2007, prepared for the proposed project by EDAW, Inc. The WQTR was prepared to comply with the requirements of the City of San Diego Storm Water Management and Discharge Control Ordinance and is included as Appendix K to this EIR.

5.13.1 Existing Conditions

Water quality is affected by sedimentation caused by erosion, by runoff carrying contaminants, and by direct discharge of pollutants. The increase in impervious surfaces generally associated with the development of land leads to increased opportunity for contaminated runoff that carries oils, heavy metals, pesticides, fertilizers, and other contaminants to enter a watershed.

The Quarry Falls site is located in the San Diego Hydrological Unit (HU), Lower San Diego Hydrologic Area Mission San Diego Hydrologic Subarea (HSA), Basin Number 907.11, as identified in the Water Quality Control Plan for the San Diego Basin (Basin Plan), as adopted by the California Regional Water Quality Control Board (RWQCB) (RWQCB 1994). The inland surface waters for this area include the San Diego River, Alvarado Canyon, Lake Murray, Murphy Canyon, Shepard Canyon, and Murray Canyon. Inland waters located downgradient of the project site include only the San Diego River and Murray Canyon.

The largest receiving water body within the Mission San Diego HSA is the San Diego River. According to the Basin Plan (RWQCB 1994), the beneficial uses of inland surface waters in this basin (San Diego River) include agriculture; industrial; recreational (contact and non-contact); warm freshwater habitat; cold freshwater habitat; wildlife habitat; and rare, threatened, or endangered species. The San Diego River watercourse is considered exempt from municipal beneficial uses based on the RWQCB 1989 Resolution No. 89-33 identifying water courses or bodies that do not support the "Sources of Drinking Water" (or MUN designation). Beneficial uses of Murray Canyon are the same as the San Diego River; however, they do not include rare, threatened, or endangered species.

Coastal waters in the Mission San Diego HSA include the mouth of the San Diego River. Beneficial uses of this coastal water lagoon include recreational (contact and non-contact); commercial and sport fishing; estuarine habitat; wildlife habitat; rare, threatened, or endangered species; marine habitat; migration of aquatic organisms; and shellfish harvesting.

No lakes or reservoirs are located downstream of the project site; therefore, no impacts to beneficial uses of such waters would occur. Lake Murray is the only reservoir within the Mission San Diego HU and is located several miles east of the project area. Beneficial uses of lakes and reservoirs in the Mission San Diego HSA (Lake Murray) include municipal, industrial, hydropower generation, recreational (contact and non-contact), warm freshwater habitat, cold freshwater habitat, and wildlife habitat.

Beneficial uses of groundwater for the San Diego Hydrologic Unit, Mission San Diego HSA include agriculture, industrial, and industrial process supply. Municipal supply is also a potential beneficial use for groundwater.

One watercourse and two water bodies in the Mission San Diego HSA are included on the State Impaired Water Bodies 303(d) List. According to the 2002 California 303(d) List and Total Maximum Daily Load (TMDL) Priority Schedule, the nearest 303(d) impaired water body within the Mission San Diego HSA (907.11) is the Lower San Diego River, which is located approximately 1,200 feet south of the property. The Lower San Diego River constituents of concern are phosphorus, low dissolved oxygen, total dissolved solids, and fecal coliform. All constituents identified on the 2002 303(d) list for the Lower San Diego River were noted as low priority for TMDLs. The Pacific Ocean Coastline and Famosa Slough and Channel (coastal estuary) were also on the 303(d) list. The coastline was identified as limited for bacteria indicators with a medium TMDL priority. The Famosa Slough and Channel was identified as limited for eutrophic conditions with a low TMDL priority.

The approximate 230.5-acre property is characterized by mass-graded slopes and several detention basins to control storm water runoff and drainage. In the existing condition (post-Reclamation Plans), storm water runoff from the Quarry Falls property would sheetflow over the mass-graded pad, directed into a drainage channel that crosses the site in a general north to south direction to the southern portion of the property where it would enter a detention basin. (See Figure 3-41, *Proposed Adjusted Reclamation Plan*). Storm water would be collected in the detention basin and would be discharged through storm water conveyances under Friars Road to the San Diego River. Storm water runoff entering the site from the east would enter a detention basin before discharging into the existing storm drain system. A bioswale would be installed along the southern border of the site to filter sheetflow runoff before leaving the site.

The detention basins associated with existing mining activities are relocated depending upon the location of activity within the quarry. Storm water on the site flows south and is discharged through an existing seven-foot by seven-foot box culvert under Friars Road. The flow continues through an open channel to a six-foot by five-foot culvert before being discharged to the San Diego River, which flows west and discharges to the Pacific Ocean. A significant volume of runoff enters the property from the northeast from a large ravine that collects drainage from the surrounding developments.

Construction of any project in the City of San Diego is subject to the requirements of erosion control in the City's Grading Ordinance and is also required to comply with the Clean Water Act. Conformance with the Clean Water Act is established through compliance with the requirements of the San Diego Regional Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit No. R9-2007-0001. To comply with this permit, the applicant must obtain a construction permit, which requires conformance with applicable best management practices (BMPs) and development of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring program plan.

For the management of storm water, municipalities in the San Diego region, including the City of San Diego, must comply with the RWQCB's NPDES Permit No. R9-2007-0001. As a result, the City of San Diego has adopted Storm Water Standards as a part of the Municipal Code. As part of this program, the City adopted an Urban Runoff Management Plan, which identifies ways to protect and improve water quality of the ocean, rivers, creeks and bays in the region, and achieve

compliance with the permit. The *Quarry Falls* project would implement storm water discharge BMPs as required by the City.

5.13.2 Impact Analysis

Impact Threshold

The City of San Diego's "Significance Determination Guidelines under the California Environmental Quality Act" states the following with regards to significance thresholds for water quality:

- Compliance with the Water Quality Standards is assured through compliance with the City's Storm Water Standards of the Municipal Code and implementation of Best Management Practices (BMPs) as outlined in the Water Quality Technical Report. Compliance with the water quality standards is generally considered sufficient to preclude significant impacts. However, the size and location of this project warrants an evaluation of potential impacts in spite of adherence to the standards.

Issue 1

The project would increase the amount of impervious surface at the site. Would the proposal result in substantial alteration of on and offsite drainage patterns affecting the rate and volume of surface runoff?

Impacts

Implementation of the proposed project would increase the amount of impervious surfaces at the site. Approximately 230.5 acres of graded land would be converted to mixed-use development with a change of approximately 57 percent to impervious area, as shown in Table 5.13-1, *Change to Impervious Areas*, below.

**Table 5.13-1.
Change to Impervious Areas**

Land Use	Acres	Percent Impervious
Medium-Density Residential	10.3	45%
High-Density Residential ¹	84.0	80%
Civic	2.1	80%
Multiple Use	24.5	80%
Office / Commercial	12.9	90%
Slopes/Open Space/Park	66.8	0%
Circulation	29.9	90%
TOTALS	230.5	57%

Notes:

¹ Includes private recreation

The proposed project would affect on-site drainage patterns. Under existing conditions, storm water runoff from the Quarry Falls property sheetflows over the mass-graded pad to the southern portion of the property where it would discharge through the seven-foot by seven-foot box culvert under Friars Road. Storm water runoff to the property is collected in a detention basin and would also be discharged through storm water conveyances under Friars Road to the San Diego River.

Post-construction runoff would be collected in storm water conveyance systems that would discharge at the same two existing outfalls from the property following treatment. As discussed in Section 5.9, *Hydrology*, the proposed project would create 11 separate drainagesheds (see Figure 5.9-4, *Quarry Falls Drainage Plan Basin Map*) and utilize a bioswale, three detention ponds, and one mechanical filtration unit or functionally equivalent treatment system to control water quality and flows from the site to the existing capacity of the outfalls (see Figure 5.13-1, *Surface Drainage and Best Management Practices Map*). Of the 11 drainagesheds, all but one would drain towards the existing seven-foot by seven-foot box culvert in the southwest corner of the project site (western outfall). Drainage area 7 would drain towards the existing 24-inch diameter pipe on Qualcomm Way and Friars Road (eastern outfall). In addition, approximately 6.79 acres of roadway and the adjacent slopes would continue to flow towards Friars Road and the existing storm drain system as they currently do. Filter inserts would be installed at the southerly curb inlets on Qualcomm Way to treat storm water from the roadway.

Run-on to the property from the northeastern off-site drainage area would be collected in a pipe and discharged to the western outfall. The runoff from the northeast does not include any I-805 runoff. Storm water from that off-site area is managed under a storm water management plan by San Diego Gas and Electric (SDG&E) and is assumed to be clean before entering the Quarry Falls property.

All discharge from the project site would ultimately enter to the San Diego River, approximately 1,200 feet south of the site. Overall, the project footprint (approximately 230.5 acres) represents 0.08 percent of the Lower San Diego River watershed (440 square miles).

The Quarry Falls site discharges directly to the San Diego River, and peak flows for the project are conveyed by the river and discharge to the Pacific Ocean before the peak flood flows from upstream of Mission Valley. Any changes in downstream erosion potential are expected to be negligible because of the implementation of BMPs and collection of runoff by an engineered conveyance system.

Property modifications associated with the proposed project are not expected to substantially affect the quality of storm water runoff or the flows leaving this site compared to existing conditions. Flows from the site would be managed to meet the existing capacities of the western and eastern outfalls. The existing seven-foot box culvert at the western outfall was designed to handle the anticipated flows from this project site. The 24-inch section of the eastern outfall would be maintained where it connects to the existing 36-inch pipe in Qualcomm Way to handle the anticipated flow from the site. Therefore, the project would not result in significant impacts associated with the rate and volume of surface runoff.

Significance of Impacts

The proposed project would increase impervious surfaces at the project site; however, the creation of a bioswale, three detention ponds, and one mechanical filtration unit or functionally equivalent treatment system to control water quality and flows from the site would maintain the peak runoff rate. Additionally, the overall drainage pattern of the site would not significantly change. The project would not result in significant water quality impacts associated with an increase in impervious surface area or alteration of the drainage pattern.

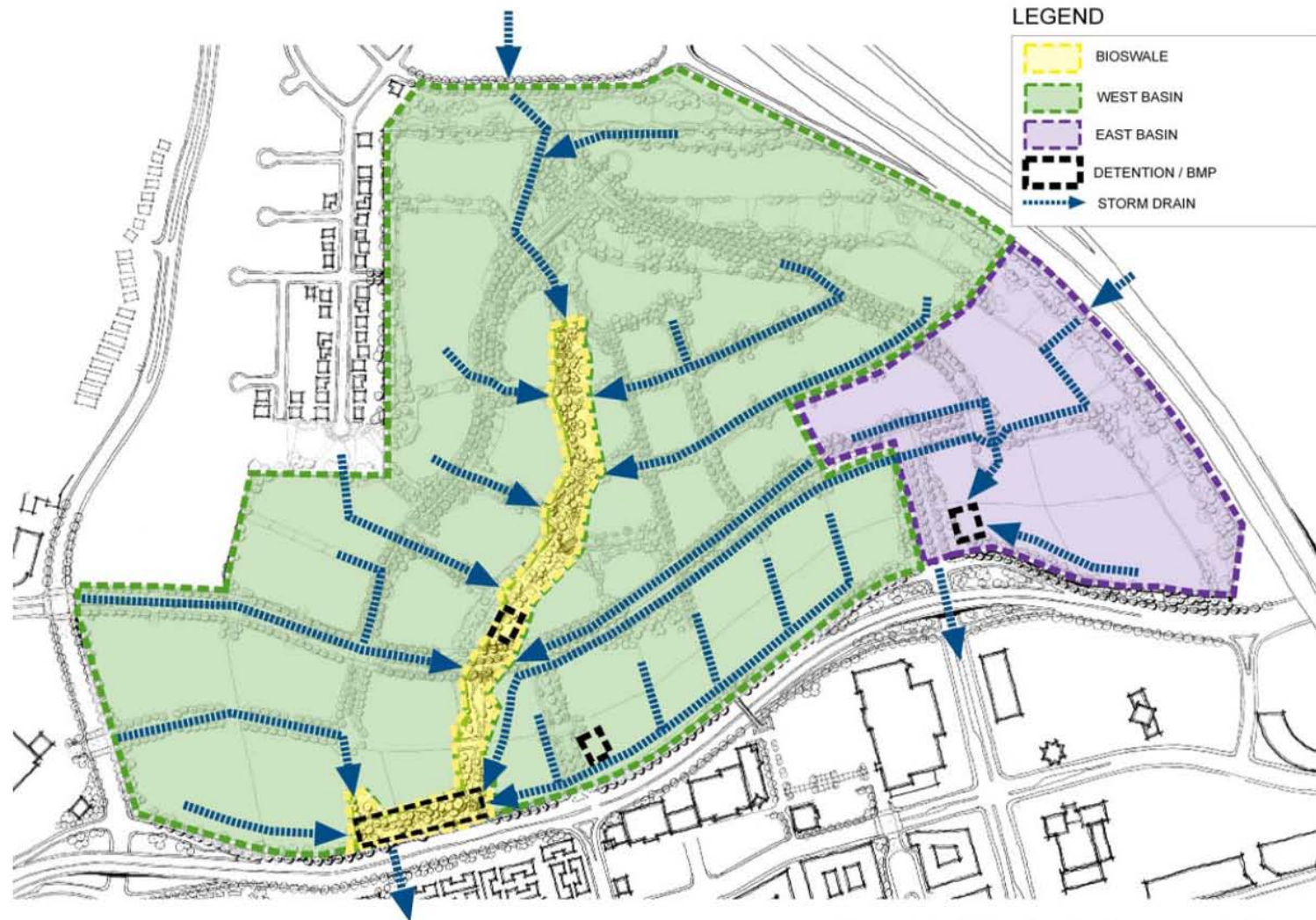


Figure 5.13-1.
Surface Drainage and Best Management Practices Map

Mitigation Measures

Development of Quarry Falls would not result in significant impacts to the rate and volume of surface runoff or drainage of the site. No mitigation measures are required.

Issue 2

*Would the proposal result in an increase in pollutant discharge to receiving waters during or following construction?
Would the proposal discharge identified pollutants to an already impaired water body?*

Impacts

As stated above, one watercourse and two water bodies in the Mission San Diego HSA are included on the State Impaired Water Bodies 303(d) List. The nearest 303(d) impaired water body within the Mission San Diego HSA (907.11) is the Lower San Diego River, which is located approximately 1,200 feet south of the property. The Lower San Diego River constituents of concern are phosphorus, low dissolved oxygen, total dissolved solids, and fecal coliform. All constituents identified on the 2002 303(d) list for the Lower San Diego River were noted as low priority for TMDLs.

The proposed development of attached residential, commercial use, parks, opens space, civic uses and streets, as well as steep slopes characteristic of the site, has the potential to affect water quality at the project site. Runoff from the project would eventually enter the Lower San Diego River, an identified impaired water body.

According to Table 2 in the City of San Diego Storm Water Standards, the following general pollutant categories are often associated with attached residential developments, commercial developments, streets, and steep slopes and have the potential to affect water quality at the project site:

- Sediment loading primarily due to construction activities and post-construction bare areas (prior to landscaping)
- Trash and debris
- Nutrients from fertilizers
- Pesticides from residential landscaping and home pest control
- Oxygen-demanding substances from landscaping
- Bacteria and viruses from pet waste and decomposing trash and debris
- Heavy metals from roadways
- Hydrocarbons (oil and grease) from paved areas

Anticipated and potential pollutants associated with the proposed project are summarized in Table 5.13-2, *Anticipated and Potential Pollutants*, below.

Table 5.13-2.
Anticipated and Potential Pollutants

General Project Categories	General Pollutant Categories								
	Sediments	Nutrients	Heavy Metals	Organic Compounds	Trash & Debris	Oxygen-Demanding Substances	Oil and Grease	Bacteria & Viruses	Pesticides
Attached Residential Development	X	X			X	P ¹	P ²	P ¹	X
Commercial Development	P ¹	P ¹		P ²	X	P ⁵	X	P ³	P ⁵
Steep Hillside Development	X	X			X	X	X		X
Streets, Highways, Freeways	X	P ¹	X	X ⁴	X	P ⁵	X		

Notes:

X = anticipated

P = potential

¹ A potential pollutant if landscaping exists onsite.

² A potential pollutant if the project includes uncovered parking areas.

³ A potential pollutant if land use involves food or animal waste products.

⁴ Including petroleum hydrocarbons.

⁵ Including solvents

To address water quality for the project, BMPs would be implemented during construction and post-construction activities. BMPs to control these general pollutants are described under *Issue 3*, below. Implementation of BMPs would treat storm water to meet City water quality objectives and avoid significant impacts.

Significance of Impacts

Property modifications associated with the proposed project are not expected to substantially affect the quality of storm water runoff leaving this site compared to existing conditions, because the project would implement BMPs to minimize the impacts of post-construction activities on the quality and quantity of storm water to the maximum extent practicable. In addition, BMPs would be implemented to control the construction sources of potential storm water pollutants.

Mitigation Measures

With implementation of the BMPs identified under *Issue 3*, below, the project would not result in significant impacts to water quality. No mitigation is required.

Issue 3

What short-term and long-term effects would the project have on local and regional water quality? What types of pre- and post-construction Best Management Practices (BMPs) would be incorporated into the project to preclude impacts to local and regional water quality?

Impacts

The proposed project is not expected to affect the quality of storm water runoff leaving the site in the near- or long-term. The proposed project would implement BMPs directed at precluding

impacts to local and regional water quality. BMPs for various stages of the project are discussed below.

Construction Best Management Practices

Construction site management would be conducted in accordance with the City's Storm Water Standards and applicable State of California storm water requirements, as summarized briefly below. Construction activities for the Quarry Falls project would also be required to comply with the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction Activity (General Permit No. CAS000002). Per the General Construction Permit, the project would be required to submit a Notice of Intent to the SWRCB and prepare a SWPPP detailing the management of storm water on the construction site. A Monitoring and Reporting Program (MRP) would also be prepared as required by the permit and included with the SWPPP. The SWPPP and MRP must be prepared, in accordance with the requirements set forth in the permit and must contain all required sections, including construction and post-construction BMPs and all appropriate forms and attachments. Implementation of the SWPPP and MRP is subject to inspection and enforcement by the San Diego RWQCB.

The construction phase of the Quarry Falls project would be monitored by the owner/contractor to verify implementation of the WQTR and the SWPPP as a condition of development, which would be enforced by the City. Monitoring activities would be conducted by a qualified person (QP) and would include daily forecasting, daily evaluations of conditions during construction activities that are conducted during the wet season (October 1 to April 30), and weekly inspections during the dry season (May 1 to September 30). The QP must have documented training in storm water management.

The QP would evaluate the conditions of the site with respect to storm water pollution prevention and would represent the owner or contractor on storm water issues. Specific responsibilities would include:

- Ensuring that BMPs are properly documented and implemented
- Identifying maintenance and repair needs
- Verifying implementation of WQTRs, including erosion and sediment control and waste management

The main water quality pollutant of concern on the property during construction activities is sediment from soil erosion. Erosion would be controlled through use of the following BMPs (BMP designations are based on those used by the California Department of Transportation Storm Water Quality Handbooks, Construction Site BMPs Manual [Caltrans 2000] and the California Water Quality Association [CASQA] Construction BMP Handbook (CASQA 2003):

- **Scheduling (SS-1):** This BMP requires the development of a written schedule that includes sequencing of construction activities and the implementation of appropriate BMPs while taking local climate (rainfall, wind, etc.) into consideration. The purpose of scheduling is to reduce the exposure of soil surfaces to erosive forces.

- **Hydraulic Mulch (SS-3), Straw Mulch (SS-6) and Wood Mulching (SS-8):** The use of various mulches is a temporary soil stabilization method that can be used on surfaces with little or no slope.
- **Geotextiles, Plastic Covers and Erosion Control Blankets/Mats (SS-7):** These erosion control methods can be used on flat or, usually, sloped surfaces, channels, and stockpiles.
- **Stabilized Construction Entrance/Exit (TC-1):** With this BMP, a graveled area or pad located at points where vehicles enter and leave a construction site can be built. This BMP provides a buffer area where vehicles can drop their mud and sediment to avoid transporting it onto public roads, to control erosion from surface runoff, and to help control dust.
- **Runoff Control Measures (SS-10 and SC-10):** These measures include graded surfaces to redirect sheet flow, diversion dikes or berms that force sheet flow around a protected area, and storm water conveyances (swales, channels, gutters, drains, sewers) that intercept, collect, and redirect runoff. Diversions can be either temporary or permanent in nature. Temporary diversions include excavation of a channel along with placement of the spoil in a dike on the downgradient side of the channel, and placement of gravel in a ridge below an excavated swale. Permanent diversions are used to divide a site into specific drainage areas. They should be sized to capture and carry a specific magnitude of storm event, and should be constructed of more permanent materials. A water bar is a specific kind of runoff diversion that is constructed diagonally at intervals across a linear sloping surface such as a road or right-of-way that is subject to erosion. Water bars are meant to interrupt the accumulation of erosive volumes of water through their periodic placement down the slope and divert the resulting segments of flow into adjacent undisturbed areas for dissipation.
- **Silt Fence (SC-1):** With this BMP a temporary sediment barrier consisting of fabric, designed to retain sediment from small disturbed areas by reducing the velocity of sheet flows should be installed and maintained.
- **Gravel Bag Berm (SC-6) and Sand/Gravel Bag Barrier (SC-8):** With this BMP a temporary sediment barrier consisting of gravel-filled fabric bags, designed to retain sediment from small disturbed areas by reducing the velocity of sheet flows should be installed and maintained.
- **Velocity Dissipation Devices (SS-10):** A physical device composed of rock, grouted riprap, or concrete rubble, which is placed at the outlet of a pipe or channel to prevent scour of the soil caused by concentrated, high velocity flows.
- **Check Dam (SC-4):** A small barrier constructed of rock, gravel bags, sandbags, fiber rolls, or reusable products, placed across a constructed swale or drainage ditch. Check dams reduce the effective slope of the channel, thereby reducing the velocity of flowing water, allowing sediment to settle and reducing erosion.

- **Sedimentation Basins:** Sedimentation basins would be used to temporarily detain water to allow for sediment particles to settle out. Sedimentation basins also assist in controlling the velocity of water discharging from a site.

Construction operations also have the potential to generate sediment-laden storm water discharges from water collected in podium level parking area excavations during storm events. If a storm event occurs that creates ponded water in the excavations, the water would be pumped out and treated through filtration methods, such as filter bags, prior to discharge. No untreated sediment-laden waters would be discharged from the site.

Secondary concerns include potential pollutants from inappropriate material storage and handling procedures and non-storm water discharges. These would be addressed through the following BMPs:

- **Material Delivery and Storage (WM-1):** Provide covered storage for materials, especially toxic or hazardous materials, to prevent exposure to storm water. Toxic or hazardous materials should also be stored and transferred on impervious surfaces that would provide secondary containment for spills. Vehicles and equipment used for material delivery and storage, as well as contractor vehicles, should be parked in designated areas.
- **Spill Prevention and Control (WM-4):** Ensure that spills and releases of materials are cleaned up immediately and thoroughly. Ensure that appropriate spill response equipment, preferably spill kits preloaded with absorbents in an overpack drum, are provided at convenient locations throughout the site. Spent absorbent material must be managed and disposed of in accordance with applicable regulations. In particular, absorbents used to clean up spills of hazardous materials or waste must be managed as hazardous waste unless characterized as non-hazardous.
- **Solid Waste Management (WM-5):** Provide a sufficient number of conveniently located trash and scrap receptacles to promote proper disposal of solid wastes. Ensure that the receptacles are provided with lids or covers to prevent windblown litter.
- **Hazardous Waste Management (WM-6):** Provide a sufficient number of proper receptacles to promote proper disposal of hazardous wastes.
- **Concrete Waste Management (WM-8):** Excess concrete should be disposed of in specific concrete washout facilities.
- **Sanitary/Septic Waste Management (WM-9):** Sanitary and septic waste facilities should be located away from drainage courses and traffic areas. The facilities should be maintained regularly.
- **Street Sweeping and Vacuuming (SC-7):** Perform regular street cleaning at entrance/exit points to the construction site and within the construction site as necessary.

- **Vehicle and Equipment Cleaning (NS-8):** Clean vehicles and equipment that regularly enter and leave the construction site.
- **Vehicle and Equipment Fueling (NS-9):** Fuel vehicles and equipment offsite whenever possible. If offsite fueling is not practical, establish a designated onsite fueling area with proper containment and spill cleanup materials.
- **Vehicle and Equipment Maintenance (NS-10):** Use offsite maintenance facilities whenever possible. Any onsite maintenance areas must be protected from storm water runoff and runoff.

Construction BMPs for this project should be selected, constructed, and maintained to comply with all applicable ordinances and guidance documents. Silt fencing should be installed upstream of drainages, and a stabilized construction entrance, with a rock/gravel base, would be established prior to initiation of any construction activities. Extra material needed to install standby BMPs, including gravel bags and silt fencing, should be stored onsite. Details on the construction phase storm water management activities would be provided in a Water Pollution Control Plan and in the SWPPP to be prepared prior to any ground disturbing activities.

Post-Construction Best Management Practices

The proposed BMPs for the Quarry Falls project would be designed to provide systems to serve as filtering and erosion controlling devices. A general summary of BMPs that may potentially be applied for the project are discussed in the sections below and are summarized in Table 5.13-3, *Pollutants and Associated BMPs*. Details on the application and siting of parcel-specific BMPs should be provided upon completion of the preliminary design and final design for each phase of the project. Anticipated locations of BMPs are shown in Figure 5.13-1, *Surface Drainage and Best Management Practices Map*.

**Table 5.13-3.
Pollutants and Associated BMPs**

Pollutant ¹	Description	BMPs
Sediments	Sediment can be contributed to runoff during grading activities and from bare surfaces following construction during rain events.	Sediments are an anticipated pollutant of concern during construction activities and post-construction until landscaping is established. Sediment during construction would be controlled by temporary BMPs and would be managed by the SWPPP. To control sediments following development, soil surfaces would be monitored until vegetation is established. The temporary BMPs may not be removed and SWPPP coverage may not be terminated until 70 percent vegetation coverage is established. Following termination of the SWPPP, source control BMPs, including street sweeping and inspection and maintenance of landscaped areas, would reduce the potential for post-construction sediment discharges.

Pollutant ¹	Description	BMPs
Trash and Debris	Trash and biodegradable organic matter are general waste products on the landscape.	Trash and debris are an anticipated pollutant of concern for the Quarry Falls Project. Trash and debris would be minimized by the site design and source control BMPs. Secure trash enclosures and routine service would be provided at the facility. Residents would be educated on storm water management. The removal of organic matter from the site shall be as provided by a private trash removal company.
Nutrients	Nutrients are inorganic substances, such as nitrogen and phosphorus. They commonly exist in the form of mineral salts that are either dissolved or suspended in water. Primary sources of nutrients in urban runoff are fertilizers and eroded soils.	Nutrients are an anticipated pollutant of concern for the Quarry Falls Project. The removal of these elements from storm water would be accomplished through the use of landscaping and vegetated areas, including the bioswale, to handle the onsite runoff. In addition, POA and HOA maintenance personnel would be educated on efficient use of materials.
Pesticides	Pesticides (including herbicides) are chemical compounds commonly used to control nuisance growth or prevalence of organisms. Excessive application of a pesticide may result in runoff containing toxic levels of its active component.	Pesticides are an anticipated pollutant of concern for the Quarry Falls Project. The use of organic and benign, environmentally friendly sources of pesticides and herbicides would be encouraged. Maintenance personnel would be educated on integrated pest management principles. The routing of site drainage to vegetated areas and a bioswale is proposed to filter any additional runoff of these chemical compounds.
Oxygen-Demanding Substances	This category includes biodegradable organic material as well as chemicals that react with dissolved oxygen in water to form other compounds. Proteins, carbohydrates, and fats are examples of biodegradable organic compounds. Compounds such as ammonia and hydrogen sulfide are examples of oxygen-demanding compounds. The oxygen demand of a substance can lead to depletion of dissolved oxygen in a water body and possibly the development of septic conditions.	Oxygen-demanding substances are an anticipated pollutant of concern for the Quarry Falls Project. Education to teach proper handling of materials would facilitate source reduction of oxygen-demanding compounds such as solvents. The routing of site drainage to treatment systems, including filtration devices (bioswale and filtration unit) and detention basins, is proposed to reduce pollutant loads and allow for treatment of storm flows.
Bacteria and Viruses	Bacteria and viruses are microorganisms that thrive under certain environmental conditions. Proliferation is typically caused by the transport of animal or human fecal wastes from the watershed.	The most likely source of bacteria and viruses from the proposed project would be pet waste. Residents would be educated on the importance of cleaning up after pets. An inspection program would also be set up to monitor sewer systems for the project.
Oil and Grease	Oil and grease are characterized as high-molecular weight organic compounds. Primary sources of oil and grease are petroleum hydrocarbon products, motor products from leaking vehicles, esters, oils, fats, waxes, and high molecular-weight fatty acids.	Oil and grease is a pollutant of concern related to the Quarry Falls Project. Oil and grease would be minimized by educating residents on the importance of vehicle maintenance and servicing. Vehicle washing would not be allowed on the premises. In addition, all storm drain inlets would be stenciled with "Don't Dump. Drains to Ocean" or a similar stencil. Runoff from the parking areas, including below ground parking, would also be treated by fossil filters or similar methods prior to discharge from the site.

¹ All pollutants are anticipated within the project area with the exception of bacteria and viruses, which are considered a potential pollutant.

HOA Home Owners Association
POA Property Owners Association

Site Design Best Management Practices

The project site is being designed to minimize impervious areas to the maximum extent practicable. The entire property would be graded and developed into medium- and high-density residential dwellings and mixed-use commercial uses with supporting facilities. About 60 percent of the property would consist of impervious surfaces. Conditions for development would be established to ensure that the recommended site design BMPs are incorporated into individual parcel developments. In addition, common areas, including parks and landscaping, are being designated within the project area to facilitate the incorporation of open spaces for environmental stewardship and storm water management.

No native vegetation is currently present on the lower portion of the site due to active mining; however, there is some native vegetation on the north and northeastern portions of the site. The proposed project, however, includes landscaping around the structures to reduce erosion and increase infiltration. The landscape plan proposed for the project incorporates native or drought-tolerant vegetation. Runoff from roofs would be directed to landscaped areas to allow for infiltration and reduced runoff. Trees and large shrubs would be used to increase canopy interception and water conservation and decrease soil erosion.

Pavers or other porous surfaces such as grass paver systems, gravel paver systems, porous concrete, porous asphalt, or granular surfaces would be used where possible to reduce impervious areas. Any maintenance or access roads for the bioswale would be constructed of a grass or gravel porous paver system to promote infiltration and assist with natural aesthetics. Fire lanes and emergency access routes would also be paved with porous pavement systems.

The project would maintain existing flow patterns and control runoff from impervious areas, particularly from pavement, by directing flow to an engineered storm water drain system that would control runoff from the development.

Podium-level parking would be provided to increase covered parking areas and reduce exposure to contaminants associated with vehicles. These subterranean parking areas would have catch basins for incidental water that may drain from vehicles during rain events. Discharges from all catch basins would be treated prior to discharge by fitting with filter inserts or absorbent pads or booms to reduce hydrocarbons in the water stream.

Source Control Best Management Practices

Source control BMPs would consist of measures to reduce pollutant loads in runoff. The following source control measures would be implemented to the maximum extent practicable at this site:

- An educational component would be provided to each homeowner and property owner/lesser/tenant within the development. The appropriate parties would be informed of storm water issues and would be directed to additional City information pamphlets and contacts.
- All storm drain inlets and catch basins would be stenciled or have a tile placed with prohibitive language and/or graphical icons to discourage illegal dumping.
- Waste collection areas would be paved and covered or have lids to minimize the potential for runoff and rainfall to come in contact with pollutants and transport wastes. Waste would be

collected by a servicing company on a routine basis. This would minimize direct contact of trash and debris with precipitation.

- Drought-tolerant native or naturalized landscaping would be used in the overall landscaping plan for the project to reduce the need for pesticides, fertilizers, and irrigation.
- Maintenance personnel would be educated on environmentally friendly pesticides and herbicides and would be encouraged to reduce or eliminate the need for pesticides. Personnel would also be required to be familiar with and to apply the principles of integrated pest management.
- Maintenance personnel would be educated on effective and efficient use of fertilizers and encouraged to minimize use of their application.
- Maintenance personnel would inspect the site routinely for trash and debris to reduce the potential discharge of materials into the storm drain system. Maintenance personnel would also monitor storm drain inlets and catch basins for trash and debris.
- Efficient landscape irrigation systems with rain sensors would be used where possible to minimize runoff of excess irrigation water to the storm water conveyance system.
- Rain shutoff devices would be employed to prevent irrigation during and after precipitation.
- Irrigation systems would be designed to each landscape area's specific water requirements.
- Flow reducers or shutoff valves triggered by a pressure drop would be used to control waterloss in the event of broken sprinkler heads or lines.
- Homeowners would be encouraged to pick up after pets to prevent potential bacteria and viruses from entering storm water runoff. Signage and pet waste stations would also be provided in common areas.
- Podium/subterranean parking areas would be inspected regularly for leaking vehicles, trash, debris, and other potential pollutants. Absorbent would be stored in the parking areas to clean up vehicle fluids from leaking automobiles.
- Vacuum sweeper service would be used in podium level parking on a routine basis. No vehicle washing or hosing of impervious surfaces would be allowed.
- Maintenance personnel would be trained to inspect the facilities for signs of plumbing and sewer problems. A routine monitoring schedule would be put in place to check cleanouts and other facility controls for maintenance needs. If deemed necessary, closed circuit television inspections of sewer and storm drain lines would be performed. These types of inspections would occur once every 5 to 10 years or as needed.

Treatment Control Best Management Practices

Pollutants carried in runoff from storm events would be minimized by the site and source control BMPs. Any remaining runoff and pollutant loads would be managed by treatment control. The treatment control BMPs for the project site would include two bioswales, three detention basins, and one mechanical filtration device or a functionally equivalent treatment system.

Selected treatment BMPs target the constituents for which the downstream receiving water (Lower San Diego River) is impaired, which include phosphorus, low dissolved oxygen, total dissolved solids, and fecal coliform, in addition to targeting anticipated pollutants. Additional information on each treatment control BMP is provided below. Approximate locations for the treatment BMPs are shown in Figure 5.13-1, *Surface Drainage and Best Management Practices Map*. The specific locations and sizing of the filtration device(s) and sizing of detention basins would be determined during the final design stages.

Vegetated/Grass-Lined Swales. Bioswales are vegetated channels that receive directed flow and convey storm water. Pollutants are removed by filtration through the vegetation or grass, sedimentation, adsorption to soil particles, and infiltration through the soil. Based on Table 5 in Section III.2.D.i of the Storm water Standards Manual (City of San Diego 2003), biofilters, including vegetated or grass-lined swales, have medium removal efficiency for sediments, heavy metals, and oil and grease; low removal efficiency for nutrients, trash and debris, and oxygen-demanding substances; and unknown removal efficiency for organic compounds, bacteria, and pesticides.

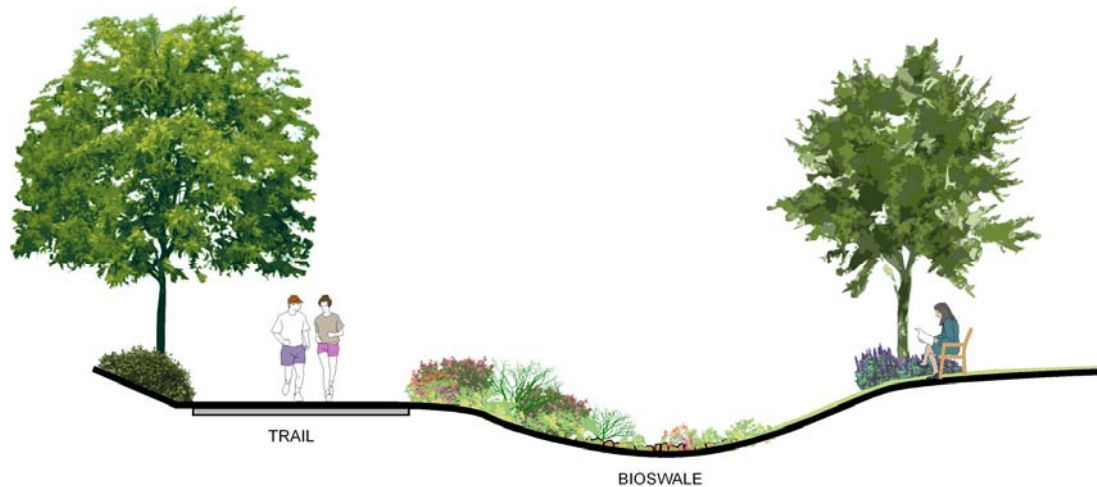
Runoff from the parcel areas within DA 1, 2, 3, 4, 5, and 10 (see Figure 5.9-4, *Quarry Falls Drainage Plan Basin Map*) would be collected in catch basin inlets and drain pipes, and directed to the north bioswale. A portion of the runoff from DA 6 would flow into a detention basin, and a portion would be directed to the south bioswale. Runoff from DA 7 would be directed through a series of pipes that discharge at a detention pond. The detention basin would provide treatment by sedimentation and would also provide flow control. Runoff from DA 8 would be directed through a series of pipes that discharge to a treatment system which may consist of a mechanical filtration unit or functionally equivalent system. Following treatment, flow would discharge directly into the seven-foot by seven-foot box culvert in the southwestern portion of the site, along Friars Road. Runoff from DA 9 and 11 would be directed through a series of pipes and discharge first through a bioswale and a detention pond for treatment and then to the seven-foot by seven-foot culvert along the southwestern portion of the site.

The bioswales would collect runoff from each drainage area at discrete points (manhole locations), providing sufficient distance to provide the contact time necessary to treat water quality flows. A catch basin would be installed at the end of each reach within the bioswale to collect treated water and high-flow overflows and convey them through a subsurface pipe. Drop structures would be used to maintain proper slopes for the length of the swale and rocks/boulders would be used to reduce flow velocities. In addition, curves and braiding of the bioswale to provide sinuosity would be used to decrease flows and increase treatment length. General design parameters applied for the sizing of the bioswales at Quarry Falls include:

- Side slopes should not exceed 3:1 (Horizontal:Vertical).
- The swale should have a 2 to 4 percent slope. Less than 2 percent would require extra drains (i.e., an underdrain system).
- The swale should be a minimum of 100 feet long.
- Soil infiltration should be at least 0.5 inches per hour.
- Treatment requires a minimum detention time of 10 minutes.
- Depth of treatment flow should not exceed 3 to 5 inches.
- Flow should not generally exceed 5 cubic feet per second.

Vegetation proposed for the bioswale would include a mix of grasses, rushes, sedges, and other native and naturalized species that are considered suitable for use in bioswales and are appropriate for the climate and location. In addition, rocks and drop structures would be used to control velocity and maintain the necessary slope. The bioswale design incorporates the treatment needs for storm water, but it also incorporates aesthetic considerations that integrate the bioswale with the adjacent park space. The bioswale should include a variety of widths and features that unify both

passive recreation/natural open space areas and active recreation/turf areas into the project design. A conceptual plan for the proposed bioswale system is shown below.



Detention Basin. Detention basins are storage systems that slow velocities and allow particles to settle out of runoff prior to discharge. Pollutants are removed by sedimentation, adsorption to soil particles, and infiltration through the soil. Based on Table 5 in Section III.2.D.i of the Storm water Standards Manual (City of San Diego 2003), detention basins have high removal efficiency for sediments and trash and debris; medium removal efficiency for nutrients, heavy metals, oxygen-demanding substances, and oil and grease; and unknown removal efficiency for organic compounds, bacteria, and pesticides. In the Quarry Falls basins, an optional treatment method that includes construction of a bioswale in the bottom of the basin is also proposed.

Runoff would be collected in catch basin inlets and drain pipes and directed to three detention basins (Detention Ponds #1, 3, and 4). The soft-bottomed, dry detention basins provide water quality treatment both by vegetative filtration of low intensity storms and by means of sedimentation for larger storm events. Flows from the bioswales would also pass through the detention basins, providing additional treatment. The run-on from off-site area O-1 would also be discharged through a separate clean water pipe into the detention basin on Parcel S3 for flow control prior to discharge to the seven-foot box culvert at the western outfall. The basins would be designed to minimize the potential for slope erosion and would include an access point for maintenance. The basins have been sized using volume-based numeric sizing criteria. General design parameters for the basin design include:

- Basins must drain within 24 to 72 hours (48-hour optimal drawdown).
- Include inlet/outlet dissipation to reduce velocity.
- Length to width ratio should be at least 1.5:1 (may use internal baffling or berms).
- Optimal basin depths range from 2 to 5 feet.
- Maintenance access ramp and perimeter access should be provided.

The detention ponds would be aesthetically integrated into the bioswale and surrounding park system.

Filtration Treatment BMP. Runoff from DA 8 would be collected in catch basin inlets and drain pipes, and directed to an engineered storm water conveyance system. A mechanical filtration device, or functionally equivalent treatment system, would be installed to treat storm water prior to discharging through the storm water conveyance system direction to the seven-foot by seven-foot box culvert at the western outfall.

Based on Table 5 in Section III.2.D.i of the Storm water Standards Manual (City of San Diego 2003), filtration systems have high removal efficiency for sediments, trash and debris, heavy metals, and oil and grease; medium removal efficiency for nutrients, organic compounds, oxygen-demanding substances, and bacteria; and unknown removal efficiency for pesticides. The most likely pollutant that may be present in discharges generated by this project is oil and grease from the parking areas and sediment with bound metals from the roof area and parking areas. Based on this selection matrix, filtration systems would be a highly effective treatment BMP for removing these potential pollutants and is also effective at removing other potential pollutants. The proposed filtration unit would be designed to remove sediment, debris, trash, metals, and petroleum hydrocarbons (oil and grease).

Operation and Maintenance of BMPs

A maintenance agreement with the City is anticipated to describe maintenance of the BMPs for the Quarry Falls project. The project would involve the development of a Maintenance Assessment District (MAD), Master Property Owners Association (POA), and Home Owners Associations (HOAs) for individual residential lots. The HOAs would pay into the POA for shared areas. Therefore, the MAD and POA would be responsible for long-term implementation and maintenance of BMPs at the Quarry Falls site. The developer understands that the MAD and POAs are subject to action by the City if BMPs are not maintained as required.

Per the Storm water Standards Manual (City of San Diego 2003), BMPs shall not be considered “effective” unless proof is provided to the City that a mechanism is in place for long-term maintenance of structural BMPs. The developer would enact a POA or equivalent (i.e. association or district) for the project to provide long-term common area maintenance for private improvements. The development would also be required to enter into a Maintenance Agreement with the City. The Maintenance Agreement would hold the developer accountable to the City if the POA fails to perform their BMP maintenance duties as is required. The City would be responsible for maintaining any existing and proposed public improvements adjacent to, or passing through the property.

Construction BMPs would be built constructed and implemented by the designated contractor during grading and construction of the residential/commercial buildings. The implementation and maintenance of construction BMPs would remain with the developer/contractor until the responsibility is transferred to the POA or a Notice of Termination is granted by the RWQCB. Upon completion of the project, the POA would be responsible for operation and maintenance (O&M) of the post-construction BMPs, which in this case generally involves continued education,

waste management, and landscaping and O&M of treatment BMPs. O&M scheduling indicators for all proposed BMPs are based upon the County of San Diego approved O&M cost for pilot BMP projects (County of San Diego 2003, Appendix H).

Significance of Impacts

Implementation of the proposed BMPs would preclude significant potential impacts to water quality.

Mitigation Measures

The project incorporates BMPs that minimize potential impacts to water quality to below a level of significance. No mitigation is required.

5.14 MINERAL RESOURCES

For this analysis, “mineral resources” refers to aggregate resources. Aggregate resources consist of sand, gravel, and crushed rock. These resources provide bulk and strength in construction materials such as portland cement concrete and asphaltic concrete, can be used as riprap, and may be used as a base under road pavements and cold-mixed asphaltic pavement.

5.14.1 Existing Conditions

The Quarry Falls project site is currently the location of a resource extraction mining area. Mining activities have occurred on the property for more than 50 years, extracting and processing the Stadium Conglomerate material for use in construction and road building projects. Some of the materials resulting from current mining activities are stored in stock piles and marketed as bulk aggregate, while the majority of the materials processed on site are conveyed directly into the on-site concrete and asphalt batch plants.

Once mining operations cease on the property, the site would be reclaimed in accordance with the approved Reclamation Plan (CUP No. 5073) (see Figures 2-5, *Existing Approved Reclamation Plan*). In addition to reclaiming the excavated areas, reclamation of the site includes disposing of a significant amount of excess or residual material (“fines”, overburden), because not all of the material excavated actually results in aggregate products.

When resources at the project site are depleted, the sand and gravel related processing facilities will be dismantled and removed from the property. As described in Section 3.3.6, *Conditional Use Permit Amendment*, the project proposes amending the existing CUPs to locate concrete and asphalt plants to the southeast corner of the site as an interim use.

Regulatory Context

In 1975, the Surface Mining and Reclamation Act (SMARA) was enacted to establish an effective and comprehensive surface mining and reclamation policy. Under authority granted by SMARA, the California Department of Conservation, Division of Mines and Geology (DMG), established Mineral Resource Zones (MRZs) for the western San Diego County area according to the presence or absence of significant concrete-grade aggregate deposits. The results of the classification of land was summarized in a DMG Special Report 153, which was intended to be an accurate, unbiased data base to assist local government in the decision-making process. The project site was within an MRZ-2 zone, which is defined as an area “where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.”

The DMG updated Special Report 153 in 1996, in a report titled “Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production – Consumption Region.” According to Open File Report 96-04, the project site is in a “permitted Portland cement concrete (PCC)-grade aggregate pits” area being mined by CalMat Company, one of 16 companies that have permitted mining operations that produce PCC-grade aggregate in Western San Diego County.

5.14.2 Impact Analysis

Impact Threshold

The City of San Diego's "Significance Determination Guidelines under the California Environmental Quality Act" states a significant impact could occur to mineral resources if:

The project resulted in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

The project resulted in the loss of availability of a locally important mineral resource recovery site identified in a general plan, specific plan, or other land use plan.

Issue 1

Would the project result in the loss of significant mineral resources (e.g. sand and gravel) as identified in "Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production – Consumption Region," 1996, Department of Conservation, California Department of Geological Survey?

Impacts

Currently, the project site is permitted for sand and gravel extraction activities, as well as concrete and asphalt plants, and mining activities occur on-site. The proposed project would provide for the ultimate re-use plan for the project site, once mining operations are complete. As part of the project, the approved CUPs (5073 and 82-0315) would be amended to adjust the grading scheme of the Reclamation Plan and allow for the relocation of the asphalt and concrete plants to the southeast corner of the site.

The proposed Quarry Falls Specific Plan would be implemented in four phases, as resources are depleted and mining operations phase out (see Section 3.0, *Project Description*, for a discussion of each phase). The project would allow for the complete mining of the project site, and would not result in the loss of significant mineral resources.

Significance of Impacts

The proposed project would allow for development of the site as aggregate resources are depleted. Therefore, the project would not result in a loss of significant mineral resources and no impact to mineral resources would occur.

Mitigation Measures

Development of Quarry Falls would not result in significant impacts to mineral resources. No mitigation is required.

6.0 GROWTH INDUCEMENT

6.1 Existing Conditions

Growth inducement is usually associated with projects that foster economic or population growth, or construct additional housing, which either directly or indirectly results in the construction of new infrastructure facilities. According to Section 15126.2(d) of the CEQA Guidelines, “*It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*”

The project site is located within the Mission Valley and Serra Mesa communities; however, the project only proposes development within the Mission Valley community. According to the Mission Valley Community Plan, the project site is zoned MVPD-MV- M (Multiple Use Zone), allowing for a combination of commercial and residential uses, and RS-1-7 (Residential – Single Unit), which is intended for the development of single dwelling units on minimum 5,000 square foot lots.

According to current SANDAG estimates, there are a total of 10,657 housing units within the Mission Valley Community Planning Area. The total population of Mission Valley is approximately 17,038 residents, resulting in an average of 1.76 persons per household.

6.2 Impact Analysis

Impact Threshold

The City of San Diego’s Significance Thresholds provides guidance to determine potential significance for growth inducement. Based on the Thresholds, a significant impact could occur if a project would:

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

Issue 1

Would this project foster economic or population growth, or the construction of additional housing either directly or indirectly?

The proposed project would allow for development of residential units, retail space, and office-business park uses, in addition to commercial, civic, parks and open space uses. The residential units provided by the project would increase the housing stock in the Mission Valley Community by approximately 45 percent, which is a substantial increase. Based on SANDAG’s estimate of 1.74 persons per household, the project would also result in approximately 8,317 new residents to Mission Valley. Therefore, the project would result in substantial population growth to Mission Valley.

The amount of growth results in physical changes in the environment that have the potential for significant environmental effects. As presented in Section 5, significant direct impacts would result for the following issue areas: Land Use (traffic, air quality during construction, noise during

6.0 GROWTH INDUCEMENT

construction and as a result of traffic volumes on area roadways), Traffic and Circulation, Visual Effects and Neighborhood Character, Air Quality, Noise, Health and Safety, Biological Resources, Historical Resources, Paleontological Resources, and Public Utilities (solid waste). A discussion of the project's direct impacts to these environmental issue areas, as well as mitigation measures to reduce those impacts if determined to be significant are included in the following sections of this EIR:

- Section 5.1, *Land Use*
- Section 5.2, *Traffic Circulation*
- Section 5.3, *Visual Effects and Neighborhood Character*
- Section 5.4, *Air Quality*
- Section 5.5, *Noise*
- Section 5.6, *Biological Resources*
- Section 5.7, *Health and Safety*
- Section 5.8, *Historical Resources*
- Section 5.11, *Paleontological Resources*
- Section 5.12, *Public Utilities (Solid Waste)*

The proposed project would also result in significant cumulative impacts associated with Land Use (traffic) Traffic Circulation, Visual Effects and Neighborhood Character, and Public Utilities (solid waste). Cumulative impacts are addressed Section 8.0, *Cumulative Effects*.

The Quarry Falls project requires an amendment to the Mission Valley Community Plan as part of its approvals to allow for the proposed development. There are no other mining sites within Mission Valley or other comparably-sized properties that would request amendments to the Mission Valley Community Plan for their development as a result of the Quarry Falls project. The properties surrounding the project site are currently developed with residential, office, or commercial uses. Therefore, the Quarry Falls project is considered as a logical extension of existing development, rather than initiating a trend of development in the area.

Significance of Impacts

The proposed project would result in a substantial increase in housing and population in the Mission Valley community and is considered to be growth inducing. Development of the project site as a multiple use project has been anticipated by the Mission Valley Community Plan. The construction of housing has the potential to result in significant impacts associated with land use (traffic, air quality during construction, noise during construction and as a result of traffic volumes on area roadways), traffic and circulation, air quality, noise, biological resources, health and safety, historical resources, paleontological resources, public utilities (solid waste), and visual effects and neighborhood character.

Mitigation Measures

Previous sections of this EIR present mitigation measures that would reduce to below a level of significance environmental issues associated with air quality, noise, health and safety, biological resources, historical resources, and paleontological resources. Impacts associated with land use (traffic), traffic circulation, public utilities (solid waste) and visual effects and neighborhood character would remain significant and unmitigated even with implementation of recommended mitigation measures. Therefore, the decision-maker must consider project alternatives to further reduce or avoid significant unmitigable impacts or adopt a Statement of Overriding Considerations that explain why the project can be approved in light of its significant and unmitigable impacts.

7.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

As required by Section 15126.2(c) of the CEQA Guidelines, the significant irreversible environmental changes of a project must be identified. Irreversible commitments of resources are evaluated to assure that their use is justified. Irreversible environmental changes typically fall into three categories: primary impacts, such as the use of nonrenewable resources; secondary impacts, such as highway improvements which provide access to previously inaccessible areas; and environmental accidents associated with a project.

Future development that could occur on the project site as a result of the proposed project would entail the commitment of energy and natural resources. The primary energy source would be fossil fuels, representing an irreversible commitment of this resource. Construction of the project would also require the use of construction materials, including cement, concrete, lumber, steel, etc., and labor. These resources would also be irreversibly committed.

Once constructed, occupation of the residential units and operations of the commercial spaces would entail a further commitment of energy resources in the form of fossil fuels and electricity. This commitment would be a long-term obligation since the proposed structures are likely to have a useful life of 20 to 30 years or more. However, as discussed in Section 5.12, *Public Utilities*, of this EIR, the impacts of increased energy usage are not considered significantly adverse environmental impacts.

Development of the project site would also change the visual appearance of the project site from barren, mined land to urban uses. This change in visual quality would permanently alter views of the site as discussed in Section 5.3, *Visual Effects and Neighborhood Character*, of this EIR and is considered irreversible.

Specific significant irreversible environmental changes associated with implementation of the proposed project may include the following:

- Grading required for the project could irreversibly affect unknown cultural or paleontological resources. Any cultural or paleontological resources would be salvaged, as necessary, and data recovered. Mitigation identified in Section 5.8, *Historical Resources* and Section 5.11, *Paleontological Resources*, of this EIR, would reduce any impacts to below a level of significance. However, cultural resources or paleontological resources, if encountered, would be irreversibly committed.
- Commitment of energy, water, and other natural resources for the construction and occupancy of the residences, retail space and commercial office space is expected. This resource utilization is not expected to represent significant amounts of available resources in the region.
- Pollutant emissions from construction activities would occur but would be short-term and would not be significant. The additional vehicle trips on the surrounding roads would also cause an incremental increase in air pollutants associated with vehicle exhaust, which would add to area- and basin-wide air pollutant levels. Additionally, the project would provide live/work opportunities that may result in a reduction of trips from the project.

7.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

- Construction noise impacts would be incremental, temporary, and short-term. Development of the project would contribute long-term noise from vehicles traveling to and from the site, which would continue for the life of the project.
- The project would result in the loss of biological resources which would be mitigated through the preservation of higher quality resources off-site.

As addressed in Section 5.7, *Health Safety*, the proposed project is not anticipated to result in environmental accidents.

8.0 CUMULATIVE EFFECTS

Section 15355 of the State CEQA Guidelines describes “*cumulative impacts*” as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. These individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from a project is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The discussion of cumulative impacts for the Quarry Falls project considers both existing and future projects in the Quarry Falls project vicinity. For this analysis, the project vicinity is defined as the Mission Valley and Serra Mesa communities. Existing and future projects are based on the following information sources:

- A summary of projections contained in the City’s adopted Progress Guide and General Plan, the Mission Valley Community Plan, and the Serra Mesa Community Plan; and
- Past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the City of San Diego. These projects include those which result in or contribute to regional or area-wide conditions.

According to Section 15130 of the CEQA Guidelines, the discussion of cumulative effects “...*need not be provided as great a detail as is provided the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.*” The evaluation of cumulative impacts is required by Section 15130 to be based on either: “(A) *a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) a summary of projections contained in an adopted general plan or related planning document, on in a prior environmental document which had been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative effect. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency.*”

The basis and geographic area for the analysis of cumulative impacts is dependent on the nature of the issue and the project. For analysis of cumulative impacts is dependent on the nature of the issue and the project. For analysis of cumulative impacts which are localized (e.g., traffic and public services), a list of past, approved and pending projects was identified. The location of these projects is illustrated in Figure 8-1, *General Location of Cumulative Projects*.

Provided below is a description of the planning documents used in this analysis of cumulative effects, as well as the development projects which have been individually evaluated for their contribution to cumulative effects.

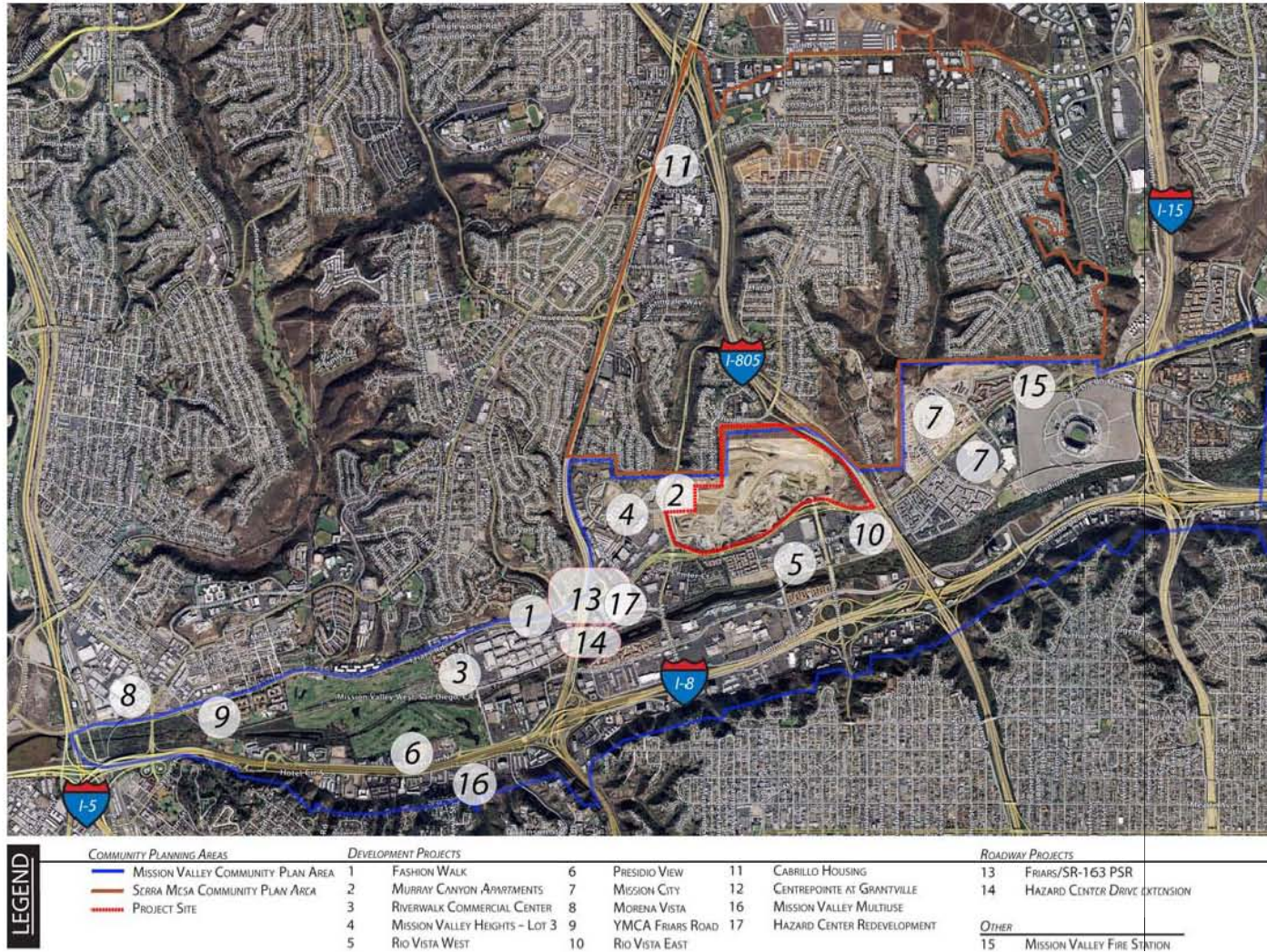


Figure 8-1.
General Location of Cumulative Projects

8.1 PLANS CONSIDERED FOR CUMULATIVE EFFECTS ANALYSIS

8.1.1 *City of San Diego Progress Guide and General Plan*

The proposed project is located within the City of San Diego. The City's Progress Guide and General Plan was last updated in June 1989, although the City is currently in the process of another update, as discussed below. San Diego comprises 219,241 acres (approximately 342 square miles), and less than four percent of this land remains vacant and developable. The City expects to reach an estimated population of 1,514,336 by the year 2020 and 1,656,257 by the end of 2030. Future development will require the City to reinvest in existing communities to plan for greater urbanization of infill sites.

The City of San Diego is in the process of updating the Progress Guide and General Plan. The current update is expected to be adopted by the City Council in 2008. As part of the update, the City adopted the Strategic Framework Element in October 2002. The Strategic Framework Element provides the overall structure to guide the General Plan update, including future Community Plan updates and amendments and implementation of an action plan. The Strategic Framework Element represents the City's new approach for shaping how the City will grow while preserving the character of its communities and its natural resources and amenities. As part of the Strategic Framework Element, the City of Villages strategy is discussed, which is a growth strategy that has been designed to create higher density mixed-use areas within communities throughout San Diego. The strategy draws upon strengths and characteristics of existing neighborhoods to determine where and how new growth should occur. Policies guiding the City of Villages strategy have been developed in the following eight areas: urban form, neighborhood quality, public facilities and services, conservation and the environment, mobility, housing affordability, economic prosperity and regionalism, and equitable development.

8.1.2 *Mission Valley Community Plan*

The majority of the project site is within the Mission Valley Community Plan area. The Mission Valley Community Plan is located within the central area of the City of San Diego, between the I-805 and I-15 freeways. The San Diego City Council first adopted the Mission Valley Community Plan ~~in 1992~~ June 25, 1985. It was subsequently amended ~~in 1994, 1995, 1996, 1997, 1998, and 2001~~ numerous times between 1985 and 2005. In addition, a Community Plan Amendment for the Quarry Falls project is being processed concurrently with this Program EIR.

The Mission Valley Community Plan is intended to serve as a comprehensive guide for residential, industrial, and commercial developments, open space preservation, and development of a transportation network within the plan area. The expected population in the year 2030 is 31,122, based on SANDAG's population forecast for the Mission Valley Community.

8.1.3 *Serra Mesa Community Plan*

The northern six acres of the project site are located within the Serra Mesa Community Plan area. The Serra Mesa Community Plan was originally adopted by the San Diego City Council on March 3, 1977, with subsequent amendments occurring in 1985, 1986, 1988, 1989, 1992, 1993, 1996 and 2000. The 2000 amendment updated the existing conditions information and the

Housing and Environmental Management Elements. Based on SANDAG's population projections for the Serra Mesa community, the expected population in the year 2030 is 25,521.

8.1.4 Multiple Species Conservation Program (MSCP)

The City of San Diego's MSCP was developed to provide a regional mitigation solution for impacts to multiple, rather than single, species and their habitats. The MSCP is a cooperative effort consisting of federal and state resource agencies, local jurisdictions, environmental groups, property owners, and experts in the fields of biology, environmental planning, and conservation. The City's MSCP is part of the statewide Natural Community Conservation (NCCP) program, which was established under California law (Section 2800 *et seq.* of the California Fish and Game Code) "*to provide for regional protection and perpetuation of natural wildlife diversity while allowing compatible land use and appropriate development and growth.*" The MSCP is one of several regional conservation planning efforts coordinated with CDFG and USFWS. On July 14, 1997, the City of San Diego signed an Implementing Agreement (IA) with the CDFG and USFWS. The IA is the contract between the City and the wildlife agencies, which outlines the obligations and commitments made for the successful completion of the MSCP. The agreement has been signed by all parties and became effective July 15, 1997.

The MHPA is a 56,831-acre focused planning area within which 90 percent of the lands will be preserved. The ultimate MHPA will contain approximately 52,000 acres. In the Mission Valley project area, the San Diego River and adjoining undeveloped public lands were included in the MHPA. The MSCP Subarea Plan provides guidelines for development in and adjacent to the MHPA.

8.2 PROJECTS CONSIDERED FOR CUMULATIVE EFFECTS ANALYSIS

As stated above, the past, present, and probable future projects considered in this cumulative analysis would produce related or cumulative impacts when evaluated in relation to the potential impacts of the proposed Quarry Falls project. Descriptions of development projects that have been individually evaluated for their contribution to cumulative effects are provided below.

8.2.1 Fashion Walk (LDR No. 99-1356; PTS No. 4301)

The Fashion Walk project is being constructed at 7148 Friars Road, west of Ulric Street, across from Fashion Valley Mall and east of Fashion Valley Road in the Linda Vista Community Plan area. The project involved the approval of a Planned Commercial Development Permit and Resource Protection Ordinance Permit to provide 161 condominium units on 1.8 acres of the 8.0-acre site. A Mitigated Negative Declaration (MND) was prepared for the project, with a final date of January 28, 2004. The MND addressed land use, visual quality, cultural resources, water quality, biology, geology, traffic, noise and paleontology. Mitigation measures were required to reduce impacts associated with biology, geology, traffic, noise and paleontology to below a level of significance.

8.2.2 Murray Canyon Apartments (Project No. 5700)

The Murray Canyon Apartments project will develop a 17.04-acre site located adjacent to and west of Quarry Falls with 268 apartment units. An MND was prepared for the project, with a final date of April 14, 2005. The MND addressed environmental issues associated with traffic

circulation/parking, air quality, utilities-solid waste, paleontological resources, water quality, land use, geology/soils, biology, noise, historical resources (archaeology), and visual quality. The project is required to incorporate measures which mitigate impacts associated with utilities (solid waste), traffic circulation/parking, air quality, and paleontology. All other environmental issues were found not to be significant.

8.2.3 Riverwalk Commercial Center

The Riverwalk Commercial Center project, currently on-hold, involves a Rezone, Planned Development Permit, Site Development Permit, Design Guidelines for Development Area 2, and Street Vacation for the development of a vacant, 7.15-acre site located at the northwest corner of Fashion Valley Road and Riverwalk Drive. The project proposed a 61,000-square-foot commercial center with a two-story 38,000-square-foot building containing a 33,000-square-foot health center, a 5,000-square-foot office, five racquetball courts, a two-story 8,000-square-foot office building, a one-story 7,000-square-foot and a one-story 8,000-square-foot restaurant. Because the project is being re-designed and is on-hold, the environmental review has not yet been completed for the project. The Riverwalk Commercial Center is part of the Levi-Cushman Specific Plan, which is included in the current Mission Valley Community Plan and the underlying traffic model.

8.2.4 Mission Valley Heights – Lot 3 (Project No. 2052; LDR No. 41-100)

The Mission Valley Heights – Lot 3 project is located on 2.22 acres within the Mission Valley Heights Specific Plan area. The project involved a PDP, amendment to approved Planned Commercial Development (PCD) 84-0128, and an amendment to the approved Mission Valley Heights Specific Plan to allow a change in planned land uses from 8,800 square feet of restaurant space to 26,000 square feet of commercial office use. An MND was prepared, with a final date of September 20, 2002. The MND addressed hydrology/water quality, geology, and paleontology. Mitigation measures, involving implementation of BMPs during construction and post construction, were required to mitigate impacts associated with hydrology and water quality.

8.2.5 Rio Vista West Project

The Rio Vista West Project is a portion of the larger Rio Vista West mixed-use, transit-oriented development located on approximately 94 acres, south of Friars Road, north of the San Diego River, east of Qualcomm Way and west of Mission Center Drive. The Rio Vista West Project developed the approximately 3.74 acres with 237 attached units. Environmental review for the Rio Vista West Project was in the form of an Addendum to EIR No. 92-0586.

8.2.6 Presidio View (LDR No. 99-0348; SCH No. 20000061060)

The Presidio View project is a multi-family residential development under construction on 15.46 acres of the 20.46-acre site located at 950 and 1450 Hotel Circle North in the Mission Valley community. This project involved an amendment to the Mission Valley Community Plan and the City's Progress Guide and General Plan, Density Transfer, Rezone, and Mission Valley Planned Development Ordinance Permit. The project will develop a 350-unit apartment complex, with future redevelopment of the existing Handlery Hotel. As part of the project, development credits were transferred from a five-acre parcel, with the five-acre parcel undeveloped and left as open space. An MND was prepared for the project, with a final date of

September 11, 2000. Environmental issues addressed in the MND included geology, hydrology, cumulative effects, water quality, historical resources, biological resources, and traffic. Mitigation measures were implemented to reduce impacts associated with historical resources, traffic and water quality to below a level of significance. All other environmental issue areas were found not to be significant.

8.2.7 Mission City (Fenton Market Place) (LDR No. 96-0544; SCH No. 96111039)

The Mission City project is located on 228.6 acres north and south of Friars Road in the eastern portion of the Mission Valley community. It involved approval of a Specific Plan, Community Plan and General Plan amendments, Rezones, Street Vacations, Tentative Map, Development Agreement Amendment, Amendment to CUP No. 82-0014, and consideration of Interim Habitat Loss Findings (due to project approval prior to adoption of the MSCP – San Diego Subarea Plan). Ultimate build-out of the project allows for 1,364 – 4,475 residential units, 163,350 – 400,000 square feet of commercial space and 87,120 – 174,240 square feet of office space. An EIR was prepared for the project, with a final date of March 3, 1998. The EIR addressed land use, traffic and circulation, landform alternation/visual quality, biology, geology/soils, noise, hydrology/water quality, air quality, public services and facilities, paleontological resources, cumulative effects and growth inducement. Mitigation measures were implemented to reduce significant impacts associated with land use, traffic and circulation, biology, geology/soils, noise, hydrology/water quality, public services and facilities, and paleontological resources. After mitigation, impacts associated with land use, traffic circulation, landform alteration/visual quality, noise, air quality, and public services remained significant and unmitigated, and the San Diego City Council adopted a Statement of Overriding Considerations for the project.

8.2.8 Morena Vista (Project No. 6137; SCH No. 2003061131)

The Morena Vista project is located on a 6.5-acre site located in the Linda Vista community, south of the Linda Vista Road/Napa Street intersection. The project involved a PDP/SDP and variance, Construction, Maintenance and Joint Parking Agreement, Tentative Map, ESL Deviation, Street Vacation, Street Dedication, and Easement Vacation. The project will provide a mixed-use (residential and retail commercial) project on 4.7 acres. Approximately 1.1 acres of the project site is associated with the Morena/Linda Vista Trolley Station and trolley parking. An MND was prepared for the project, with a final date of August 5, 2003. The MND was re-circulated for public review and finalized on October 29, 2003. Environmental issues addressed in the MND included human health/public safety, traffic noise, geology/soils, and hydrology/water quality. Mitigation measures were implemented to reduce impacts associated with hydrology/water quality and human health/public safety to below a level of significance. All other issue areas were not found to be significant.

8.2.9 YMCA Friars Road (Project No. 5501; SCH No. 2003061027)

The YMCA Friars Road project is located at the existing YMCA site (5505 Friars Road) in the Mission Valley community. It proposed an SDP/CUP (amending CUP No. 91-0215) and an MHPA Boundary Adjustment for the 8.3-acre City-owned property leased to the YMCA. The project involved demolition of approximately 2,801 square feet, renovation of approximately 7,913 square feet and the addition of 24,372 square feet. The project added 0.45 acre to the

MHPA. An MND was prepared for the project, addressing biological resources/land use (MSCP), hydrology/water quality, transportation/circulation/parking, and geology/soils. Mitigation measures were required for adjacency issues associated with being located adjacent to MHPA (San Diego River) including a landscape plan for an on-site vegetated buffer, BMPs, erosion control, and grading restrictions during the breeding season for sensitive bird species.

8.2.10 Rio Vista East (LDR No. 98-0518; MVPDO Permit No. 98-0518)

The Rio Vista East project is located on 12.22 acres, north of Rio San Diego Drive, east of Rio Bonito, south of Friars Road and west of the I-805 freeway bridge. The project involved an amendment to PCD No. 87-0517 to allow Lot 4 to be developed with 350,000 square feet of general office uses where the original PCD allowed 90,200 square feet of general office and 41,000 square feet of research and development uses and a transfer of development from Rio Vista West. A Negative Declaration (ND) was prepared for the project, with a final date of May 27, 1999. The ND addressed land use and planning, transportation and circulation, public services, and neighborhood character/urban form and aesthetics. No impacts were found to be potentially significant, and no mitigation measures were required.

8.2.11 Cabrillo Housing

The Cabrillo Housing project is a housing project completed by the U.S. Department of the Navy in the Serra Mesa community. The project replaced an existing 882 housing units with 900 housing units.

8.2.12 Mission Valley Fire Station (Project No. 6595; LDR No. 330900; CIP No. 33-090.0)

The Mission Valley Fire Station project involves the construction of a new fire station in the Mission Valley Community. Located at 9366 Friars Road, the fire station will be a two-story, 16,290 square foot structure and a public mini park on 16.7 acres. An MND was prepared for the project, with a final date of April 12, 2004. The MND addressed environmental issues associated with geology, transportation/parking, biology/MHPA, noise, water quality/hydrology, health and public safety. Mitigation measures included constructing a block wall at the toe of an on-site manufactured slope, opening a concrete median barrier and installing a traffic signal for emergency use on Friars Road and securing 1,000 parking spaces from San Diego State University.

8.2.13 Centrepointe at Grantville (PTS No. 80450)

Centrepointe at Grantville is in the affordable housing expedite project proposed for a 13-acre site at 6160 Mission Gorge Road, within the Navajo Community Plan area. This project would construct 588 multi-family residential units and 135,288 square feet of commercial/office/retail space. A Community Plan Amendment, Planned Development Permit, Vesting Tentative Map and Rezone from IL-3-1 & CC-4-2 to RM-3-8 & CO-1-1 are being processed for the Centrepointe at Grantville project.

8.2.14 Mission Valley Multi-Use

The Mission Valley Multi-Use project is an approximate 19-acre site located at 901 and 925 Hotel Circle South in the Mission Valley community planning area. The site is identified for

hotel and health club use in the Atlas Specific Plan and is currently developed with a hotel consisting of 210 rooms and associated uses such as conference/banquet rooms; approximately 6,880 square feet of commercial uses including a coffee shop, market and bar; an approximate 24,175 square foot health club; an approximate 2,500 square foot gas station; and tennis courts, swimming pools and other associated amenities. The Mission Valley Multi-Use project proposes the development of the site with a mixed-use urban village consisting of approximately 600 multi-family dwelling units, with ten percent of the units built as affordable on-site and a “Main Street” commercial area, consisting of approximately 18,000 square feet of commercial development. Environmental review has not yet been completed for the project. The current proposal limits traffic generation to the level of the existing use; therefore, the trip generation associated with this project accounted for in the existing baseline environmental condition.

8.2.15 Hazard Center Redevelopment

Hazard Center is an approximate 41.3 acre mixed-use development located between SR-163 on the west, Friars Road on the north, Mission Center Road on the east, and the San Diego River on the south, and is within the Mission Valley community planning area. The Hazard Center Redevelopment project proposes removal of the existing movie theater (approximately 26,125 square feet) and the addition of 473 residential dwelling unit, parking, and an additional 6,060 square feet of commercial space. Residential uses would include both rental and condominium units in a proposed 22-story tower, a 21-story tower, and 5-story row houses. The existing hotel, office building, commercial/retail space and residential dwelling units would remain in place. Environmental review has not yet been completed for the project. The current proposal limits traffic generation for the first phase of the project to no incremental increase in average daily trips. The second phase of the project (2020) is expected to generate an additional 500 – 1,000 driveway trips. ~~to the level of the existing use; therefore, t~~The trip generation associated with this project is accounted for in several conservative assumptions for the existing baseline environmental condition.

8.2.16 Friars/SR-163 PSR

The Quarry Falls project proposes to construct the following local improvements: widen southbound Ulric Street at Friars Road, widen westbound Friars Road from Frazee Road to SR-163 northbound ramps, widen eastbound Friars road at Frazee Road, widen ~~and lengthen~~ the Friars Road Bridge, and widen southbound approach to Friars Road/Frazee Road.

8.2.17 Hazard Center Drive Extension

Hazard Center Drive is to be extended to connect to Fashion Valley from Mission Center Road. This connection is expected to provide another route parallel to Friars Road for traffic traveling in the east-west direction.

8.3 CUMULATIVE EFFECTS ANALYSIS

The project’s potential to make a considerable contribution to cumulative effects associated with the various environmental issue areas addressed in this Program EIR is evaluated below.

8.3.1 Land Use

As presented in this Program EIR, the majority of the Quarry Falls project develops a previously disturbed site identified for multiple use in the Mission Valley Community Plan and it is therefore consistent and compatible with that plan. As a general rule, projects that are consistent and compatible with surrounding land uses and the applicable community plan should not result in land use impacts. However, the intensity of development proposed by the Quarry Falls project would result in significant land use impacts associated with traffic circulation, including both direct and cumulative traffic circulation impacts. Cumulative impacts associated with traffic circulation would be the same as those evaluated in Section 5.2, *Transportation/Traffic Circulation/Parking*, of this Program EIR as *Horizon Year (Year 2030)*. Cumulatively significant traffic circulation impacts are also summarized in Section 8.3.2, below.

8.3.2 Traffic Circulation

For purposes of evaluating cumulative impacts associated with traffic circulation, the traffic analysis conducted for the project assumes build-out of the Serra Mesa and Mission Valley Community Plans, plus the individual projects listed under Section 8.2, above. Build-out under the Mission Valley and Serra Mesa community plans are assumed in the Horizon Year (2030). Additionally, several off-site roadway improvements are assumed to be in place during the Horizon Year, including the following:

1. Hazard Center Road connection from Mission Center Road to Fashion Valley Road;
2. Via las Cumbres extension south to Hotel Circle North;
3. Milly Way bridge (the extension of Fenton Parkway south to Camino del Rio North); and,
4. I-8 Hook Ramps and interchange realignment at Camino del Rio North and Qualcomm Way.

As presented in Section 5.2, under the cumulative impacts analysis for traffic circulation, the Quarry Falls project would contribute to cumulatively significant impacts. Table 8-1, *Cumulative Traffic Impacts Summary Table*, lists the various circulation segments, intersections, freeways and ramps where significant cumulative impacts would result. Table 8-1 also identifies measures that would mitigate significant cumulative impacts to below a level of significance and those that would partially mitigate significant cumulative impacts. Table 8-1 also indicates where mitigation for significant cumulative impacts is not feasible. For a discussion of the infeasibility of mitigation measures at these locations, ~~see locations,~~ please see Section 5.2, *Transportation/Traffic Engineering/Parking*.

8.0 CUMULATIVE EFFECTS

**Table 8-1.
Cumulative Traffic Impact Summary Table**

Circulation Element	Mitigation	Level of Impact after Mitigation	
SEGMENTS	LIMITS		
Friars Road	Ulric/SR-163 SB Ramps to SR-163 NB Ramps	Construct the following local improvements: widen southbound Ulric Street at Friars Road; widen westbound Friars Road from Frazee Road to SR-163 northbound ramps; widen eastbound Friars Road at Frazee Road. The City may require the project to pay \$5,000,000 (2007 dollars) in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location.	Mitigated to below a level of significance.
	SR-163 NB Ramps to Frazee Road		
	I-15 SB ramps to I-15 NB ramps	No feasible mitigation available.	Significant; unmitigable.
	Rancho Mission Road to Riverdale Street	No feasible mitigation available.	Significant; unmitigable.
	Riverdale Street to Mission Gorge Road	No feasible mitigation available.	Significant; unmitigable.
Mission Center Road	Murray Ridge Road to I-805 Overpass	Provide 1-lane westbound and 2-lanes eastbound.	Mitigated to below a level of significance.
	Mission Valley Road to Friars Road	Widen by one northbound lane for a total of three thru lanes.	Mitigated to below a level of significance.
	Camino del Rio North to I-8 EB ramp	Unless built by others, construct the following improvements: widen eastbound off ramp; widen bridge; restripe eastbound approach and widen westbound approach at Mission Center Road/Camino Del Rio North; widen eastbound at Camino Del Rio North/I-8 westbound; widen westbound approach at Camino Del Rio South/Mission Center Road.	Phase 2 – Temporary unmitigated impact. Mitigated to below a level of significance in Phase 3.
Murray Ridge Road	I-805 SB Ramps to I-805 NB Ramps	Restripe to a 4-lane Collector 5 lanes.	Mitigated to below a level of significance.
	I-805 NB to Mission Center	Restripe to a 4-lane Collector or contribute \$100,000 (2007 dollars) in funding for traffic calming from I-805 to Pinecrest Avenue to be determined by the community.	Mitigated to below a level of significance; if restriped; otherwise partially mitigated.
	Mission Center to Pinecrest Avenue		
Qualcomm Way	Rio San Diego to Camino de la Reina	No feasible mitigation available.	Significant; unmitigable.
	Camino Del Rio North/I-8 WB ramp to I-8 EB ramp	No feasible mitigation available.	Significant; unmitigable.
Texas Street	I-8 EB Ramps to Camino Del Rio South	No feasible mitigation available.	Significant; unmitigable.
	Camino Del Rio South to Madison Avenue	Implement pedestrian lighting and a new sidewalks as traffic calming	Partially mitigated.

8.0 CUMULATIVE EFFECTS

Circulation Element	Mitigation	Level of Impact after Mitigation	
	measures (see item T4 in the Greater North Park Planning Committee's Priority List of the Public Facilities Financing Plan, 2002).		
Madison Avenue to Monroe Avenue	Provide \$100,000 (2007 dollars) in funding for traffic calming to be determined by the Greater North Park community from Madison Avenue to El Cajon Boulevard.	Partially mitigated.	
Monroe Avenue to Meade Avenue			
Meade Avenue to El Cajon Blvd			
ARTERIALS	SEGMENT		
Friars Road	Ulric/SR-163 SB Ramps to SR-163 NB Ramps (WB)	Construct the following local improvements: widen southbound Ulric Street at Friars Road; widen westbound Friars Road from Frazee Road to SR-163 northbound ramps; widen eastbound Friars Road at Frazee Road. The City may require the project to pay \$5,000,000 (2007 dollars) in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location.	Mitigated to below a level of significance.
	SR-163 NB ramps to Frazee Road (EB, WB)		
	Frazee Road to River Run (WB)		
	River Run to Fenton Parkway (EB)	No feasible mitigation available.	Significant; unmitigable.
	Fenton Parkway to Northside Drive (EB, WB)	No feasible mitigation available.	Significant; unmitigable.
	I-15 NB ramps to I-15 SB ramps (WB)	No feasible mitigation available.	Significant; unmitigable.
	I-15 NB ramps to Rancho Mission Road (EB, WB)	No feasible mitigation available.	Significant; unmitigable.
	Santo Road to Riverdale Street (EB)	No feasible mitigation available.	Significant; unmitigable.
	Riverdale Street to Mission Gorge Road (WB)	No feasible mitigation available.	Significant; unmitigable.
Mission Gorge Road	Friars Road to Zion Avenue (EB)	No feasible mitigation available.	Significant; unmitigable.
INTERSECTIONS			
Friars Road/Fashion Valley Road		Restripe westbound approach.	Mitigated to below a level of significance.
Friars Road/ SR-163 SB ramp/Ulric Street		Construct the following local improvements: <u>widen NB approach of SR-163 SB off-ramp at Friars Road</u> ; widen southbound Ulric Street at Friars Road; widen westbound Friars Road from Frazee Road to SR-163 northbound ramps; <u>reconfigure SB approach of Friars Road and SR-</u>	Mitigated to below a level of significance.
Friars Road/ SR-163 NB ramp			

8.0 CUMULATIVE EFFECTS

Circulation Element	Mitigation	Level of Impact after Mitigation
Friars Road/ Frazee Road	<u>163 NB ramps</u> ; widen eastbound Friars Road at Frazee Road. The City may require the project to pay \$5,000,000 (2007 dollars) in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location.	
Friars Road EB/ Qualcomm Way	Widen eastbound approach; widen <u>restripe</u> southbound approach ; and <u>widen</u> northbound approaches.	Mitigated to below a level of significance.
Friars Road/ Fenton Parkway	No feasible mitigation available.	Significant; unmitigable.
Friars Road/I-15 SB ramp	Widen southbound approach.	Mitigated to below a level of significance.
Friars Road/ Santo Road	Restripe southbound approach.	Partially mitigated.
Friars Road/ Riverdale Street	No feasible mitigation available.	Significant; unmitigable.
Mission Gorge Road/ Zion Avenue	<u>Contribute a fair share towards widening</u> Widen the westbound approach.	Partially mitigated.
Mission Center Road/ Camino De La Reina	<u>Contribute a fair share towards widening</u> Widen the eastbound approach.	Partially mitigated.
Mission Center Road/ Camino Del Rio North	<u>Provide \$1 million (2007 dollars) for a Project Study Report. Unless built by others, construct the following improvements: widen eastbound off ramp; widen bridge; widen southbound approach at Mission Center Road/I-8 eastbound ramps; restripe eastbound approach and widen westbound approach at Mission Center Road/Camino Del Rio North; widen eastbound approach at Camino Del Rio North/I-8 westbound; widen westbound approach at Camino Del Rio South/Mission Center Road;- Widen southbound approach at Mission Center Road/Camino del Rio South; restripe eastbound approach.</u>	<u>Phase 2 Temporary unmitigated impacts.</u> Mitigated to below a level of significance in Phase 3
Camino Del Rio North/ I-8 WB ramp		
Mission Center Road/ I-8 EB ramp		
Qualcomm Way/ Camino De La Reina	<u>Contribute a fair share towards widening</u> Widen the westbound approach.	Partially mitigated. <u>Mitigated to below a level of significance in Phase 3.</u>
Qualcomm Way/ I-8 WB Ramp	Widen westbound approach.	Mitigated to below a level of significance.
Texas Street/ Camino Del Rio South	<u>Contribute a fair share towards widening the</u> Widen northbound approach; restripe eastbound approach; widen southbound approach; widen westbound approach.	Partially mitigated. <u>Mitigated to below a level of significance in Phase 3.</u>

8.0 CUMULATIVE EFFECTS

Circulation Element	Mitigation	Level of Impact after Mitigation	
Texas Street/ Madison Avenue	<u>Contribute a fair share towards restriping the</u> Restripe eastbound approach.	Partially mitigated. <u>Mitigated to below a level of significance.</u>	
Texas Street/ Monroe Avenue	No feasible mitigation available.	Significant; unmitigable.	
Texas Street/ El Cajon Blvd	Widen eastbound approach.	Mitigated to below a level of significance.	
Rio San Diego/ Fenton Parkway	<u>Contribute a fair share towards widening the</u> Widen northbound approach.	Partially mitigated. <u>Mitigated to below a level of significance.</u>	
Phyllis Place/ I-805 SB ramp	Signalize.	Mitigated to below a level of significance.	
Phyllis Place/ I-805 NB ramp	Signalize.	Mitigated to below a level of significance.	
Murray Ridge Road/ Mission Center Road	Signalize. Restripe southbound approach; widen westbound approach; restripe eastbound approach.	Mitigated to below a level of significance.	
Murray Ridge Road/ Pinecrest Avenue	Signalize.	Mitigated to below a level of significance.	
FREEWAY RAMPS			
1-15 NB at Friars Road	No feasible mitigation available.	Significant; unmitigable.	
I-8 EB at SB Texas Street	No feasible mitigation available.	Significant; unmitigable.	
I-15 NB at Friars Road	No feasible mitigation available.	Significant; unmitigable.	
I-15 SB at Friars Road (I-8 Bypass)	No feasible mitigation available.	Significant; unmitigable.	
FREEWAY MAINLINE SEGMENTS			
SR-163 (north)	I-8 to Friars Road	No feasible mitigation available.	Significant; unmitigable.
SR- 163 (north)	Friars Road to Genesee Avenue	No feasible mitigation available.	Significant; unmitigable.
I-15 (north)	North of Friars Road	No feasible mitigation available.	Significant; unmitigable.
I-8 (east)	Mission Center Road to Qualcomm Way	No feasible mitigation available.	Significant; unmitigable.
SR-163 (south)	I-8 to Friars Road	No feasible mitigation available.	Significant; unmitigable.
SR-163 (south)	Friars Road to Genesee Avenue	No feasible mitigation available.	Significant; unmitigable.
I-15 (South)	North and South of Friars Road	No feasible mitigation available.	Significant; unmitigable.

The project proposes fair share contributions to circulation improvements that are not currently included in financing plans for the communities where the improvements would be located. These include: Friars Road/Santo Road; Mission Gorge/Zion Avenue; and Texas Street/Madison Avenue. If the affected community financing plans are amended to include these improvements and a funding source is identified to ensure their ultimate implementation, then the cumulative impacts at these locations would be mitigated to below a level of significance. If, however, the affected communities do not amend their respective financing plans to include these improvements, cumulative impacts would remain significant and not fully mitigated, although the project would mitigate its contribution to the cumulative impacts.

8.3.3 Visual Effects and Neighborhood Character

The Quarry Falls project is proposed for 230.5 acres, predominantly within the Mission Valley community. Approximately six acres of the proposed project are located in the Serra Mesa community, but no development is proposed in that area. Both the Mission Valley and Serra Mesa communities are considered “urbanized areas” in the City’s Progress Guide and General Plan. As such, most of the land within these communities has developed or is developing with a variety of urban uses. Quarry Falls would continue that trend.

According to the City’s “Significance Determination Guidelines under the California Environmental Quality Act,” a project could have a cumulative effect based on potential significant impacts to the following:

- Views
- Neighborhood Character/Architecture
- Landform Alteration
- Development Features
- Light/Glare

A potential view impact may result from a project opening up a new area for development, which would ultimately cause “extensive” view blockage, especially from designated public view corridors and of public resources. View blockage would be considered “extensive” when the overall scenic quality of a resource is changed; for example, from an essentially natural view to a largely manufactured appearance. The project site’s current appearance is of manufactured mined slopes. The project would result in “*opening up*” this area “*for development*.” However, the overall scenic quality of the project site is low and would not be changed from an essentially natural view to a largely manufactured appearance.

A project would have a cumulative impact to neighborhood character, if the area opened for new development results in a change in the overall character of the area. Relative to neighborhood character, the project would develop an existing mining site, introducing urban uses to barren, undeveloped land, as anticipated by the Mission Valley Community Plan and the City’s Progress Guide and General Plan. Quarry Falls is located in an area where surrounding land is fully developed, and the project’s impacts on neighborhood character are limited to the immediate project area. The proposed project has been designed to be compatible and consistent with the development in the immediate vicinity by matching residential densities to the north and west portions of the site and locating higher intensity commercial and office components of the project directly across Friars Road from comparable uses.

While development may be occurring on other areas of nearby communities, projects are spatially separated and geographically unrelated. When considered with other projects in the Mission Valley and Serra Mesa communities, the project would make a considerable contribution to cumulative impacts associated with visual effects and neighborhood character.

The proposed project involves an amendment to the existing Reclamation Plans to modify the altered landform resulting from reclamation of the project site following completion of mining

activities. Where the approved Reclamation Plan calls for a single large flat pad surrounded on the north, east and west by steep mined slopes, the project proposes terracing of the site to accommodate development as proposed by the Quarry Falls Specific Plan. This would allow the overburden resulting from mined activities to remain on-site. Landform alterations associated with the proposed modification to the approved Reclamation Plans would not contribute to cumulatively significant impacts, because landform alterations would be limited to the project site and there are no other sites of a similar character in the project area which would be proposing similar modifications to landform.

8.3.4 Air Quality

In analyzing cumulative impacts from a proposed project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the San Diego Air Basin is listed as "non-attainment" for the State AAQS. A project that has a significant impact on air quality with regard to emissions of PM₁₀, NO_x and/or ROG_s as determined by the screening criteria outlined Section 5.4, *Air Quality*, would have a significant cumulative effect. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels identified above, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions.

With regard to past and present projects, the background ambient air quality, as measured at the monitoring stations maintained and operated by the San Diego Air Pollution Control District, measures the concentrations of pollutants from existing sources. Past and present project impacts are therefore included in the background ambient air quality data.

The Traffic Impact Study included projects that are planned or reasonably foreseeable in the traffic projections used to develop estimates of LOS and impacts. Thus, the planned or reasonably foreseeable projects are included in the analysis to evaluate potential impacts to the ambient air quality based on traffic in the project area. As discussed in Section 5.4, the CO "hot spots" evaluation indicated that no significant impacts would result from cumulative traffic. With improvements in emissions from vehicles due to phase-out of older vehicles and implementation of more stringent emission standards by the California Air Resources Board, CO "hot spots" would not result from traffic associated with cumulative projects.

PM₁₀ emissions associated with construction generally result in near-field impacts. As shown in the construction emissions evaluation presented in Section 5.4, the emissions of PM₁₀ are above the significance levels; implementation of mitigation measures presented in Section 5.3, *Air Quality*, would reduce impacts to below a level of significance. Because of the localized nature of PM₁₀ impacts, and because all of the past, present, and reasonably foreseeable future projects would not be undergoing construction at the same time as the project, the PM₁₀ impacts associated with construction would not be cumulatively significant. Furthermore, because of the project related traffic's low emissions of PM₁₀ (less than one percent of the daily and annual significance threshold), the project would not result in a cumulatively considerable net increase of PM₁₀.

With regard to cumulative impacts associated with ozone precursors ROGs and NOx, in general, provided a project is consistent with the community and general plans, it has been accounted for in the ozone attainment demonstration contained within the State Implementation Plan and would not cause a cumulatively significant impact on the ambient air quality for ozone. Because the Quarry Falls project is projecting more intense development than the community plan land use assumptions, an evaluation of the project's consistency with SANDAG's housing forecast for San Diego County to determine the project's consistency with the RAQS and SIP was conducted.

The project is located in the Central Major Statistical Area. The projected housing growth from 2004 to 2030 is 288,726 housing units for the San Diego Region. The project is proposing to construct 4,780 housing units, which would comprise only 1.66 percent of the total projected housing growth in the San Diego Region. The project would therefore be consistent with the growth forecasts for the region and would therefore be in conformity with the RAQS and SIP. Despite the fact that the project is proposing denser development than accounted for in the current community plan and therefore in the SIP, emissions associated with the project have been accounted for in the growth projections for the San Diego Region and would thus not result in a cumulatively significant impact on the ambient air quality.

The project also includes several ~~transportation~~ Transportation demand ~~Demand management~~ Management (TDM) measures that aid in reducing air quality impacts. A trail network, consisting of bicycle paths and walkways throughout the project, would provide an alternative to automobile travel, as well as recreational opportunities. Bike lanes would be provided on circulation roadways. Bus transit is available to the project and project developers will coordinate with MTS to add bus stops, as necessary, within the project. The Mission Valley LRT is located south of the project. The project would add a pedestrian bridge over Friars Road and connecting with pedestrianways within Rio Vista West to encourage future residents and workers within Quarry Falls to walk to the LRT. The project would also include a kiosk in a central location to encourage and outline alternative transportation programs, with a TDM coordinator identified in the property manager's office.

8.3.5 Noise

As presented in Section 5.5, *Noise*, the project has the potential to contribute traffic to off-site areas which, when considered with projected traffic volumes, could result in cumulative noise impacts. These off-site areas include: Qualcomm Way between Friars Road and Rio San Diego Drive, and Fenton Parkway between Friars Road and Rio San Diego Drive. However, there are no sensitive receptors located along the segments of Qualcomm Way, between Friars Road and Rio San Diego Drive. The Mission City EIR (LDR No. 96-0544; SCH No. 96111039) included requirements to mitigate cumulative noise levels as part of future developments in Mission City. Specifically, the Mission City EIR requires:

“Prior to the issuance of any building permits, noise studies shall be completed for all residential development within . . . 125 feet from either side of . . . “A” Street [Fenton Parkway]. . . These studies shall identify barriers or architectural features necessary to attenuate interior and exterior noise levels to the appropriate level. These measures shall be implemented during development.”

Therefore, mitigation required as part of the Mission City project would adequately attenuate cumulative noise levels associated with traffic on Fenton Parkway.

8.3.6 Biological Resources

The proposed project would result in the incremental loss of regionally declining sensitive biological resources, including wetlands and upland habitats. The analysis of cumulative biological impacts, therefore, was conducted on a regional level. The sensitive biological resources impacted by the project occur in various locations throughout the City, which justifies a regional evaluation.

The proposed Quarry Falls project would result in the loss of approximately 0.18 acres of disturbed wetlands, 1.08 acres of coastal sage scrub, 0.28 acre of mixed chaparral, and 12.54 acres of annual grassland. Cumulative impacts associated with the loss of wetlands and upland habitats would be mitigated in accordance with the MSCP and the City of San Diego’s Land Development Code. The MSCP provides for the long-term protection of sensitive habitats and species and mitigates for the incremental loss of such resources on a region-wide level. The project would mitigate to below a level of significance its loss of disturbed wetlands, coastal sage scrub, mixed chaparral, and annual grassland habitats through habitat creation, enhancement, preservation and/or monetary contributions to the City’s Habitat Acquisition Fund. (See Section 5.6, *Biological Resource*, for a discussion of project impacts and mitigation associated with biological resources.)

The City of San Diego’s Biology Guidelines recognize that wetlands are protected by federal and state regulations and that impacts to wetlands should be avoided to the maximum extent practicable. The City has adopted a “no net loss” policy relative to wetlands habitats. Where unavoidable impacts would occur as part of a project, the City requires mitigation which would ensure the replacement of wetland habitat to achieve a no net loss. Through consultation with the CDFG, a total of 0.06 acres of wetland habitat creation has been purchased from the Rancho Jamul Mitigation Bank located in San Diego County. To comply with the habitat restoration requirement, a minimum of 0.18 acres of non-native species, including arrundo, pepper trees, and tree tobacco will be removed from an approximately 17 acre property located within the San Diego River. This property is comprised of two adjoining parcels (APN #s 43805216 and 43805217) located south of the proposed project within the San Diego River, adjacent to the east side of Qualcomm Way and west of the I-805.

The City of San Diego implemented the MSCP to provide for a regional mitigation solution for impacts to multiple, rather than single, species and their habitats. As part of the MSCP planning process, a habitat evaluation model has been developed to identify critical biological resources areas within the MSCP’s study area. The MSCP was designed to compensate for the regional loss of biological resources throughout the region. Projects that conform with the MSCP as specified

by the MSCP Plan, the City MSCP Subarea Plan, and implementing ordinances, [i.e. Biology Guidelines (July 2002) and ESL Regulations] would generally not result in a significant cumulative impact for those biological resources adequately covered by the MSCP [i.e. vegetation communities identified as Tier I through IV (see City's Biology Guidelines; July 2002)]. Vegetation communities impacted by the proposed project are covered by the MSCP. Additionally, the project's proposed mitigation for impacts to sensitive biological resources is in accord with City requirements. Other projects within the City that impact sensitive biological resources would be required to adhere to the same requirements.

8.3.7 Health and Safety

Health and Safety impacts evaluated in Section 5.7 of this Program EIR are specific to the proposed project and would not lend themselves to a cumulative impacts evaluation. Some of the other projects included in the cumulative impacts evaluation would also result in impacts associated with health and safety and those impacts would also be project and site specific. Mitigation measures, if required, would be implemented on a case-by-case basis. Therefore, the proposed project would not contribute to cumulative impacts associated with health and safety.

8.3.8 Historical Resources

As addressed in Section 5.8, *Historical Resources*, of this Program EIR, due to the project's proposal to disturb areas that have not been affected by on-going mining operations, the Quarry Falls project has the potential to impact subsurface archaeological resources as a result of construction activities. However, implementation of the standard mitigation measures set forth in Section 5.8 would reduce potential impacts to archaeological resources to below a level of significance. Other projects which involve grading of native materials would be conditioned in a similar manner to implement measures which would mitigate potential impacts to archaeological resources. Implementation of required mitigation measures would reduce the potential cumulative loss of important archaeological resources to below a level of significance.

8.3.9 Hydrology

As addressed by Section 5.9, *Hydrology*, of this Program EIR, the project would not extract water from an aquifer, increase runoff, increase flooding, or impact drainage patterns or impact downstream water bodies as a result of altered drainage patterns. Therefore, the project would not contribute to any cumulative hydrologic impact. The project would control drainage and runoff in accordance with City requirements. Similarly, other projects considered in this cumulative analysis would be required to control drainage and runoff in a similar manner. Therefore, no cumulative impacts associated with hydrology would be expected.

8.3.10 Geologic Conditions

As presented in Section 5.10, *Geologic Conditions*, of the EIR, no geologic hazards occur on-site which would result in significant impacts to people at the project site. Additionally, the proposed Quarry Falls project would follow standard construction practices to ensure no geologic impacts would result from project development. The proposed project would not contribute to cumulatively significant impacts related to geologic hazards or soils.

8.3.11 Paleontological Resources

As addressed in Section 5.11, *Paleontology*, of this Program EIR, due to the project's proposal to disturb areas that have not been affected by on-going mining operations and the existing paleontological characteristics of the project site, the Quarry Falls project has the potential to impact paleontological resources as a result of construction activities. However, implementation of the standard mitigation measures set forth in Section 5.11 would reduce potential impacts to paleontological resources to below a level of significance. Other projects which involve grading of native materials would be conditioned in a similar manner to implement measures which would mitigate potential impacts to paleontological resources. Implementation of required mitigation measures would reduce the potential cumulative loss of important paleontological resources to below a level of significance.

8.3.12 Public Utilities

Solid Waste Disposal

The Quarry Falls project would generate large amounts of solid waste through construction and operation of the proposed residential, commercial, mixed use, parks and civic uses. When considered in conjunction with build-out of the City's General Plan, community plan and individual projects evaluated for this cumulative impacts analysis, impacts to solid waste disposal would be considered cumulatively significant.

In accordance with ESD guidelines pertaining to new developments that are expected to generate large amounts of solid waste, a waste management plan would be required for the Quarry Falls project, as well as other development projects in San Diego. The plan would address solid waste management techniques for demolition, construction, and operational activities, including reuse and recycling of materials. To reduce the amount of waste generated by demolition activity, the demolished materials would be sorted at the project site and recycled in accordance with the demolition debris recycling strategies given by the City of San Diego Environmental Services Department. Additionally, the City's Municipal Code requires that new multi-unit residential and commercial/industrial developments provide adequate space for storage and collection of refuse and recyclable materials. The proposed project, as well as other development projects, would be required to comply with this requirement. While direct cumulative impacts associated with solid waste disposal would be mitigated by adherence to City requirements, the project's contribution to cumulatively significant solid waste impacts would remain considerable and significant.

Actions to increase landfill capacity include a City proposal to include the elevation of the active portion of the Miramar Landfill up to 20 feet to add approximately four years of capacity to the landfill. An EIS/EIR for that proposal has been prepared. Also, a proposal to expand the Sycamore Landfill is being processed by the City of San Diego. The City has determined that additional actions would be needed to increase landfill capacity (City of San Diego, General Plan Update, Draft Program EIR). Because there remains some uncertainty about the solid waste disposal capacity for the City to the year 2020, past, present and future projects (including Quarry Falls) within San Diego would contribute to cumulatively significant solid waste impacts.

Energy

During the development of Quarry Falls, the existing 12kv overhead lines on the north side of Friars Road would be converted to underground lines and would provide a source of electricity for the project at Qualcomm Way as well as at Gill Village Way. Electricity would be extended on-site via the existing transmission lines, and no new facilities would be required. Similarly, gas would be provided to the site via the existing gas transmission lines surrounding the project site. No impacts associated with energy facilities are anticipated.

The project would not result in significant direct or cumulative impacts associated with energy use. The project would not use power in excess of that anticipated for the proposed uses, which include a mix of residential, commercial, civic and parks uses. Development of the site could occur generally in four phases spanning a period of 15 years (2008 – 2023). Once developed, the project would use energy for street and parking lot lighting, lighting for open space and park areas, and landscape accent light and sign illumination. Electricity and gas would also be used by residents and users of commercial buildings as described above. Additionally, sustainable design would be incorporated into the project to reduce the project's overall demand for energy. For example, the landscape design of the Quarry Falls project would incorporate trees and shrubbery that are vertical in character. Such vertical landscape design would help shade buildings and contribute to the reduction of the project's use of air conditioning. Use of deciduous trees where appropriate aids in reducing the need for heating, lowering the use of natural gas resources. In addition, large canopy trees are proposed to be planted throughout the project site, contributing to the overall provision of shade and open space areas within the project site.

8.3.13 Water Quality

As discussed in Section 5.13, *Water Quality*, of this Program EIR, development of the Quarry Falls project would involve preparation of a SWPPP that sets forth Best Management Practices (BMPs) to minimize water quality impacts during construction, and preparation of a Water Quality Technical Report that identifies permanent post-construction BMPs for the project. With implementation of Best Management Practices, the proposed project would avoid significant impacts to water quality would not contribute to a cumulatively significant impact to water quality.

8.3.14 Mineral Resources

Of the projects considered for this cumulative impacts analysis, in addition to the Quarry Falls project, only the Mission City project results in impacts associated with mineral resources. Similar to the proposed Quarry Falls project, the Mission City project resulted from mining resources to depletion and developing the Mission City project site as a mixed use project. The EIR prepared for Mission City (LDR. No. 96-0544; SCH No. 96111039) does not specifically address mineral resources but does state that “*Most of the materials suitable for aggregate production have already been excavated from the property . . . the applicant estimates that minable material would be exhausted, and mining extraction activities would cease, before expiration of the current CUP.*” Therefore, cumulative impacts on mineral resources would not be significant, as mineral resources are being mined to depletion.

8.3.15 Global Climate Change

In September 2006, the California Global Warming Solutions Act of 2006 (also known as Assembly Bill 32, or AB 32) was signed into law. Through this legislation, the state of California declared global warming to be “a serious threat to the economic well-being, public health, natural resources, and the environment of California” (Health and Safety Code § 38501), and mandated a reduction of greenhouse gas emissions to 1990 emissions levels by 2020 (Health and Safety Code § 38550). However, the state of California has yet to set a statewide greenhouse gas emissions standard for development. In addition, in February 2007, the global scientific community expressed very high confidence (expressed as a nine out of ten chance of being correct) that global warming is caused by humans, and that global warming will lead to adverse climate change effects around the globe (IPCC 2007).

Greenhouse Gases and Climate Change

The Earth’s temperature is regulated by a system commonly known as the “Greenhouse Effect.” Naturally occurring gases, primarily water vapor, carbon dioxide (CO₂), methane (CH₄), near-surface ozone (O₃), nitrous oxide (N₂O), and chlorofluorocarbons (CFCs) (known collectively as greenhouse gases, or GHGs), absorb heat radiated from the Earth’s surface and prevent it from escaping into space. The Earth’s surface temperature would be about 34°C (61°F) colder than it is now if it were not for the natural heat-trapping effect of GHGs like CO₂, CH₄, N₂O, and water vapor (CalEPA 2006a).

Human-related GHG emissions – primarily associated with the burning of fossil fuels and deforestation, as well as off-gassing from agricultural activity and solid waste – have led to an increase in GHG concentrations in the atmosphere, which enhances the Greenhouse Effect by trapping more radiation and causes surface temperatures to increase. The most common human-related GHG emission is CO₂, which constitutes approximately 84 percent of all GHG emissions in California. Some atmospheric CO₂ is absorbed by soil, vegetation, and the ocean. These sources of CO₂ uptake are called carbon sinks.

GHGs vary in their effectiveness at perpetuating the Greenhouse Effect. Because CO₂ is the most prevalent GHG, GHG emissions are often expressed in terms of CO₂-equivalent emissions, in order to account for GHG pollutants’ different contributions to global climate change. Human-related GHG emissions’ relative contribution to global warming are: CO₂ (53 percent); CH₄ (17 percent); O₃ (13 percent); N₂O (12 percent); and CFCs (5 percent).

Climate change is a global problem, and GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Worldwide, the state of California ranks as the 12th to 16th largest emitter of CO₂ (the most prevalent GHG), and is responsible for approximately two percent of the world’s CO₂ emissions (CEC 2006a). Approximately 41 percent of California GHG emissions in 2002 were related to transportation; 23 percent to industrial activities; 20 percent to electric power; 8 percent to agriculture and forestry; and 8 percent to other sources, such as residential housing (CalEPA 2006a).

Projections Regarding the Effects of Global Climate Change on California

The California Climate Change Center has attempted to estimate how temperature increases might impact the people, economy, and environment of California under three warming scenarios, based on the estimated level of GHG emissions (low, medium-high, and high) (CCC 2006a). Under various GHG emissions scenarios, the global warming effects in California could include the following impacts:

Public Health. Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions.

In addition, under the higher warming scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures will increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources. A vast network of man-made reservoirs and aqueducts capture and transport water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada mountain snowpack to supply water during the dry spring and summer months. Rising temperatures could reduce spring snowpack by 30 to 90 percent, depending on the emissions scenario, increasing the risk of summer water shortages.

How much snowpack will be lost depends in part on future precipitation patterns, the projections for which remain uncertain. Loss of snowpack would pose challenges to water managers, hamper hydropower generation, and restrict or eliminate skiing and other snow-related recreational activities.

The state's water supplies are also at risk from rising sea levels. An influx of saltwater would degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta – a major state fresh water supply.

Agriculture. Increased GHG emissions are expected to cause widespread changes to the agricultural industry by reducing the quantity and quality of agricultural products statewide. Although higher CO₂ levels can stimulate plant production and increase plant water-use efficiency, California's farmers will face greater water demand for crops and a less reliable water supply as temperatures rise. Global warming may reduce current water supply by up to 25 percent. Crop growth and development will change, as will the intensity and frequency of pest and disease outbreaks. Rising temperatures will likely aggravate O₃ pollution, which makes plants more susceptible to disease and pests, and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops. Accordingly, rising temperatures are likely to worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts, and milk.

In addition, continued global warming will likely shift the ranges of existing invasive plants and weeds, and alter competition patterns with native plants. Range expansion is expected in many species while range contractions are less likely in rapidly evolving species with significant populations already established. Should range contractions occur, it is likely that new or different weed species will fill the emerging gaps. Continued global warming is also likely to alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes. Global warming is expected to intensify the risk of wildfire, and alter the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state. For example, if precipitation increases as temperatures rise, wildfires in southern California are expected to increase by approximately 30 percent toward the end of the century. In contrast, precipitation decreases could increase wildfires in northern California by up to 90 percent.

Moreover, continued global warming will alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems are expected to decline by as much as 60 to 80 percent by the end of the century as a result of increasing temperatures. The productivity of the state's forests is also expected to decrease as a result of global warming.

Rising Sea Levels. Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.

Regulatory Setting

Federal Plans, Policies, Regulations, and Laws. The federal government began studying the phenomenon of global warming as early as 1978 with the National Climate Protection Act, 92 Stat. 601, which required the President to establish a program to "assist the Nation and the world to understand and respond to natural and man-induced climate processes and their implications." The 1987 Global Climate Protection Act, Title XI of Pub. L. 100-204, directed the United States Environmental Protection Agency (USEPA) to propose a "coordinated national policy on global climate change," and ordered the Secretary of State to work "through

the channels of multilateral diplomacy” to coordinate efforts to address global warming. Further, in 1992, the United States ratified a nonbinding agreement among 154 nations to reduce atmospheric GHGs.

More recently, in *Massachusetts v. EPA* (April 2, 2007), the United State Supreme Court held that greenhouse gases fall within the Clean Air Act’s definition of an “air pollutant,” and directed the USEPA to consider whether greenhouse gases are causing climate change. If so, the USEPA must regulate greenhouse gas emissions from automobiles under the Clean Air Act. As of this writing, USEPA has yet to begin rulemaking proceedings to consider whether human greenhouse gas emissions are contributing to climate change.

In addition, Congress has ~~taken steps to~~ increased the corporate average fuel economy (CAFE) of the U.S. automotive fleet. In ~~mid-June~~ December 2007, ~~the U.S. Senate approved~~ President Bush signed a bill ~~that would raise~~ raising the minimum average miles per gallon ~~fleetwide for cars, sport utility vehicles, and light trucks~~ to 35 miles per gallon by 2020. This increase in CAFE standard ~~would~~ will create a substantial reduction in GHG emissions from automobiles, which is the largest single emitting GHG sector in California. ~~Although this legislation is not final, it indicates a trend towards more fuel-efficient autos.~~

As of this writing, however, there are no adopted federal plans, policies, regulations or laws setting a mandatory limit on GHG emissions. Further, as noted above, USEPA has not finalized its evaluation in the wake of *Massachusetts v. EPA*.

California State Plans, Policies, Regulations, and Laws. In the past year, California has distinguished itself as a national leader in efforts to address global climate change by enacting several major pieces of legislation, engaging in multi-national and multi-state collaborative efforts, and preparing a wealth of information on the impacts associated with global climate change.

Assembly Bill 32, the California Global Warming Solutions Act of 2006 (Health and Safety Code § 38500 et seq.). In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006. In general, AB 32 directs the California Air Resources Board (ARB) to do the following:

- On or before June 30, 2007, ARB shall publish a list of discrete early action measures for reducing GHG emissions that can be implemented by January 1, 2010;
- By January 1, 2008, establish the statewide GHG emissions cap for 2020, based on ARB’s calculation of statewide GHG emissions in 1990 (an approximately 25 percent reduction in existing statewide GHG emissions);
- Also by January 1, 2008, adopt mandatory reporting rules for GHG emissions sources that “contribute the most to statewide emissions” (Health & Safety Code § 38530);
- By January 1, 2009, adopt a scoping plan that indicates how GHG emission reductions will be achieved from significant GHG sources through regulations, market mechanisms, and other strategies;

8.0 CUMULATIVE EFFECTS

- On or before January 1, 2010, adopt regulations to implement the early action GHG emission reduction measures;
- On or before January 1, 2011, adopt quantifiable, verifiable, and enforceable emission reduction measures by regulation that will achieve the statewide GHG emissions limit by 2020; and
- On January 1, 2012, ARB's GHG emissions regulations become operative.
- On January 1, 2020, achieve 1990 levels of GHG emissions.

In a December 2006 report, ARB estimated that California emitted between 425 and 468 million metric tons of CO₂ in 1990. In December 2007, ARB finalized 1990 emissions at 427 million metric tons of CO₂. Between 1990 and 2020, the California Department of Finance (DOF 2007) estimates that the state's population will have grown from 29,758,213 in 1990 to 43,851,741 in 2020 (approximately a 47.448.3 percent increase). Using these population figures and ~~conservatively assuming that~~ ARB's 1990 baseline GHG emissions ~~will be set at of~~ 425-427 million metric tons of CO₂, it is possible to calculate a per capita emission figures for 1990 and 2020. In 1990, Californians emitted approximately 14.35 metric tons per person. Accordingly, using the DOF population estimate for 2020, Californians will reduce the per person CO₂ emissions to 9.67 metric tons (a per capita reduction of approximately 32.4-6 percent).

Instead of applying a per capita reduction, however, AB 32 takes into account the relative contribution of each source or source category to protect adverse impacts on small businesses and others by requiring ARB to recommend a *de minimis* threshold of GHG emissions below which emissions reduction requirements would not apply. AB 32 also allows the Governor to adjust the deadlines mentioned above for individual regulations or the entire state to the earliest feasible date in the event of extraordinary circumstances, catastrophic events, or threat of significant economic harm.

ARB "Early Action Measures" (June 30, 2007). On June 21, 2007, the ARB approved its early action measures to address climate change, as required by AB 32. The three measures include: (1) a low-carbon fuel standard, which will reduce the carbon-intensity in California fuels, thereby reducing total CO₂ emissions; (2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance through the restriction of "do-it-yourself" automotive refrigerants; and (3) increased CH₄ capture from landfills through the required implementation of state-of-the-art capture technologies.

ARB Mandatory Reporting Regulations (December 2007). Under AB 32, ARB propounded regulations to govern mandatory greenhouse gas emissions reporting for certain sectors of the economy, most dealing with approximately 94 percent of the industrial and commercial stationary sources of emissions. Regulated entities include electricity generating facilities, electricity retail providers, oil refineries, hydrogen plants, cement plants, cogeneration facilities, and industrial sources that emit over 25,000 metric tons of CO₂ from stationary source combustion.

8.0 CUMULATIVE EFFECTS

Senate Bill 97 (2007) (Public Resources Code § 21083.05). By July 1, 2009, the Governor's Office of Planning and Research (OPR) is directed to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions, as required by the California Environmental Quality Act. The Resources Agency is required to certify and adopt these guidelines by January 1, 2010. OPR is required to periodically update these guidelines as ARB implements AB 32. In addition, SB 97 states that the failure to include a discussion of greenhouse gas emissions in any CEQA document for a project funded under the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, or projects funded under the Disaster Preparedness and Flood Prevention Bond Act of 2006 shall not be a cause of action under CEQA. This last provision will be repealed on January 1, 2010.

Executive Order S-01-07 (2007). Executive Order S-01-07 calls for a reduction in the carbon intensity of California's transportation fuels by at least 10 percent by 2020. As noted above, the low-carbon fuel standard (LCFS) was adopted by ARB as one of its three "early action measures" on June 21, 2007.

Senate Bill 1368 (2006) (Public Utilities Code §§ 8340-41). SB 1368 required the California Public Utilities Commission (PUC) to establish a "greenhouse gas emission performance standard" by February 1, 2007, for all electricity providers under its jurisdiction, including the state's three largest privately-owned utilities (Pub. Res. Code § 8341(d)(1)). These utilities provide approximately 30 percent of the state's electric power. After the PUC acted, the California Energy Commission (CEC) adopted a performance standard "consistent with" the PUC performance standard and applied it to local publicly-owned utilities on May 23, 2007 (over one month ahead of its June 30, 2007 deadline). Cal. Pub. Res. Code § 8341(e)(1). However, the California Office of Administrative Law (OAL) found four alleged flaws in the CEC's rulemaking. The CEC overcame these alleged flaws and adopted reformulating regulations in August 2007. ~~As of this writing, the CEC is addressing the OAL's concerns in a renewed public process.~~

Senate Bill 107 (2006). Senate Bill 107 (SB 107) requires investor-owned utilities such as Pacific Gas and Electric, Southern California Edison and San Diego Gas and Electric, to generate 20 percent of their electricity from renewable sources by 2010. Previously, state law required that this target be achieved by 2017.

Western Regional Climate Action Initiative (Arizona, British Columbia, California, Montana, Manitoba, New Mexico, Oregon, Quebec, Utah, Washington) (2007). Acknowledging that the western states already experience a hotter, drier climate, the Governors of the foregoing states have committed to three time-sensitive actions: (1) by August 26, 2007, to set a regional goal to reduce emissions from the states collectively, consistent with state-by-state goals; (2) by August 26, 2008, to develop "a design for a regional market-based multi-sector mechanism, such as a load-based cap and trade program, to achieve the regional GHG reduction goal;" and (3) to participate in a multi-state greenhouse gas registry, "to enable tracking, management, and crediting for entities that reduce GHG emissions, consistent with state GHG reporting mechanisms and requirements."

Executive Order S-3-05 (June 1, 2005). Executive Order S-3-05 calls for a reduction in GHG emissions to 2000 levels by 2010; 1990 levels by 2020; and for an 80 percent reduction in GHG emissions below 1990 levels by 2050. It also directs the California Environmental Protection Agency (CalEPA) to prepare biennial science reports on the potential impact of continued global warming on certain sectors of the California economy.

California's Renewable Energy Portfolio Standard Program (2005). In 2002, California established its Renewable Energy Portfolio Standard Program, which originally included a goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent by 2017. The state's most recent 2005 Energy Action Plan raises the renewable energy goal from 20 percent by 2017, to 33 percent by 2020.

Title 24, Part 6, California Code of Regulations (2005). In 2005, California adopted new energy efficiency standards for residential and nonresidential buildings in order to reduce California's energy consumption. This program has been partially responsible for keeping California's per capita energy use approximately flat over the past 30 years.

Assembly Bill 1493 (2002) (Health and Safety Code § 43018.5). Assembly Bill 1493 (AB 1493) required ARB to develop and adopt the nation's first greenhouse gas emission standards for automobiles. ARB's regulations are currently stayed pending federal litigation. Not only have litigants challenged their legality in federal court, but also USEPA denied California's request for a Clean Air Act waiver to implement its regulations. As of this writing, California and other states who seek to adopt California's greenhouse gas emissions standards for automobiles are challenging USEPA's denial in federal court, and while USEPA considers California's application under the Clean Air Act for USEPA's permission to enact the regulations.

Climate Action Registry (2001). California Senate Bills 1771 and 527 created the structure of the California Climate Action Registry (or the Registry), and former Governor Gray Davis signed the final version of the Registry's enabling legislation into law on October 13, 2001. These bills establish the Registry as a non-profit entity to help companies and organizations establish greenhouse gas emissions baselines against which future greenhouse gas emission reduction requirements could be applied. Using any year from 1990 forward as a base year, participants can record their annual greenhouse gas emissions with the Registry. In return for this voluntary action, the State of California promises to offer its "best efforts" to ensure that participants receive consideration for their early action if they are subject to any future state, federal, or international emissions regulatory scheme.

City of San Diego Local Plans and Programs

City of San Diego Sustainable Community Program and Climate Protection Action Plan (2002). On January 29, 2002, the San Diego City Council unanimously approved the San Diego Sustainable Community Program. Included in this program are: the City's GHG Emission Reduction Program, which sets a GHG emissions reduction target of 15 percent below 1990 levels by 2010; establishment of a scientific *ad hoc* Advisory Committee to expand the GHG Emission Reduction Action Plan for the City organization and broaden the scope to include community

8.0 CUMULATIVE EFFECTS

actions; membership in the International Council for Local Environmental Initiatives (ICLEI) City for Climate Protection (CCP) Campaign to reduce GHG emissions; and charter membership in the California Climate Action Registry.

City of San Diego Climate Protection Action Plan (2005). As noted above, the City's Climate Protection Action Plan (2005) calls for the City to reduce its GHG emissions to 15 percent below 1990 levels by 2010. According to the action plan, of the GHG emissions in the City (including all residential, business, and commercial sectors within the City limits) the transportation sector (i.e., vehicle miles traveled) is responsible for approximately one-half (51 percent) of GHG emissions, followed by energy (electricity and natural gas) consumption (29 percent), and solid waste/landfills (20 percent). Overall, City residents and businesses are responsible for approximately 98 percent of GHG emissions (15.3 million tons) within the City, while municipal government operations are responsible for the remaining two percent (0.2 million tons) (City of San Diego 2005).

U.S. Mayors Climate Protection Agreement (2005). The Mayor of San Diego has signed on to the U.S. Mayors Climate Protection Agreement, which pledges to take local action to reduce GHG emissions by 7 percent below 1990 levels by 2012, in accordance with the Kyoto Protocol.

Through AB 32, the state's goal is to return to 1990 emissions levels by 2020, which, if realized, would contribute towards the stabilization of the concentration of CO₂ in the atmosphere, thereby reducing the effect of global warming. However, AB 32 will not be fully implemented ~~under until~~ January 1, 2012.

Global climate change is a global issue caused by GHG emissions all over the world. The proposed project's contribution to global GHG emissions is so small that, if viewed in isolation to the rest of the world's emissions, the proposed project could not have a direct impact on global climate change. For example, the entire sum of California's GHG emissions for a population of approximately 37 million residents only accounts for approximately two percent of the world's GHG emissions. The Quarry Falls project would result in an approximate population of 8,317, which represents approximately 0.0002 percent of California's population. Even when compared to California's GHG emissions, the Quarry Falls project's individual contribution is so small as to be insignificant. Therefore, for the purposes of this Program EIR, global climate change impacts will be considered at the cumulative level.

GHG emissions associated with the project were estimated using CO₂ emissions as a proxy for all GHG emissions. This is consistent with the reporting protocol of the California Climate Change Registry. The methodology suggested by the Greenhouse Gas Protocol (GHG Protocol) was used to account for the project's estimated contribution to GHG emissions. The GHG Protocol is a product of the World Business Council for Sustainable Development and the World Resources Institute, and is designed to account for those GHG emissions that are within the project's operational control. For a more detailed discussion of the methodology used to calculate the project's GHG emissions, see Appendix C - *Air Quality Technical Report*.

Greenhouse Gas Emission from Existing Uses

The project site is occupied by an on-going mining operations approved under a conditional use permit with no specific expiration date. The site is almost entirely devoid of vegetation due to previous mining activities and the ongoing implementation of the reclamation plan. This reclamation plan calls for the removal of approximately 2.4 million cubic yards of fill material to achieve the approved reclamation plan final grade. Therefore, there are already GHG emissions being generated at the project site. GHG emissions for the existing site must first be estimated for the following activities:

- Ongoing onsite mining and reclamation activities;
- Ongoing concrete and asphalt batch plant operations, including importing a variety of mixtures for the plants and truck trips; and
- One-time export of mining fill material.

While the existing CUP does not have an expiration date, if the proposed Quarry Falls project is implemented, mining operations would cease in about 2011 with final reclamation occurring no later than 2013. Emissions associated with these activities result from grading, compaction, and energy use by the existing rock plant, and are estimated as annual emissions of 8,717 tons (7,909 metric tons) of CO₂. The asphalt and concrete plants are proposed to be relocated to the southeast corner of the site and continue until 2022. Estimated ongoing batch plant operations result in annual emissions of 11,002 tons (9,982 metric tons) of CO₂. The approved Reclamation Plan would result in exporting 2.4 million cubic yards of fill material via truck trips to and from the site. An estimate of the emissions associated with exporting the fill material is 2,197 tons (1,993 metric tons) of CO₂ annually. Therefore, the existing uses on the project site would generate a maximum of approximately 21,916 tons (19,884 metric tons) of CO₂ annually. Regarding the export of fill material only, these emissions would occur for approximately four years and result in total cumulative emissions of approximately 8,788 tons (7,989 metric tons) of CO₂.

Project-Related Greenhouse Gas Emissions

Four sources of GHG emissions are considered to be under the Quarry Falls project's operational control: (1) residential and commercial GHG emissions; (2) water consumption-related GHG emissions; (3) vehicle GHG emissions; and (4) project construction emissions. The first three emissions sources are on-going emissions while project construction emissions are one-time emissions.

Residential and Commercial GHG Emissions

Total CO₂ per year associated with energy use for the project is estimated at 30,461 tons per year. This estimate is based on the following calculations for the various land uses proposed by the project:

Residential: Using average performance figures for Southern California residences from the CEC (CEC 2004), at full-build out the 4,780 dwelling units in the Quarry Falls project would contribute an estimated 17,599 tons (15,968 metric tons) of CO₂-equivalent greenhouse gases per year, based on emissions associated with electricity usage and natural gas consumption.

8.0 CUMULATIVE EFFECTS

Commercial Office and Retail Uses: Based on estimates from the South Coast Air Quality Management District (SCAQMD) for commercial office and retail developments, emissions from the project's office and retail development will contribute 3,636 and 3,859 tons (3,299 and 3,501 metric tons) of CO₂-equivalent greenhouse gases per year, respectively.

School: Based on estimates from the South Coast Air Quality Management District (SCAQMD) for schools, emissions from the project's K-12 school, if constructed, will contribute 819 tons (743 metric tons) of CO₂-equivalent greenhouse gases per year.

Water Consumption-Related GHG Emissions

Water-use and energy consumption are often closely linked. Based on water demand estimates for the project, the energy consumption in conjunction with project water usage is estimated to emit approximately 4,519 tons (4,100 metric tons) of CO₂-equivalent greenhouse gases per year.

Vehicle GHG Emissions

Project-related vehicle emissions are estimated by multiplying the number of average daily trips (ADT) by the estimated length of each trip. SANDAG estimates the average trip length for Quarry Falls in 2030 to be 5.82 miles. The project's co-location of residential and retail/office/commercial uses has the potential to reduce both average daily trips and vehicle miles traveled; however, the Quarry Falls *Traffic Impact Study* uses the most conservative estimate for trip generation. Vehicle-related GHG emissions would remain the project's most significant source of GHG emissions.

Based on the project's ADT and estimated trip length, the EMFAC2007 model estimates the project's vehicle-related GHG emissions as set forth in Table 8-2, *Vehicle Greenhouse Gas Emission*, below.

**Table 8-2.
Vehicle Greenhouse Gas Emissions**

Project Phase	Greenhouse Gas Emissions (metric tons/year)			Total CO ₂ Equivalent Emissions (metric tons/year)
	CO ₂	N ₂ O	CH ₄	
Phase 1	46,572	3	3	
Phases 1 and 2	37,434	7	6	
Phases 1, 2, and 3	43,149	8	7	
Phases 1, 2, 3, and 4	49,280	9	98	
Total	49,280	9	98	
Global Warming Potential (compared to CO ₂)	1	310	21	
Total CO₂ Equivalent Emissions (tons/year)	49,280	2,790	189,168	52,259

As presented in Table 8-2, the project is estimated to emit 52,259 metric tons of CO₂-equivalent emissions from vehicles per year.

One-time Project Construction Emissions

One-time emissions from construction of the project have been estimated based upon the four project phases. Emission sources include on-site equipment and activities, construction truck trips for the delivery of materials, and construction worker trips. Approximately 17,776 tons (16,128 metric tons) of CO₂ would be generated over the build-out of the project.

However, these one-time construction emissions are entirely off-set by the amendment to the reclamation plan and conditional use permit. Instead of trucking 2.4 million cubic yards of fill from the project site, that material will be retained on the site, thereby avoiding approximately 400 truck trips per day for approximately four years, as well as the early termination of mining operations and implementation of the reclamation plan. These modifications result in a maximum net decrease of 6,436 tons (5,839 metric tons) of GHG emissions per year. On a cumulative basis, assuming rock crushing and mining activities terminate three years sooner due to the development of Quarry Falls, an additional 11,754 tons (10,685 metric tons) of GHG emissions would be avoided, which combined with the decrease of 8,788 tons (7,989 metric tons) of GHG emissions per year from retaining fill material on-site, results in a one-time reduction of 20,542 tons (18,674 metric tons), which more than offsets the one-time 17,776 tons (16,128 metric tons) of GHG emissions from the construction of the Quarry Falls project.

Ongoing Project-Related GHG Emissions

In order to estimate the total project-related GHG emissions at build-out, it is necessary to consider what the project operations would generate, including residential and commercial GHG emissions, water consumption-related GHG emissions, vehicle GHG emissions, and project construction emissions. The results of this calculation are presented in Table 8-3, *Summary of Estimated Operational Greenhouse Gas Emissions*, below.

**Table 8-3.
Summary of Estimated Operational Greenhouse Gas Emissions
(metric tons)**

	CO ₂	N ₂ O	OH ₄	TOTAL
Electricity Usage Emissions	16,827	0.08	0.14	
Natural Gas Usage Emissions	6,638	0.01	0.74	
Water Usage Emissions	4,094	0.02	0.03	
Vehicular Emissions	49,280	9	98	
Total	76,839	9.11	98.91	
Global Warming Potential (compared to CO ₂)	1	310	21	
Total CO₂ Equivalent Emissions	76,839	2,824	208	79,874

Therefore, as summarized in Table 8-3, *Summary of Estimated Operational Greenhouse Gas Emissions*, total project-related GHG emissions would be 79,874 metric tons of CO₂-equivalent emissions per year.

8.0 CUMULATIVE EFFECTS

The latest SANDAG population forecast for Mission Valley estimates 1.74 residents per household. Using the SANDAG forecast, Quarry Falls will generate 8,317 residents at build-out for 4,780 residential units.

On a per capita basis, this will result in per person emissions of 9.622 metric tons annually, as shown in Table 8-4, *Per Capita Operational GHG Emissions*, below.

**Table 8-4.
Per Capita Operational GHG Emissions**

	CO2 Equivalent Emissions (metric tons)
Electricity Usage Emissions	16,853
Natural Gas Usage Emissions	6,658
Water Usage Emissions	4,100
Vehicular Emissions	52,250,033
Total	79,871,76,644
Forecasted Total Project Residents	8,317
Annual Per Capita Emissions: total GHG emissions/total project residents (in metric tons)	9.622

As shown in Table 8-4, build-out of Quarry Falls would generate 9.622 metric tons of GHG emissions per project resident per year, exclusive of the additional, unrecognized GHG emissions reduction benefits discussed below. This figure falls below the most conservative estimate of AB 32's emissions target for 2020, which can be estimated at 9.767 metric tons of GHG emissions per person per year.

Additional, Unrecognized GHG Emission Reductions Associated with the Project

The discussion above does not quantify GHG emission reductions associated with the project from four sources: (1) carbon sequestration due to project landscaping; (2) reduced GHG-emissions associated with the state's implementation of SB 107 and more aggressive energy efficiency requirements for new construction; (3) ~~foreseeable~~ reduced GHG-emissions from automobiles associated with the increased federal CAFÉ standards to 35 miles per gallon, which will take effect by 2020; and (4) project design features that reduce the project's GHG emissions. As described above, at this time, the project site is almost entirely devoid of vegetation. The project will implement a landscaping plan that plants many trees, which will take up an uncalculated amount of project-related CO₂ emissions. (USDA 2000). In addition, SB 107 mandates that SDG&E must generate 20 percent of its electricity with renewable sources by 2010. As of this writing, SDG&E produces approximately 8% of its electricity with renewable sources. This 150 percent increase in renewable generating capacity will further reduce per capita GHG emissions associated with project-related electrical use and water usage. The analysis used conservative energy efficiency figures that will not be as stringent as those in place when the project is constructed. ~~Recent federal interest in increasing federal CAFÉ mileage makes it reasonably foreseeable that~~ Congress ~~will~~ has mandated more efficient automobiles during the project's lifetime (35 miles per gallon standard for fuel efficiency for cars, sport utility

vehicles, and light trucks by 2020), which will also reduce project-related GHGs associated with automobile trips. In addition, the Governor of California has signed Executive Order S-01-07, calling for a reduction in carbon content in fuels in California, the goal of which is to reduce carbon intensity in fuels by 10 percent by the year 2020. Therefore, the calculation above is a conservative analysis, based on current information and science available.

Project Features that Reduce the Project's GHG Emissions

As designed, the proposed Quarry Falls project incorporates a significant number of project design features (PDFs), which have the effect of reducing the number and length of automobile trips, and reducing energy consumption through energy and water efficient design.

- Provide a mix of uses and residential densities that implement the City of Villages Strategy by focusing growth into transit-oriented mixed-use activity centers that promote increased walking, bicycling, and use of public transit.
- Seek certification as a Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) pilot program project which integrates the principles of smart growth, new urbanism, and green building.
- Provide street trees within public parkways and medians (where design permits), in surface parking lots, and throughout finger parks to reduce the “heat island” effect.
- Co-location of residential and retail/office/commercial uses, resulting in the potential for reduced trips as residents and employees are provided alternatives to using the automobile as the primary method for daily trips.
- Location proximate to a light-rail trolley line, which will be linked to the project by a pedestrian bridge that spans Friars Road and which provides a more efficient alternative to automobile travel.
- Require the majority of indoor residential plumbing products to carry the Environmental Protection Agency’s (EPA) WaterSense certification.
- Require the installation of automatic bathroom sink features and waterless urinals in public facilities.
- Require the majority of indoor residential appliances to carry the Environmental Protection Agency’s (EPA) ENERGYSTAR® certification.
- Require all indoor and outdoor lighting for private and public projects to be energy efficient.
- Require high-efficiency irrigation equipment such as evapotranspiration controllers, soil moisture sensors and drip emitters for all projects that install separate irrigation water meters.

8.0 CUMULATIVE EFFECTS

- Recycle a minimum of 75 percent of unused and waste construction materials.
- Provide locations within the project for the implementation of a car sharing service.
- Provide electric car plug-in stations in public parking areas.
- Require residential buildings to be designed with operable windows oriented to take advantage of the prevailing winds to naturally ventilate indoor spaces.
- Require installation of vertical landscape elements such as trees, large shrubs and climbing vines to shade southern and western building facades to reduce heating in summer and increase solar heat gain in winter months.
- Require project-wide recycling, for single-family, multi-family, commercial, and retail establishments.
- Construct a pedestrian bridge across Friars Road to enable access to the Rio Vista Trolley Station to provide trolley access within a 15-minute walk to all residential homes.
- Work with the Metropolitan Transit System to make discounted trolley/bus passes available for project residents and employees.
- Provide a shuttle system for residents and employees that connects the project to trolley and bus stations.
- Require light colored/reflective roofing materials.
- Incorporate sun-shade patterns, prevailing winds, and other natural, passive cooling and heating sources into project design.

This analysis identifies and quantifies GHG emissions associated with the Quarry Falls project. These emissions are associated with energy use, natural gas consumption, water use, and automobile travel. At build-out, the project will emit 79,871 metric tons of GHGs, or 9.60 metric tons per resident.

The project would be required to comply with AB 32 when it is fully implemented. AB 32 would provide statewide guidance as to how to reduce GHG emissions to 1990 levels by 2020. Although they have yet to be propounded, the CEQA Guidelines to be prepared by OPR pursuant to SB 97 (codified at Public Resources Code § 21083.05) by July 1, 2009, may provide guidance as to how to address GHG emissions in CEQA documents. At this time, however, no significance threshold has been set for cumulative GHG emissions. In advance of the implementation of AB 32, the project incorporates many project design features that would reduce energy use, natural gas consumption, water use, and vehicle use, and correspondingly reduce the project's GHG emissions.

8.0 CUMULATIVE EFFECTS

Even assuming that the 2020 GHG goal expressed in AB 32 was implemented immediately, it is estimated that the build-out of Quarry Falls would result in per capita emissions at a level below ~~the most conservative estimation of~~ AB 32's ultimate per capita emissions target. The Quarry Falls project will emit approximately 9.6-22 metric tons of GHGs per resident per year, which is less than the 9.7-67 metric tons of GHGs per person per year under AB 32. Accordingly, it is estimated that the project's residents would be emitting less than their proportional share of GHG emissions under AB 32. Therefore, the proposed project would be consistent with the goals of AB 32 to reduce GHG emissions to at or below 1990 levels by 2020 and the project's impacts on global climate change would not be significant.

In addition to the affect that the proposed project could have on global climate change, the effects of global climate change can also impact future residents of Quarry Falls. The project site is not susceptible to rising sea levels, forest fires, agricultural impacts, and other locational impacts. Furthermore, the City of San Diego's temperate climate would prevent heat-related impacts from being significant. The project is dependent on sources of water supply that could be negatively impacted by global climate change due to changes in precipitation patterns and in the Sierra Nevada snowpack. The City of San Diego's Water Supply Assessment demonstrates, however, that the City has an adequate log-term plan to supply water to the project. *See Appendix L1, Quarry Falls Water Supply Assessment, and Appendix L2, supplement to Quarry Falls Water Supply Assessment.* Furthermore, the City has already taken steps to insulate local water supply against such reductions by investing in recycled water facilities and nationally-recognized conservation programs. *See Section 5.12, Public Utilities.* The City is also exploring additional sources of supply through desalination of brackish groundwater and water transfers. Accordingly, the impact of global climate change on the project would not be significant.

9.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the State CEQA Guidelines requires an EIR to contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR. Pursuant to Section 15128 of the CEQA Guidelines, the following issue areas were determined not to have the potential to cause adverse effects, and therefore have not been addressed in detail in the EIR.

9.1 AGRICULTURAL RESOURCES

The proposed project site is currently the location of an approved and on-going sand and gravel mining operation and does not contain land that is designated as prime agricultural soils by the Soils Conservation Service, nor does it contain prime farmlands designated by the California Department of Conservation. The site is not subject to, nor is it near, a Williamson Act contract site pursuant to Sections 51200-51207 of the California Government Code. Therefore, impacts associated with agricultural resources are not considered significant.

The project area is urban and not designated as a prime farmland, unique farmland, or a farmland of statewide importance. No agricultural lands are located on or adjacent to the site. The site is designated as developed land and is not designated as farmland under the *Farmland Mapping and Monitoring Program* of the California Department of Conservation or the City of San Diego's Progress Guide and General Plan. Thus, no impact on important farmlands would occur with the proposed project.

10.0 ALTERNATIVES

In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR must contain a discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Section 15126.6(f) further states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Thus, the following discussion focuses on project alternatives that are capable of eliminating significant environmental impacts or substantially reducing them as compared to the proposed project, even if the alternative would impede the attainment of some project objectives, or would be more costly. In accordance with Section 15126.6(f)(1) of the State CEQA Guidelines, among the factors that may be taken into account when addressing the feasibility of alternatives are: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

As required in CEQA Guidelines Section 15126.6(a), in developing the alternatives to be addressed in this section, consideration was given regarding an alternative's ability to meet most of the basic objectives of the proposed project. These objectives are presented Section 3, *Project Description*, of this EIR and are re-printed below for reference:

- Develop a community that responds to the natural and created attributes of the project site by placing primary focus on the creation of an interactive system of public parks and open space;
- Provide "for sale" and "for rent" multi-family and single-family residential units to serve a variety of income levels for residents of San Diego;
- Enhance employment opportunities for the City through the creation of office/business parks that are fully integrated into the Quarry Falls community;
- Provide a mixed-use area, with neighborhood, community and lifestyle retail commercial uses and residential development, to serve Quarry Falls and the surrounding areas;
- Encourage pedestrian activity through a logical connection of trails, sidewalks, and bicycle facilities;
- Unify land uses by setting forth design guidelines and an implementation program;
- Design individual development projects that positively contribute to the character of the City of San Diego and reinforce community identities through control of project design elements such as architecture, landscaping, walls, fencing, lighting, and signage;
- Demonstrate high quality design and construction;
- Develop an environment that is visually attractive and efficiently and effectively organized, including visually pleasant landscaping;
- Provide for a long-range comprehensive planning approach to the project site's development which cannot be accomplished on a parcel-by-parcel basis;
- Attract commercial and office uses to serve community and regional needs;
- Develop land uses that would serve as a revenue source for the City of San Diego through sales taxes, property taxes, and project-related fees;

Encourage sustainability in design to foster “green” development that reduces project energy needs and water consumption;

Improve the water quality of site run-off through sustainable design features, such as a natural bioswale.

Employ best management practices that result in improved storm water quality.

Phase development with respect to the logical extension of infrastructure and services; and

Allow for the option to construct a school to serve children within Quarry Falls and from other areas in Mission Valley, as well as areas served by the San Diego Unified School District.

Based on the analysis contained in Section 5.0 of this EIR, the proposed project would result in significant impacts to: Land Use (direct and cumulative), Traffic/Circulation (direct and cumulative), Visual Effects and Neighborhood Character (direct and cumulative), Air Quality (direct and cumulative), Noise (direct), Biological Resources (direct), Health and Safety (direct), Historical Resources (direct), Paleontological Resources (direct) and Public Utilities (direct and cumulative). Mitigation measures have been identified which would reduce direct impacts to below a level of significance for all significant impacts except Land Use (traffic/circulation), Traffic/Circulation, and Visual Effects and Neighborhood Character. Cumulative impacts associated with Land Use (traffic/circulation), Traffic/Circulation, Visual Effects and Neighborhood Character, and Public Utilities (solid waste) would not be fully mitigated by the project.

The alternatives identified in this analysis are intended to further reduce or avoid significant environmental impacts associated with the proposed project. In accordance with Section 15126.6(c) of the State CEQA Guidelines, the following analysis of project alternatives is preceded by a brief description of the rationale for selecting the alternatives to be discussed. In addition, alternatives are identified that were considered but rejected.

10.1 ALTERNATIVES CONSIDERED BUT REJECTED

The following design alternatives were considered for the proposed project. These alternatives were rejected from further consideration due to a lack of meeting most of the project objectives or the infeasibility of the alternative.

10.1.1 Alternative Land Use Plan

Conventional development of the project site with solely residential land uses or solely commercial land uses has not been considered for the project. Such alternative land use plans would not implement the Mission Valley Community Plan’s designation for a multiple use project on the site and would not allow the site to develop as an Urban Village, with integrated land uses and enhanced pedestrian and bicycle access proximate to transit opportunities, as envisioned by the City of Villages Strategy and the Strategic Framework Plan.

There are also numerous land use plans with a variety of land use mixes that could be considered for the project site which would meet most of the project objectives and the intent of the community plan. Different land use mixes at similar intensities as the proposed project would not eliminate the significant impacts associated with development of the site and have not been considered. A *Reduced Density Project* alternative that includes multiple uses but which would

reduce traffic impacts has been considered in this Program EIR and is presented as Alternative 3.

10.1.2 Alternative Locations

The City of San Diego Housing Element 2005-2010, adopted December 5, 2006, references SANDAG regional land use data that indicates that only four percent of San Diego's land remains vacant and developable, exclusive of sand and gravel activities that may not become available until 2010. Given the limited amount of vacant developable land remaining in the City, future housing will occur primarily on non-vacant sites. There are no known sites comparable in size to the project, such as the former General Dynamics facility in Kearny Mesa, available for redevelopment.

The project proposes an integrated mixed-use project on approximately 230.5 acres within the Mission Valley community. There are only two other areas within Mission Valley of sufficient size that could develop in a manner similar to that proposed by the Quarry Falls project. These are the Levi-Cushman Specific Plan area, located in the western portion of Mission Valley, and the Qualcomm Stadium site, located east of the Quarry Falls project site. The Levi-Cushman Specific Plan area is not owned by the same property owner as Quarry Falls and has been approved for mixed-use development. It can develop in the future under the adopted Specific Plan. The Qualcomm Stadium site is owned by the City of San Diego and encompasses approximately 166 acres. The Mission Valley Community Plan includes the potential redevelopment of that site to include a community park. The Mission Valley Community Plan does not show the Qualcomm site for development with multiple uses; however, the Strategic Framework Element does identify the Qualcomm Stadium as a potential site for an Urban Village.

While the Qualcomm site was identified as a good location for a potential Urban Village and could potentially develop with land uses and intensities similar to the proposed project, it is not owned by the same property owner as Quarry Falls. Private development similar to what is proposed by the Quarry Falls project would require approval by the City Council. Therefore, because existing or planned developments have already been considered for alternative sites and the alternative sites are owned by others, the alternative locations would not be available for the Quarry Falls project.

There are several existing sand and gravel sites in the City, located in Mission Gorge and Carroll Canyon. These sites are anticipated to develop with housing and a mix of retail and commercial uses once mining resources have been depleted and reclamation has occurred. These sites do not benefit from the same level of transit infrastructure that serves Mission Valley. In addition, these sites are actively pursuing entitlements for future development to a mix of uses, making acquisition of the property beyond the financial resources of the owners of Quarry Falls.

Otay Mesa is currently undergoing an update to the community plan to determine the appropriate mix of uses. Approval of this plan (or similar alternatives to the plan) may provide opportunities for future residential and mixed use development. The majority of land is privately held, however, the ability to acquire a contiguous site of comparable size (200+ acres)

would not be certain. The area has a poorly developed transportation network with no plan to add light rail service to the community. The timing for approval of the community plan update coupled with the need develop a multi-modal transit system would occur a number of years beyond the schedule for the development of Quarry Falls and therefore would not meet the expectations for development of the project.

Consideration was also given to alternative sites located in other cities or the County for a similar development. The project requires a large land mass to aggregate the types and intensities of development to form a viable Urban Village. Additionally, such a site must be accessible by public transit. While there are areas in other cities that remain undeveloped, many are constrained by sensitive biological resources, limiting development potential, or are planned for other uses in accordance with that city's General Plan.

Additionally, in accordance with CEQA Guidelines Section 15126.6(f)(2), alternative locations for the proposed project would be considered if *“any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessens any of the significant effects of the project would need to be considered for inclusion in the EIR.”* Moving the Quarry Falls project to an alternative site in the community or other areas of the City would not avoid or substantially lessen the project's impact and could result in greater environmental effects. The project is proposed for a disturbed quarry site in the middle of the City and the Mission Valley community which is under one ownership. The site has easy access to public streets and freeways and is served by transit. Given traffic congestion in the City and County, traffic impacts from the alternative sites would have the potential to impact circulation segments, intersections and freeways. Development in other areas could result in greater impacts to biological resources and impacts to historical resources. Additionally, large landholdings that could accommodate the project could be further removed from existing infrastructure and lack access to transit. For these reasons, there are no other feasible alternative locations for the Quarry Falls project as proposed.

10.1.3 Sensitive Biological Resources Avoidance Alternative

As presented in Section 5.6, *Biological Resources*, the proposed project would result in impacts to a total of 14.08 acres of sensitive habitat. This includes the direct loss of 0.18 acre of disturbed wetland, 1.08 acres of coastal sage scrub (Tier II), 0.28 acre of mixed chaparral (Tier IIIA), and 12.54 acres of non-native grassland (Tier IIIB). The project includes measures which would mitigate impacts to biological resources to below a level of significance. An alternative was considered that would avoid impacts to sensitive habitat. Modification to the project's grading in the Ridgetop subdistricts was studied to determine if there was an alternative grading scheme to avoid impacting coastal sage scrub, mixed chaparral and wetland vegetation.

In order to avoid sensitive resources in the northern portion of Specific Plan area, access to the Ridgetop West subdistrict would need to be modified. Additionally, grading would need to be modified along the eastern edge of the Ridgetop East subdistrict to avoid impacts to coastal sage scrub vegetation along the steep slope in this area.

While this alternative would reduce the grading necessary for development, it would not avoid all impacts to sensitive biological resources. In order for circulation roads and development proposed for other areas of the project to be constructed, drainage flowing into the disturbed wetland and being released onto the site must be controlled within a storm drain system. Therefore, the wetland area and adjacent vegetation would need to be removed and the drainage controlled by an on-site storm drain system. Additionally, this alternative would also include removing invasive plant species in an off-site drainage area. Similar to the proposed project, biological resources affected by the project would be lost under an alternative grading plan, and mitigation similar to that associated with the proposed project would be required. This alternative would not result in any additional environmental benefits and, therefore, has been rejected from further consideration.

10.1.4 Avoidance of Unmitigated Traffic Impacts Alternative

The proposed project would result in significant, unmitigated impacts to traffic and circulation, as discussed in Section 5.2, *Transportation/Traffic Circulation/Parking*, of this Program EIR. An alternative that would not result in unmitigated traffic impacts was considered.

In order to avoid unmitigated traffic impacts, traffic generated under this alternative would be held to 13.8 percent of the traffic generated by the proposed project. This would result in a total generation of 9,147 new daily driveway trips for the project under this alternative. Due to the reduced number of trips associated with this alternative, the ~~proposed~~ mix of land uses proposed by the project would not be feasible. Instead, 400 single-family homes 35,000 square feet of neighborhood retail uses, and 45,000 square feet of office space could be constructed on the project site. No multi-family residential or civic uses would occur.

Development of the project site under this alternative would avoid unmitigable traffic impacts on circulation element roadways. This alternative would not be in conformance with the Mission Valley Community Plan which envisions an urban, high-density mixed-use development and the City's Strategic Framework Element. This alternative does not provide for an infill project that allows for higher density housing in proximity to public services, transit and other urban amenities. It would not construct roadway improvements to serve Mission Valley; these improvements would be necessary with or without the proposed project. This alternative would construct only 400 homes and would not provide for an increase in housing to serve the housing needs of the City. Therefore, this alternative would not meet the project objectives and has been rejected from further evaluation.

10.2 ALTERNATIVES CONSIDERED

Alternatives to the Quarry Falls project are considered and discussed in this section. These include the "No Project" alternative that is mandated by CEQA and other alternatives that were developed in the course of project planning and environmental review for the proposed project.

Relative to the requirement to address a "No Project" alternative, CEQA Guidelines Section 15126.6(e) states that:

When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the “no project” alternative will be the continuation of the existing plan, policy or operation into the future.

If the project is other than an land use or regulatory plan, for example a development project on identifiable property, the “no project” alternative is the circumstance under which the project does not proceed.

For the Quarry Falls project, two No Project alternatives have been evaluated. The first is the No Project/No Build alternative, which is the continuation of the mining operations under the approved Conditional Use Permit and ultimate implementation of the approved Reclamation Plans. The second No Project alternative describes what would reasonably be expected to occur if the proposed project is not approved, based on build-out under the land uses and development intensities of the adopted community plans and consistent with available infrastructure and community services.

Therefore, the following project alternatives are addressed in this Program EIR:

Alternative 1 – No Project/No Build Alternative: Continuation of Approved Conditional Use Permit/ Implementation of Approved Reclamation Plans

Alternative 2 – No Project/Continuation of Existing Plan Alternative: Build-out Under Community Plans; with and without Phyllis Place Connection

Alternative 3 – Reduced Density Alternative; with and without Phyllis Place Connection

Alternative 4 – Phyllis Place Connection

10.2.1 Alternatives Analysis

The impacts of each alternative are analyzed in this section of the EIR. The review of alternatives includes an evaluation to determine if any specific environmental characteristic would have an effect that is “*substantially less*” than the proposed project. A significant effect is defined in Section 15382 of the CEQA Guidelines as “*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project.*” The significant impacts that apply to this project are: land use, traffic and circulation, visual effects and neighborhood character, air quality, noise, biological resources, historical resources, paleontological resources, and public utilities. The discussion of alternatives provides:

A description of the alternative considered;

The identification of the impacts of the alternative;

A comparative analysis of the impacts of the alternative under consideration and the proposed project. The focus of this comparative analysis is to determine if the alternative is capable of eliminating or substantially reducing the significant environmental effects of the proposed project;

An analysis of whether the alternatives are feasible (as defined by State CEQA Guidelines, Section 15364), meet the objectives of the project (described in Section 3.0 of this EIR), and remain under consideration.

Table 10-10, *Comparison of Alternatives to Proposed Project*, provides a comparison of environmental issues for all alternatives analyzed in this section.

10.2.2 Alternative 1 – No Project/No Build: Continuation of Approved Conditional Use Permit/ Implementation of Approved Reclamation Plans

Because the project site is functioning under an approved CUP, the No Project/No Build alternative would be the continued operation of the CUP until resources are depleted, with phased implementation of the approved Reclamation Plans (see Figure 2-5, *Existing Approved Reclamation Plans*, and Figure 2-8, *Existing Approved Reclamation Plans Revegetation Plan*).

The on-going mining occurs in the eastern portion of the site, and mine facilities are generally located in the central portion of the site. Additionally, on-going removal and recompaction of existing fills is occurring at the site. The recompaction involves excavating existing fill to expose native soils, and replacing the excavated soils as properly compacted engineered fill. Topographically, the Quarry Falls project site has elevations ranging from approximately 60 feet AMSL to 130 feet AMSL where mining has occurred. Stockpiles occur at various locations throughout the site, and fill placement is on-going. Based on reclamation plans for the site, at the completion of mining and reclamation site elevations will range from 62 feet AMSL along the southern boundary of the property to approximately 220 AMSL at the northwest corner of the site (see Figure 2-5, *Existing Approved Reclamation Plans*, and Figure 2-8, *Existing Approved Reclamation Plans Revegetation Plan*).

Development proposed for the Quarry Falls project would not occur under the No Project/No Build alternative. Mining would continue on the project site, the adopted Reclamation Plans would continue to be implemented in a phased manner, and asphalt and concrete plants would continue to operate in accordance with the existing CUPs. No additional public services (including parks) would be required to serve the No Project/No Build alternative. The No Project/No Build alternative does not mean that development on the property would never occur; only that such development would not occur at this time and future applications would need to be submitted and reviewed for any future development.

Environmental Analysis

Land Use. The No Project/No Build alternative would not result in conflicts with adopted land use plans, policies or ordinances. A resource extraction operation is occurring on the project site in accordance with approved CUPs and Reclamation Plan. The No Project/No Build alternative would not result in a conflict with the current approvals. Objectives contained within the Mission Valley Community Plan include:

Continue sand and gravel operations in the community until depletion is reached.

Require and enforce land reclamation which is consistent with municipal, state and federal guidelines during and following termination of extraction activity for subsequent reuse.

The No Project/No Build alternative would continue to implement these goals. The No Project/No Build alternative would not implement other community goals directed as redevelopment of depleted mining areas. Specifically, the community plan calls for:

When land within an existing sand and gravel extraction area is proposed for urban

development, multiple land uses would be considered and processed consistent with the land use and development guidelines of the Multiple Use Development Option of this [the Mission Valley] Plan.

Traffic/Circulation/Parking. Continuation of mining operations under the approved Conditional Use Permit would result in traffic and circulation impacts as described in the existing conditions analysis presented in Section 5.2, *Traffic/Circulation/Parking*, of this Program EIR and in the accompanying *Quarry Falls Traffic Impact Study*. Figure 5.2-1, *Existing Study Area Roadway Classifications*, presents existing roadway classifications in the community; and Tables 5.2.1, *Existing Roadway Segment Conditions*, and 5.2-2, *Existing Arterial Segment Classifications*, show the existing LOS on community street segments that would be affected by the proposed project. Under the No Project/No Build alternative, 13 roadway and arterial segments currently operate at unacceptable levels of service (LOS E or F). As shown in Table 5.2-3, *Existing Intersection Conditions*, five intersections within the community operate at LOS E or worse with the No Project/No Build alternative. Delays also occur at freeway ramps for I-15 Northbound at Friars Road in the AM peak hour and at I-805 Southbound at Murray Ridge, I-8 EB at SB Texas Street, I-15 Northbound at Friars Road, I-15 Southbound at Friars Road, and I-15 Southbound at Friars Road (I-8 Bypass) in the PM peak hour. Freeway segments along SR-163, I-805, I-8, and I-15 also currently operate at unacceptable levels of service.

The following Tables 10-1 through 10-5 compare impacts for the various alternatives at project build-out. Impacts which would be fully mitigated are designated with an asterisk (*).

**Table 10-1.
Alternatives Comparison Summary of Roadway Segments Impact Significance**

Roadway Segment	WITHOUT PHYLLIS PLACE CONNECTION				WITH PHYLLIS PLACE CONNECTION			
	Proposed Project (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 : Reduced Density Alternative (39,563 ADT)	Alternative 4 - Phyllis Place Connection (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)
		140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)			140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)	
	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?
Friars Rd.								
Napa St. to Colusa St.	No	No	No	No	No	No	No	No
Colusa St. to Via Las Cumbres	No	No	No	No	No	No	No	No
Via Las Cumbres to Fashion Valley Rd.	No	No	No	No	No	No	No	No
Fashion Valley Rd. to Via Moda	No	No	No	No	No	No	No	No
Via Moda to Avenida de las Tiendas	No	No	No	No	No	No	No	No
Avenida de las Tiendas to Ulric St./SR-163 SB Ramps	No	No	No	No	No	No	No	No
Ulric/SR-163 SB Ramps to SR-163 NB Ramps	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
SR-163 NB Ramps to Frazee Rd.	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
Frazee Rd. to Mission Center Rd.	No	No	No	No	No	No	No	No
Mission Center Rd. to Gill Village Way	No	No	No	No	No	No	No	No
Gill Village Way to Qualcomm Way	No	No	No	No	No	No	No	No
Qualcomm Way to Rio Bonito Way	No	No	No	No	No	No	No	No
Rio Bonito Way to River Run	No	No	No	No	No	No	No	No
River Run to Fenton Pkwy.	No	No	No	No	No	No	No	No
Fenton Parkway to Northside Dr.	No	No	No	No	No	No	No	No
Northside Dr. to Mission Village Rd.	No	No	No	No	No	No	No	No
Mission Village Rd. to I-15 SB Ramps	Yes	No	No	No	No	No	No	No
I-15 SB Ramps to I-15 NB Ramps	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
I-15 NB Ramps to Rancho Mission Rd.	No	No	No	No	No	No	No	No
Rancho Mission Rd. to Riverdale St.	No	No	No	No	No	No	No	No
Riverdale St. to Mission Gorge Rd.	No	No	No	No	No	No	No	No
Mission Center Rd.								
Murray Ridge Rd. to I-805 Overpass	Yes*	Yes	Yes	Yes*	No	No	No	No
I-805 Overpass to Sevan Ct.	No	No	No	No	No	No	No	No
Sevan Court to Mission Valley Rd.	No	No	No	No	No	No	No	No
Mission Valley Rd. to Friars Rd.	No	No	No	No	No	No	No	No
Friars Rd. to Mission Center Ct	No	No	No	No	No	No	No	No
Mission Center Ct to Hazard Center Dr.	No	No	No	No	No	No	No	No
Hazard Center Dr. to Camino de la Reina	No	No	No	No	No	No	No	No
Camino de la Reina to Camino del Rio North	No	No	No	No	No	No	No	No
Camino del Rio North to I-8 EB Ramp	Yes*	No	Yes	Yes	No	No	No	No

10.0 ALTERNATIVES

Roadway Segment	WITHOUT PHYLLIS PLACE CONNECTION				WITH PHYLLIS PLACE CONNECTION			
	Proposed Project (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)	Alternative 4 - Phyllis Place Connection (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)
		140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)			140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)	
Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	
Frazer Rd.								
Murray Canyon Rd. to Friars Rd.	No	No	No	No	No	No	No	No
Friars Rd. to Hazard Center Dr.	No	No	No	No	No	No	No	No
Mission Valley Rd.								
Metropolitan Dr. to Mission Center Rd.	No	No	No	No	No	No	No	No
Phyllis Place								
South of I-805 SB Ramps	No	No	No	No	No	No	No	No
Murray Ridge Rd.								
I-805 SB Ramps to I-805 NB Ramps	No	No	No	No	Yes*	Yes*	Yes*	Yes*
I-805 NB Ramps to Mission Center Dr.	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
Mission Center Rd. to Pinecrest Ave.	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
Qualcomm Way								
Friars Rd. to Quarry Falls Blvd.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Friars Rd. to Rio San Diego	No	No	No	No	No	No	No	No
Rio San Diego to Camino de la Reina	No	No	No	No	No	No	No	No
Camino del la Reina to Camino del Rio North/ I-8 WB Ramps	No	No	No	No	No	No	No	No
Camino Del Rio North/I-8 WB Ramps to I-8 EB Ramps	No	No	No	No	No	No	No	No
Texas Street								
I-8 EB Ramps to Camino del Rio South	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Camino del Rio South to Madison Ave.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Madison Ave to Monroe Ave.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Monroe Ave to Meade Ave.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Meade Ave to El Cajon Blvd.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Camino de la Reina								
Mission Center Rd. to Camino del Este	No	No	No	No	No	No	No	No
Camino del Este to Qualcomm Way	No	No	No	No	No	No	No	No
Camino del Rio North								
I-8 WB Ramp to Qualcomm Way	No	No	No	No	No	No	No	No
Gill Village Way								
South of Friars Rd.	No	No	No	No	No	No	No	No
Mission Gorge Rd.								
Friars Rd. to Zion Ave.	No	No	No	No	No	No	No	No
Zion Ave to Old Cliffs Rd.	No	No	No	No	No	No	No	No
Old Cliffs Rd. to Katelyn Ct.	No	No	No	No	No	No	No	No

Roadway Segment	WITHOUT PHYLLIS PLACE CONNECTION				WITH PHYLLIS PLACE CONNECTION			
	Proposed Project (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)	Alternative 4 - Phyllis Place Connection (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)
		140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)			140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)	
	<i>Significant?</i>	<i>Significant?</i>	<i>Significant?</i>	<i>Significant?</i>	<i>Significant?</i>	<i>Significant?</i>	<i>Significant?</i>	<i>Significant?</i>
Katelyn Ct to Princess View Dr.	No	No	No	No	No	No	No	No
Princess View Dr. to Margerum Ave	No	No	No	No	No	No	No	No
Margerum Ave to Jackson Dr.	No	No	No	No	No	No	No	No
Fenton Parkway								
Friars Rd. to Rio San Diego	No	No	No	No	No	No	No	No

*Indicates where impacts would be fully mitigated.

** The most conservative estimate of the community plan alternative assumes a maximum development intensity based upon driveway trip generation for the mix of land uses. The alternative analysis also includes an evaluation using external cumulative trips.

Table 10-2.
Alternatives Comparison Summary of Arterial Impacts Significance

Location	WITHOUT PHYLLIS PLACE CONNECTION				WITH PHYLLIS PLACE CONNECTION			
	Proposed Project (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)	Alternative 4 - Phyllis Place Connection (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)
		140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)			140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)	
	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?
AM Peak Hour								
Eastbound								
Napa St. to Colusa St.	No	No	No	No	No	No	No	No
Colusa St. to Via Las Cumbres	No	No	No	No	No	No	No	No
Via Las Cumbres to Fashion Valley Rd.	No	No	No	No	No	No	No	No
Fashion Valley Rd. to Via Moda	No	No	No	No	No	No	No	No
Via Moda to Avenida de las Tiendas	No	No	No	No	No	No	No	No
Avenida de las Tiendas to Ulric St./SR-163 SB Ramps	No	No	No	No	No	No	No	No
Ulric/SR-163 SB Ramps to SR-163 NB Ramps	No	No	No	No	No	No	No	No
SR-163 NB Ramps to Frazee Rd.	Yes*	No	Yes*	Yes*	Yes*	No	No	No
Frazee Rd. to River Run	No	No	No	No	No	No	No	No
River Run to Fenton Pkwy.	No	No	No	No	No	No	No	No
Fenton Parkway to Northside Dr.	No	No	No	No	No	No	No	No
Northside Dr. to Stadium Rd.	No	No	No	No	No	No	No	No
Stadium Rd. to I-15 SB Ramps	No	No	No	No	No	No	No	No
I-15 SB Ramps to I-15 NB Ramps	No	No	No	No	No	No	No	No
I-15 NB Ramps to Rancho Mission Rd.	No	No	No	No	No	No	No	No
Rancho Mission Rd. to Santo Rd.	No	No	No	No	No	No	No	No
Santo Rd. to Riverdale St.	No	No	No	No	Yes	No	No	No
Riverdale St. to Mission Gorge Rd.	No	No	No	No	No	No	No	No
Friars Rd. to Zion Ave.	No	No	No	No	No	No	No	No
Zion Ave. to Old Cliffs Rd.	No	No	No	No	No	No	No	No
Old Cliffs Rd. to Katelyn Ct.	No	No	No	No	No	No	No	No
Katelyn Ct to Princess View Dr.	No	No	No	No	No	No	No	No
Princess View Dr. to Margerum Ave.	No	No	No	No	No	No	No	No
Margerum Ave. to Jackson Dr.	No	No	No	No	No	No	No	No
Westbound								
Napa St. to Colusa St.	No	No	No	No	No	No	No	No
Colusa St. to Via Las Cumbres	No	No	No	No	No	No	No	No

Location	WITHOUT PHYLLIS PLACE CONNECTION				WITH PHYLLIS PLACE CONNECTION			
	Proposed Project (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)	Alternative 4 - Phyllis Place Connection (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)
		140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)			140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)	
	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?
Via Las Cumbres to Fashion Valley Rd.	No	No	No	No	No	No	No	No
Fashion Valley Rd. to Via Moda	No	No	No	No	No	No	No	No
Via Moda to Avenida de las Tiendas	No	No	No	No	No	No	No	No
Avenida de las Tiendas to Ulric St./SR-163 SB Ramps	No	No	No	No	No	No	No	No
Ulric/SR-163 SB Ramps to SR-163 NB Ramps	No	No	No	No	No	No	No	No
SR-163 NB Ramps to Frazee Rd.	Yes*	No	No	No	Yes*	Yes*	Yes*	Yes*
Frazee Rd. to River Run	No	No	No	No	No	No	No	No
River Run to Fenton Pkwy.	No	No	No	No	No	No	No	No
Fenton Parkway to Northside Dr.	No	No	No	No	No	No	No	No
Northside Dr. to Stadium Rd.	Yes*	No	No	No	Yes*	No	No	No
Stadium Rd. to I-15 SB Ramps	No	No	No	No	No	No	No	No
I-15 SB Ramps to I-15 NB Ramps	Yes	No	No	No	Yes	No	No	No
I-15 NB Ramps to Rancho Mission Rd.	No	No	No	No	No	No	No	No
Rancho Mission Rd. to Santo Rd.	No	No	No	No	No	No	No	No
Santo Rd. to Riverdale St.	No	No	No	No	No	No	No	No
Riverdale St. to Mission Gorge Rd.	Yes	No	No	No	Yes	No	No	No
Friars Rd. to Zion Ave.	No	No	No	No	No	No	No	No
Zion Ave. to Old Cliffs Rd.	No	No	No	No	No	No	No	No
Old Cliffs Rd. to Katelyn Ct.	No	No	No	No	No	No	No	No
Katelyn Ct to Princess View Dr.	No	No	No	No	No	No	No	No
Princess View Dr. to Margerum Ave.	No	No	No	No	No	No	No	No
Margerum Ave. to Jackson Dr.	No	No	No	No	No	No	No	No
PM Peak Hour								
Eastbound								
Napa St. to Colusa St.	No	No	No	No	No	No	No	No
Colusa St. to Via Las Cumbres	No	No	No	No	No	No	No	No
Via Las Cumbres to Fashion Valley Rd.	No	No	No	No	No	No	No	No
Fashion Valley Rd. to Via Moda	No	No	No	No	No	No	No	No
Via Moda to Avenida de las Tiendas	No	No	No	No	No	No	No	No
Avenida de las Tiendas to Ulric St./SR-163 SB Ramps	No	No	No	No	Yes*	No	No	No
Ulric/SR-163 SB Ramps to SR-163 NB Ramps	No	No	No	No	No	No	No	No

Location	WITHOUT PHYLLIS PLACE CONNECTION				WITH PHYLLIS PLACE CONNECTION			
	Proposed Project (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)	Alternative 4 - Phyllis Place Connection (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)
		140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)			140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)	
	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?
SR-163 NB Ramps to Frazee Rd.	No	No	No	No	No	No	No	No
Frazee Rd. to River Run	No	No	No	No	No	No	No	No
River Run to Fenton Pkwy	No	No	No	No	No	No	No	No
Fenton Parkway to Northside Dr.	No	No	No	No	No	No	No	No
Northside Dr. to Stadium Rd.	No	No	No	No	No	No	No	No
Stadium Rd. to I-15 SB Ramps	No	No	No	No	Yes	No	No	No
I-15 SB Ramps to I-15 NB Ramps	No	No	No	No	No	No	No	No
I-15 NB Ramps to Rancho Mission Rd.	No	No	No	No	Yes	No	No	No
Rancho Mission Rd. to Santo Rd.	No	No	No	No	No	No	No	No
Santo Rd. to Riverdale St.	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Riverdale St. to Mission Gorge Rd.	No	No	No	No	No	No	No	No
Friars Rd. to Zion Ave.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Zion Ave. to Old Cliffs Rd.	No	No	No	No	No	No	No	No
Old Cliffs Rd. to Katelyn Ct.	No	No	No	No	No	No	No	No
Katelyn Ct to Princess View Dr.	No	No	No	No	No	No	No	No
Princess View Dr. to Margerum Ave.	No	No	No	No	No	No	No	No
Margerum Ave. to Jackson Dr.	No	No	No	No	No	No	No	No
Westbound								
Napa St. to Colusa St.	No	No	No	No	No	No	No	No
Colusa St. to Via Las Cumbres	No	No	No	No	No	No	No	No
Via Las Cumbres to Fashion Valley Rd.	No	No	No	No	No	No	No	No
Fashion Valley Rd. to Via Moda	No	No	No	No	No	No	No	No
Via Moda to Avenida de las Tiendas	No	No	No	No	No	No	No	No
Avenida de las Tiendas to Ulric St./SR-163 SB Ramps	No	No	No	No	No	No	No	No
Ulric/SR-163 SB Ramps to SR-163 NB Ramps	Yes*	No	No	No	Yes*	No	No	No
SR-163 NB Ramps to Frazee Rd.	No	No	No	No	No	No	No	No
Frazee Rd. to River Run	No	No	No	No	Yes*	No	No	No
River Run to Fenton Pkwy.	No	No	No	No	No	No	No	No
Fenton Parkway to Northside Dr.	No	No	No	No	No	No	No	No
Northside Dr. to Stadium Rd.	No	No	No	No	No	No	No	No
Stadium Rd. to I-15 SB Ramps	No	No	No	No	No	No	No	No
I-15 SB Ramps to I-15 NB Ramps	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
I-15 NB Ramps to Rancho Mission Rd.	Yes	No	No	No	Yes	Yes	Yes	Yes

Location	WITHOUT PHYLLIS PLACE CONNECTION				WITH PHYLLIS PLACE CONNECTION			
	Proposed Project (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)	Alternative 4 - Phyllis Place Connection (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)
		140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)			140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)	
	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?
Rancho Mission Rd. to Santo Rd.	No	No	No	No	No	No	No	No
Santo Rd. to Riverdale St.	No	No	No	No	No	No	No	No
Riverdale St. to Mission Gorge Rd.	Yes	No	No	No	Yes	No	No	No
Friars Rd. to Zion Ave.	No	No	No	No	No	No	No	No
Zion Ave. to Old Cliffs Rd.	No	No	No	No	No	No	No	No
Old Cliffs Rd. to Katelyn Ct.	No	No	No	No	No	No	No	No
Katelyn Ct to Princess View Dr.	No	No	No	No	No	No	No	No
Princess View Dr. to Margerum Ave.	No	No	No	No	No	No	No	No
Margerum Ave. to Jackson Dr.	No	No	No	No	No	No	No	No

*Indicates where impacts would be fully mitigated.

** The most conservative estimate of the community plan alternative assumes a maximum development intensity based upon driveway trip generation for the mix of land uses. The alternative analysis also includes an evaluation using external cumulative trips.

Table 10-3.
Alternatives Comparison Summary of Intersection Impacts Significance

Intersection	WITHOUT PHYLLIS PLACE CONNECTION				WITH PHYLLIS PLACE CONNECTION			
	Proposed Project (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)	Proposed Project Alternative 4 - Phyllis Place Connection (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)
		140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)			140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)	
	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?
AM Peak Hour								
Friars Rd./ Napa St.	No	No	No	No	No	No	No	No
Friars Rd./ Colusa St.	No	No	No	No	No	No	No	No
Friars Rd./ Via Las Cumbres	No	No	No	No	No	No	No	No
Friars Rd./ Fashion Valley Rd.	No	No	No	No	No	No	No	No
Friars Rd./ Via Moda	No	No	No	No	No	No	No	No
Friars Rd./ Avenida De Las Tiendas	No	No	No	No	No	No	No	No
Friars Rd./ SR-163 SB ramp/Ulric St.	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
Friars Rd./ SR-163 RB ramp	No	No	No	No	No	No	No	No
Friars Rd./ Frazee Rd.	Yes*	No	No	No	No	No	No	No
Friars Rd. WB ramp/ Mission Center Rd.	No	No	No	No	No	No	No	No
Friars Rd. EB ramp/ Mission Center Rd.	No	No	No	No	No	No	No	No
Friars Rd./ Gill Village Way	No	No	No	No	No	No	No	No
Friars Rd. WB ramp/ Qualcomm Way	No	No	No	No	No	No	No	No
Friars Rd. EB ramp/ Qualcomm Way	No	No	No	No	No	No	No	No
Friars Rd./ Rio Bonito	No	No	No	No	No	No	No	No
Friars Rd./ River Run	No	No	No	No	No	No	No	No
Friars Rd./ Fenton Pkwy	No	No	No	No	No	No	No	No
Friars Rd./ Northside Dr.	No	No	No	No	No	No	No	No
Friars Rd. WB ramp/ Mission Village Dr.	No	No	No	No	No	No	No	No
Friars Rd. EB ramp/ Mission Village Dr.	No	No	No	No	No	No	No	No
Friars Rd./ I-15 SB ramp	No	No	No	No	No	No	No	No
Friars Rd./ I-15 NB ramp	No	No	No	No	No	No	No	No
Friars Rd./ Rancho Mission Rd.	No	No	No	No	No	No	No	No
Friars Rd./ Santo Rd.	No	No	No	No	No	No	No	No
Friars Rd./ Riverdale St.	No	No	No	No	No	No	No	No
Friars Rd./ Mission Gorge Rd.	No	No	No	No	No	No	No	No
Mission Gorge Rd./ Zion Ave.	No	No	No	No	No	No	No	No
Mission Gorge Rd./ Old Cliffs Rd.	No	No	No	No	No	No	No	No
Mission Gorge Rd./ Katelyn Ct.	No	No	No	No	No	No	No	No
Mission Gorge Rd./ Princess View Dr.	No	No	No	No	No	No	No	No
Mission Gorge Rd./ Margerum Ave.	No	No	No	No	No	No	No	No

Intersection	WITHOUT PHYLLIS PLACE CONNECTION				WITH PHYLLIS PLACE CONNECTION			
	Proposed Project (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)	Proposed Project Alternative 4 - Phyllis Place Connection (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)
		140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)			140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)	
Mission Gorge Rd./ Jackson Dr.	No	No	No	No	No	No	No	No
Mission Center Rd./ Quarry Falls Blvd,	No	No	No	No	No	No	No	No
Mission Center Rd./ Mission Center Drwy.	No	No	No	No	No	No	No	No
Mission Center Rd./ Mission Center Ct.	No	No	No	No	No	No	No	No
Mission Center Rd./ Hazard Center Dr.	No	No	No	No	No	No	No	No
Mission Center Rd./ Camino De La Reina	No	No	No	No	No	No	No	No
Mission Center Rd./ Camino Del Rio North	No	No	No	No	No	No	No	No
Camino Del Rio North/ I-8 WB ramp	No	No	No	No	No	No	No	No
Mission Center Rd./ I-8 EB ramp	No	No	No	No	No	No	No	No
Qualcomm Way/ Rio San Diego	No	No	No	No	No	No	No	No
Qualcomm Way/ Camino De La Reina	No	No	No	No	No	No	No	No
Camino De La Reina/ Camino Del Este	No	No	No	No	No	No	No	No
Qualcomm Way/ I-8 westbound ramp	No	No	No	No	No	No	No	No
Camino Del Rio North/ I-8 WB ramp	No	No	No	No	No	No	No	No
Qualcomm Way/ I-8 EB ramp	No	No	No	No	No	No	No	No
Texas St./ Camino Del Rio South	No	No	No	No	No	No	No	No
Texas St./ Madison Ave.	No	No	No	No	No	No	No	No
Texas St./ Monroe Ave.	No	No	No	No	No	No	No	No
Texas St./ Meade Ave.	No	No	No	No	No	No	No	No
Texas St./ El Cajon Blvd.	No	No	No	No	No	No	No	No
Rio San Diego/ Fenton Pkwy	No	No	No	No	No	No	No	No
Phyllis Place/ I-805 SB ramp	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
Phyllis Place I-805 NB ramp	No	No	No	No	Yes*	Yes*	Yes*	Yes*
Murray Ridge Rd./ Mission Center Rd.	No	No	No	No	No	No	No	No
Murray Ridge Rd./ Pinecrest Ave.	No	No	No	No	No	No	No	No
SR-163 SB On/ Ulric St.	No	No	No	No	No	No	No	No
Camino de la Reina/ I-8 WB ramp	No	No	No	No	No	No	No	No
PM Peak Hour								
Friars Rd./ Napa St.	No	No	No	No	No	No	No	No
Friars Rd./ Colusa St.	No	No	No	No	No	No	No	No
Friars Rd./ Via Las Cumbres	No	No	No	No	No	No	No	No
Friars Rd./ Fashion Valley Rd.	No	No	No	No	No	No	No	No
Friars Rd./ Via Moda	No	No	No	No	No	No	No	No
Friars Rd./ Avenida De Las Tiendas	No	No	No	No	No	No	No	No
Friars Rd./ SR-163 SB ramp/Ulric St.	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
Friars Rd./ SR-163 NB ramp	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
Friars Rd./ Frazee Rd.	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*

Intersection	WITHOUT PHYLLIS PLACE CONNECTION				WITH PHYLLIS PLACE CONNECTION			
	Proposed Project (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)	Proposed Project Alternative 4 - Phyllis Place Connection (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)
		140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)			140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)	
Friars Rd. WB ramp/ Mission Center Rd.	No	No	No	No	No	No	No	No
Friars Rd. EB ramp/ Mission Center Rd.	No	No	No	No	No	No	No	No
Friars Rd./ Gill Village Way	No	No	No	No	No	No	No	No
Friars Rd. WB ramp/ Qualcomm Way	No	No	No	No	No	No	No	No
Friars Rd. EB ramp/ Qualcomm Way	Yes*	No	No	No	No	No	No	No
Friars Rd./ Rio Bonito	No	No	No	No	No	No	No	No
Friars Rd./ River Run	No	No	No	No	No	No	No	No
Friars Rd./ Fenton Pkwy	No	No	No	No	No	No	No	No
Friars Rd./ Northside Dr.	No	No	No	No	No	No	No	No
Friars Rd. WB ramp/ Mission Village Dr.	No	No	No	No	No	No	No	No
Friars Rd. EB ramp/ Mission Village Dr.	No	No	No	No	No	No	No	No
Friars Rd./ I-15 SB ramp	Yes*	No	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
Friars Rd./ I-15 NB ramp	No	No	No	No	No	No	No	No
Friars Rd./ Rancho Mission Rd.	No	No	No	No	No	No	No	No
Friars Rd./ Santo Rd.	No	No	No	No	No	No	No	No
Friars Rd./ Riverdale St	No	No	No	No	No	No	No	No
Friars Rd./ Mission Gorge Rd.	No	No	No	No	No	No	No	No
Mission Gorge Rd./ Zion Ave.	No	No	No	No	No	No	No	No
Mission Gorge Rd./ Old Cliffs Rd.	No	No	No	No	No	No	No	No
Mission Gorge Rd./ Katelyn Ct.	No	No	No	No	No	No	No	No
Mission Gorge Rd./ Princess View Dr.	No	No	No	No	No	No	No	No
Mission Gorge Rd./ Margerum Ave.	No	No	No	No	No	No	No	No
Mission Gorge Rd./ Jackson Dr.	No	No	No	No	No	No	No	No
Mission Center Rd./ Quarry Falls Blvd.	No	No	No	No	No	No	No	No
Mission Center Rd./ Mission Center Drwy.	No	No	No	No	No	No	No	No
Mission Center Rd./ Mission Center Ct.	No	No	No	No	No	No	No	No
Mission Center Rd./ Hazard Center Dr.	No	No	No	No	No	No	No	No
Mission Center Rd./ Camino De La Reina	No	No	No	No	No	No	No	No
Mission Center Rd./ Camino Del Rio North	No	No	No	No	No	No	No	No
Camino Del Rio North/ I-8 WB ramp	No	No	No	No	No	No	No	No
Mission Center Rd./ I-8 EB ramp	Yes*	No	Yes	Yes	No	No	No	No
Qualcomm Way/ Rio San Diego	No	No	No	No	No	No	No	No
Qualcomm Way/ Camino De La Reina	No	No	No	No	No	No	No	No
Camino De La Reina/ Camino Del Este	No	No	No	No	No	No	No	No
Qualcomm Way/ I-8 WB ramp	Yes*	No	No	No	No	No	No	No
Camino Del Rio North/ I-8 WB ramp	No	No	No	No	No	No	No	No
Qualcomm Way/ I-8 EB ramp	No	No	No	No	No	No	No	No

Intersection	WITHOUT PHYLLIS PLACE CONNECTION				WITH PHYLLIS PLACE CONNECTION			
	Proposed Project (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)	Proposed Project Alternative 4 - Phyllis Place Connection (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)
		140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)			140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)	
Texas St./ Camino Del Rio South	No	No	No	No	No	No	No	No
Texas St./ Madison Ave.	No	No	No	No	No	No	No	No
Texas St./ Monroe Ave.	No	No	No	No	No	No	No	No
Texas St./ Meade Ave.	No	No	No	No	No	No	No	No
Texas St./ El Cajon Blvd.	Yes*	No	No	No	Yes*	No	No	No
Rio San Diego/ Fenton Pkwy	No	No	No	No	No	No	No	No
Phyllis Place/ I-805 SB ramp	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
Phyllis Place I-805 NB ramp	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
Murray Ridge Rd./ Mission Center Rd.	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
Murray Ridge Rd./ Pinecrest Ave.	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
SR-163 SB On/ Ulric St.	No	No	No	No	No	No	No	No
Camino de la Reina/ I-8 WB ramp	No	No	No	No	No	No	No	No

*Indicates where impacts would be fully mitigated.

** The most conservative estimate of the community plan alternative assumes a maximum development intensity based upon driveway trip generation for the mix of land uses. The alternative analysis also includes an evaluation using external cumulative trips.

Table 10-4.
Alternatives Comparison Summary of Calculated Ramp
Metering Impacts Significance

Location	WITHOUT PHYLLIS PLACE CONNECTION				WITH PHYLLIS PLACE CONNECTION			
	Proposed Project (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)	Alternative 4 - Phyllis Place Connection (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)
		140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)			140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)	
Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	
AM Peak Hour								
I-805 NB at Murray Ridge	No	No	No	No	Yes*	Yes*	Yes*	Yes*
I-15 NB at Friars Rd.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
I-15 NB at Friars Rd. (HOV)	No	No	No	No	No	No	No	No
PM Peak Hour								
I-805 SB at Murray Ridge	No	No	No	No	Yes*	Yes*	Yes*	Yes*
I-805 SB at Murray Ridge (HOV)	No	No	No	No	No	No	No	No
I-8 EB at SB Texas St.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
I-8 EB at SB Texas St. (HOV)	No	No	No	No	No	No	No	No
I-8 EB at NB Texas St.	No	No	No	No	No	No	No	No
I-15 NB at Friars Rd.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
I-15 NB at Friars Rd. (HOV)	No	No	No	No	No	No	No	No
I-15 SB at Friars Rd.	No	No	No	No	No	No	No	No
I-15 SB at Friars Rd. (I-8 Bypass)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

*Indicates where impacts would be fully mitigated.

** The most conservative estimate of the community plan alternative assumes a maximum development intensity based upon driveway trip generation for the mix of land uses. The alternative analysis also includes an evaluation using external cumulative trips.

HOV = High Occupancy Vehicle

**Table 10-5.
Summary of Freeway Segments Impacts Significance**

Segment	WITHOUT PHYLLIS PLACE CONNECTION				WITH PHYLLIS PLACE CONNECTION			
	Proposed Project (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)	Alternative 4 - Phyllis Place Connection (52,332 ADT)	Alternative 2 - No Project/ Continuation of Existing Plan		Alternative 3 - Reduced Density Alternative (39,563 ADT)
		140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)			140 ADT/Acre Driveway** (31,881 ADT)	140 ADT/Acre External** (31,881 ADT)	
Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	Significant?	
AM Peak Hour								
I-8 (West)								
SR-163 to Mission Center Rd.	No	No	No	No	Yes	Yes	Yes	Yes
Mission Center Road to Qualcomm Way	No	No	No	No	No	No	No	No
Qualcomm Way to I-805	No	No	No	No	No	No	No	No
I-805 (North)								
I-8 to Phyllis Place/Murray Ridge	No	No	No	No	No	No	No	No
North of Phyllis Place	No	No	No	No	Yes	Yes	Yes	Yes
SR-163 (North)								
I-8 to Friars Rd.	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Friars Rd. to Genesee	Yes	No	No	No	No	No	No	No
I-15 (North)								
North of Friars Rd.	No	No	No	No	No	No	No	No
South of Friars Rd.	No	No	No	No	No	No	No	No
PM Peak Hour								
I-8 (East)								
SR-163 to Mission Center Rd.	No	No	No	No	Yes	Yes	Yes	Yes
Mission Center Rd. to Qualcomm Way	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Qualcomm Way to I-805	No	No	No	No	No	No	No	No
I-805 (South)								
I-8 to Phyllis Place/Murray Ridge	No	No	No	No	No	No	No	No
North of Phyllis Place	No	No	No	No	Yes	Yes	Yes	Yes
SR-163 (South)								
I-8 to Friars Rd.	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Friars Rd. to Genesee	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
I-15 (South)								
North of Friars Rd.	Yes	No	No	No	Yes	No	No	No
South of Friars Rd.	Yes	No	No	No	Yes	No	No	No

*Indicates where impacts would be fully mitigated.

** The most conservative estimate of the community plan alternative assumes a maximum development intensity based upon driveway trip generation for the mix of land uses. The alternative analysis also includes an evaluation using external cumulative trips.

Because mining operations would continue under the No Project/No Build alternative, the No Project/No Build alternative would continue to contribute traffic to areas identified as operating below accepted levels of service and standards, as is the situation today. Implementation of the No Project/No Build alternative would not eliminate significant circulation impacts in the community; however, the No Project/No Build alternative would not result in additional contributions to affected areas. Because the No Project/No Build alternative assumes continued operation under the approved Conditional Use Permit with ultimate implementation of the approved Reclamation Plans, traffic improvements would not be required. Once mining operations cease and reclamation of the site is completed, the site would remain undeveloped with no associated traffic until such time as development occurs.

However, under the No Project/No Build alternative, forecasted growth in Mission Valley and the surrounding area would contribute to unacceptable levels of service with no certainty of mitigation to alleviate these conditions. For several roadway segments and intersections, the implementation of mitigation for Quarry Falls would improve LOS from unacceptable to acceptable at build-out, improving circulation at those locations in Mission Valley from that projected for the No Project/No Build alternative. As presented in the *Quarry Falls Traffic Impact Study*, Tables 16-20 and 16-21, three roadway segments (Friars Road from SR-163 southbound ramps to SR-163 northbound ramps; and Murray Ridge Road from I-805 northbound ramps to Mission Center Road and from Mission Center Road to Pinecrest Avenue) would experience an improvement in LOS from unacceptable to acceptable due to the implementation of mitigation measures identified for the proposed project. An additional segment on Friars Road from Frazee Road to River Run Road would experience improved LOS from D to C. Two intersections in the AM Peak (Friars Road/SR-163 southbound ramp and Phyllis Place/I-805 northbound ramp) and eight intersections in the PM Peak (Friars Road/SR-163 southbound ramp, Friars Road/SR-163 northbound ramp, Friars Road/Frazee Road, Friars Road/I-15 southbound ramp, Mission Center Road/I-8 eastbound ramp, Phyllis Place/I-805 southbound ramp, Phyllis Place/I-805 northbound ramp, and Murray Ridge Road/Mission Center Road) would experience improvements in LOS from unacceptable to acceptable due to transportation mitigation measures (*Quarry Falls Traffic Impact Study*, Tables 16-22). One additional intersection in the AM Peak at Friars Road/Frazee Road would experience an improvement in LOS from D to C.

Parking in the project vicinity is generally provided through parking lots serving their respective developments. No parking is permitted along Friars Road or Mission Center Road adjacent to the project boundary. The No Project/No Build alternative would not alter current parking, result in increased parking needs, or create significant parking congestion.

Transit opportunities in the project vicinity include bus service and the trolley. The No Project/No Build alternative would not affect bus and trolley service.

Pedestrian and bicycle opportunities are provided through sidewalks and bicycle lanes throughout Mission Valley. The No Project/No Build alternative would not affect existing pedestrian and bicycle facilities.

Visual Effects and Neighborhood Character. The No Project/No Build alternative would result in continued views of the on-going mining operations until mining operations cease. A large flat pad rimmed with steep mined slopes that have been revegetated with a mix of native and naturalized vegetation. The mined and reclaimed site would not be replaced with an urban development. Instead, reclamation would occur in a phased manner. Views would be of the reclaimed site. Urban development has occurred around the mining site. The undeveloped landscape and industrial structures that support mining operations would be visible until mining ceases. The ultimate reclaimed site would contrast with the existing urbanized neighborhood character of the surrounding community.

Air Quality. Under the No Project/No Build alternative, air emissions associated with the mining operations and concrete and asphalt plant would continue until mining and reclamation are complete. With the exception of PM_{10} , current air emissions for the project site are below the City's thresholds for impacts to air quality and are quantified in Table 5.4-3 of Section 5.4, *Air Quality*, of this Program EIR. The existing operations occurring at the project site are permitted by the San Diego Air Pollution Control District and would continue to be permitted under this alternative. Since no development would occur, the No Project/No Build alternative would not result in emissions from grading and construction activities, or from project traffic, landscaping, and energy use. This alternative would result in less carbon monoxide, nitrous oxide, reactive organic compounds, and sulfur oxide emissions as compared to the proposed project. The No Project/No Build alternative would result in the continuation of truck traffic and air emissions associated with continued mining operations on the site; whereas the proposed project would leave more material on-site than the No Project/No Build alternative, resulting in less truck trips and associated emissions. Once mining operations are complete and reclamation has occurred, no source or operational air quality impacts would occur, as the site would remain undeveloped under this alternative.

Noise. The existing noise levels generated by the on-going mining operations would continue under this alternative. During mining and reclamation operations, noise associated with truck traffic would continue. Noise associated with mining and reclamation of the site would cease once the Reclamation Plans is fully implemented, avoiding noise impacts associated with adding the proposed project's traffic to community circulation roadways.

Biological Resources. Under this alternative, the site would be revegetated with native and naturalized plant material. The No Project/No Build alternative would not result in impacts to biological resources beyond those assumed with approval of the CUPs and Reclamation Plans. The VTM associated with the proposed project would result in grading outside the limits of the approved CUPs and Reclamation Plans, resulting in impacts to sensitive vegetation occurring in those areas. The No Project/No Build alternative would avoid increased impacts to sensitive habitat

Health and Safety. The No Project/No Build alternative would avoid subjecting sensitive receptors to potential health and safety risks, as no land uses other than resource extraction would occur on the site. Land use concerns associated with locating new residential development proximate to industrial land uses would not occur, although resource extraction

and the asphalt and concrete plants would remain where existing residential development occurs in nearby areas. Reclamation of the mined site would occur as mining phases are complete. The existing mining operation, including the phased reclamation activities, has demonstrated that it does not create substantial health risk concerns. Therefore, continuing the existing operations, as would be the case under the No Project/No Build alternative, would result in a insignificant level of risk.

Historical Resources. There are no identified historical resources located on the project site. However, the project site is located in an area of high sensitivity for cultural resources, and earth moving activities (including mining) would have the potential to affect unknown resources located within the undisturbed areas of the project site. Therefore, similar to the proposed project, the No Project/No Build alternative has the potential to affect historical resources.

Hydrology. The No Project/No Build alternative would not result in modifications to the existing site hydrology. Surface runoff from the project site is retained on-site in several retention ponds prior to discharging off-site through an existing seven-foot by seven-foot box culvert under Friars Road. The storm water then flows through an open channel to the San Diego River. Additionally, storm water from three off-site areas drain onto the project site. These areas are shown in Figure 5.9-2, *Off-Site Areas Affecting Site Hydrology*, and include:

- O1 - A large 97.3-acre area to the northeast which drains onto the site through two 36-inch culverts flowing under I-805;
- O2 - A 16.5-acre drainage area to the north of Phyllis Place; and
- O3 - A 3.2-acre hillside area adjacent to the west side of the site.

The approved CUPs and Reclamation Plans, which represent the No Project/No Build alternative, currently operate under an approved Storm Water Pollution Prevention Plan (SWPPP) consisting of “Best Management Practices” (BMPs) to address short-term storm water pollution impacts related to sediment discharges during mining activities. The SWPPP for the pre-mixed concrete facilities includes an approved preventative maintenance program consisting of inspection and maintenance procedures of storm water conveyance devices, and inspection and testing of plant equipment and systems that could fail and result in discharges of pollutants to storm water. As such, the program includes inspection and maintenance of catch basins; proper functioning of drainage structures and sediment basins; and timely repairs or replacements of damaged erosion control devices.

The approved CUPs and Reclamation Plan would provide a uniform topographic relief of four percent grade from north to south towards the San Diego River. The estimated runoff from the entire project site (including upstream watershed areas) under approved reclamation plan conditions was calculated to be 383 cfs for the 100-year event. The implementation of the approved reclamation plan would not change the baseline condition for the site, therefore, the No Project/No Build alternative would not result in significant impacts to hydrology. The No Project/No Build alternative would not result in significant impacts to hydrology.

Geologic Conditions. The on-going mining operations and related facilities that currently occur at the project site would continue under the No Project/No Build alternative. As stated Section 5.10, *Geologic Conditions*, of this Program EIR, the project site is comprised of deposits of the Mission Valley Formation overlying deposits of Stadium Conglomerate. Additionally, on-going filling of the mining pit and removal and recompaction of existing fill is occurring. The potential for landslides, mudslides, or ground failures is considered low for the project site. The geologic formations underlying the Quarry Falls project site are such that the risk of seismically-induced damage is no greater than that for other parts of San Diego. The No Project/No Build alternative would not increase exposure of people or property to seismic risks.

Paleontological Resources. The proposed project site is underlain by the Mission Valley and Stadium Conglomerate formations. These formations have a high potential for recovery of paleontological resources. Grading activities proposed as part of the Quarry Falls project could extend into the previously undisturbed Mission Valley and Stadium Conglomerate formations and could potentially impact paleontological resources that may be present in the project area.

The No Project/No Build alternative would continue sand and gravel excavation activities within the limits of the approved CUPs and Reclamation Plans. These activities have resulted in mining of underlying resources and placement of engineered fill on the site. The No Project/No Build alternative would have the potential to result in significant impacts to paleontological resources through implementation of the Reclamation Plans.

Public Utilities (Solid Waste). The No Project/No Build alternative would not affect public facilities. Sewer, water, gas and electric services would continue to be provided as they are today. The No Project/No Build alternative would avoid significant impacts to landfills, as increased waste generation would not occur.

Water Quality. The No Project/No Build alternative would result in the continued sand and gravel extraction activities on the project site and ultimate implementation of the approved Reclamation Plans. Under the No Project/No Build alternative, the site is characterized by mass graded slopes and several retention basins to control storm water and drainage. The existing on-site uses implement required BMPs and are in compliance with the San Diego Regional Water Resources Control Board's (NPDES) General Permit No. 2001-01 as amended. The No Project/No Build alternative would not result in an increase in impervious surfaces. Runoff would continue to be controlled by on-site facilities. It is not anticipated that significant impacts to water quality would occur.

Mineral Resources. The No Project/No Build alternative would have a similar effect on mineral resources as the proposed project, as both the No Project/No Build alternative and the proposed project would mine resources to depletion.

Cumulative Effects. The No Project/No Build alternative would contribute to cumulative impacts associated with traffic and air quality. Because no development would occur under this alternative, cumulative impacts associated with noise, biological resources, historical resources, and public utilities (solid waste) would not occur. Relative to global climate change, the No

Project/No Build alternative assumes that mining and related activities would continue until resource depletion, at which time the reclamation would occur and existing green house gas emissions would cease. The export of 2.4 million cubic yards of fill material would result in one-time greenhouse gas emissions of over 17,000 metric tons; however, greenhouse gas emissions from the development of the site would be avoided.

Evaluation of Alternative

For the most part, the No Project/No Build Alternative would result in avoiding or reducing impacts associated with the proposed project. The No Project/No Build alternative would not provide for a multiple use development on the site. While the No Project/No Build alternative could allow for future construction of a street connection between Friars Road and Phyllis Place, as called for in the Mission Valley Community Plan, it would require importing a substantial amount of materials in order to design a road that meets City standards. The No Project/No Build alternative would not eliminate existing traffic impacts in the community; it would, however, result in substantially less traffic contributing to those impacts especially after the Reclamation Plans are fully implemented. Relative to air quality, this alternative would result in less carbon monoxide, nitrous oxide, reactive organic compounds, and sulfur oxide emissions, although none of the emissions would be at levels of significance with the proposed project.

The No Project/No Build alternative would result in no significant impacts to biological, and visual impacts (beyond those that exist today), because additional grading beyond the current limits of the CUPs and Reclamation Plans would not occur. Because the No Project/No Build alternative would not result in development of the project site, impacts to public services (including parks), facilities and utilities would also not occur. This alternative would also not develop the project site, but would implement the Reclamation Plans, leaving the site as a large flat pad rimmed with steep slopes, re-landscaped with native and naturalized plant material.

10.2.3 Alternative 2 – No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative – With and Without Phyllis Place Connection

The proposed project is located in the Mission Valley and Serra Mesa communities. The Mission Valley Community Plan identifies the project site for Multiple Use development, and the project site is located within the Multiple Use Zone (MV-M) identified in the MVPDO. In accordance with the goals of this zone, the proposed project would develop a pedestrian oriented project that integrates residential, commercial retail, commercial office, civic, parks and open space uses. The project site is also within the Development Intensity District “F” (DID “F”), which is intended to “*limit development intensity to the levels allowed under the adopted community plan.*” In order to stay within the traffic limits of the MVPDO, the project’s intensity within Mission Valley cannot exceed ~~32,040~~31,497 ADT. The northern six acres of the project site are within the Serra Mesa community. The Serra Mesa Community Plan designates the project site for Residential development, and the underlying RS-1-7 zone would allow single family development at a density of one unit per 7,000 square feet, allowing a development intensity of 48 units (384 ADT).

The No Project/Continuation of Existing Plan alternative would occur as a mixed-use project, similar to the proposed project, for that area within the Mission Valley Community Plan; however, the intensity of development would be reduced. Additionally, this alternative would develop the northern six acres with single family homes in accordance with the Serra Mesa Community Plan and the underlying RS-1-7 Zone. The most conservative the
Community Plan Alternative is based upon driveway
trip generation This alternative satisfies the CEQA Guidelines requirement to ensure the
provision of a range of reasonable alternatives to a project and to analyze the No Project
alternative for the continuation of the existing plan.

Alternative based upon external cumulative ADT B
the Community Plan

Public park acreage would be reduced commensurate with the reduction in residential density of this alternative. Assuming a population of 3,828 (based on SANDAG's population forecast of 1.74 people per residential unit in Mission Valley), a total of ~~44.77.6~~ acres of useable parkland would be required to serve the No Project/Continuation of Existing Plan alternative for a
development intensity utilizing driveway trips. For the scenario utilizing external cumulative
trips, a population of 5,116 would result, requiring a total of 10.25 acres of useable parkland.

~~(For the purposes of this alternative, construction of a road connection between Friars Road and Phyllis Place is not has also been included~~ However, The road
connection could occur with this alternative, if an amendment to the Serra Mesa Community
Plan were to be approved by the San Diego City Council. The connection to Phyllis Place
requires the construction of approximately 4one acre of additional right-of-way within the area
identified for open space and residential development. The road connection is described in the
Road Connection to Phyllis Place Alternative in Section 10.2.5.

Table 10-6, *Proposed Project and No Project/Continuation of Existing Plan Alternative Land Uses and Intensity Comparison*, provides a summary of a typical project which could development in accordance with this alternative. Adoption of this alternative would require a re-design of the project, including developing a new land use plan for the project.

Table 10-6.
Proposed Project and No Project/Continuation of Existing Plan Alternative
Development Intensity Comparison

<u>Land Use</u>	<u>Development Intensity</u>				
	<u>Proposed Project</u>	<u>No Project/Continuation of Existing Plan Alternative – Assuming Driveway Trips</u>		<u>No Project/continuation of Existing Plan Alternative – Assuming External Cumulative Trips</u>	
		<u>Without Connection to Phyllis Place</u>	<u>With connection to Phyllis Place</u>	<u>Without Connection to Phyllis Place</u>	<u>With connection to Phyllis Place</u>
<u>Parks/Civic/Public Open Space¹</u>	<u>31.8 acres</u> <u>(17.5 acres neighborhood parks)</u>	<u>25 acres</u> <u>(7.6 acres neighborhood parks)</u>	<u>25 acres</u> <u>(7.6 acres neighborhood parks)</u>	<u>28 acres</u> <u>(10.25 acres neighborhood parks)</u>	<u>28 acres</u> <u>(10.25 acres neighborhood parks)</u>
<u>Private Recreation</u>	<u>2.1 acres</u>	<u>2.1 acres</u>	<u>2.1 acres</u>	<u>2.1 acres</u>	<u>2.1 acres</u>
<u>Total Residential</u>	<u>4,780 units</u> <u>(4,510 units with School Option)</u>	<u>2,200 units</u> <u>(1,930 units with School Option)</u>	<u>2,200 units</u> <u>(1,930 units with School Option)</u>	<u>2,940 units</u> <u>[2,670 units with School Option]</u>	<u>2,940 units</u> <u>[2,670 units with School Option]</u>
<u>Affordable (included in Total)</u>	<u>478 units</u> <u>(451 units with School Option)</u>	<u>220 units</u> <u>(193 units with School Option)</u>	<u>220 units</u> <u>(193 units with School Option)</u>	<u>294 units</u> <u>(267 units with School Option)</u>	<u>294 units</u> <u>(267 units with School Option)</u>
<u>Multiple Use</u>	<u>37.5 acres</u>	<u>37.5 acres</u>	<u>37.5 acres</u>	<u>37.5 acres</u>	<u>37.5 acres</u>
<u>Retail Commercial</u>	<u>603,000 square feet</u>	<u>150,000 square feet</u>	<u>150,000 square feet</u>	<u>225,000 square feet</u>	<u>225,000 square feet</u>
<u>Office Commercial</u>	<u>620,000 square feet</u>	<u>250,000 square feet</u>	<u>250,000 square feet</u>	<u>350,000 square feet</u>	<u>350,000 square feet</u>
<u>Residential (included in Total)</u>	<u>411 units</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>
<u>Circulation/Public Rights-of-Way</u>	<u>29.7 acres</u>	<u>29.7 acres</u>	<u>30.7 acres</u>	<u>29.7 acres</u>	<u>30.7 acres</u>
<u>Private/Revegetated Slopes</u>	<u>35.6 acres</u>	<u>35.6 acres</u>	<u>35.6 acres</u>	<u>35.6 acres</u>	<u>35.6 acres</u>

¹ Includes public parks and open space and private parks and open space with public access easements.

The land use plan would look similar to that of the project, except that there would be single family units in the northern portion of the project, where no development is currently proposed. Residential development would also occur in the Ridgetop, Foothills, Terrace and Creekside Districts. Development would be as attached units in two to three story buildings, as townhomes, or in courtyards. Parking would be provided in surface lots and garages. The residential neighborhoods under this alternative would be similar to many of the low-medium and medium density multi-family developments which have occurred in older areas of Mission Valley. The Village Walk District would be the location of the retail commercial center and would be a more traditional shopping center with surface parking lots; no residential units would occur in the Village Walk District under this alternative. Employment uses would be located in the Quarry District, but parking would be in surface parking lots; structured parking would not be necessary, due to the lower intensity of office development. Park areas would be reduced to reflect the reduced amount of residential density. Circulation would be similar to that shown for the proposed project; for the condition where no street connection would occur between Friars Road and Phyllis Place.

If a connection to Phyllis Place were to occur under this alternative, the alignment of the street connection would be in an area where single family homes would be developed within the Serra Mesa community. Similar to the proposed project, this alternative would be connected by trails and pedestrian accessways. Also similar to the proposed project, the approved CUPs would involve amendments to modify the grading shown on the approved Reclamation Plans and to relocate the asphalt/concrete plant to the southeast corner of the project site as an interim use.

Environmental Analysis

Land Use. This alternative proposes a multiple use project as an end use to the existing mining operations, which would be consistent with the Mission Valley Community Plan. This alternative also proposes single family development on the northern six acres, which would be consistent with the Serra Mesa Community Plan; and however, this alternative would not result in the intensity of land uses envisioned by the City of Villages Strategy and Strategic Framework Plan. It would not locate dense housing in an area where transit is available. This alternative would result in the construction of less affordable housing units on-site, because the City's Inclusionary Housing Ordinance is based on the total number of residential units associated with a project. See also discussion of Alternative 4 - Road Connection to Phyllis Place for additional information on impacts of this alternative.

Traffic/Circulation/Parking. This alternative would generate approximately ~~32,444~~ 31,881 ADT, with the more conservative driveway trip land use mix generating approximately half the amount of traffic as the proposed project. Tables 10-1 – 10-5 provide a comparison of the traffic impacts associated with this alternative as compared to the proposed project. As shown in Tables 10-1 – 10-5, this alternative would result in reducing the amount of street segments, arterials, intersections, and freeway links where significant traffic impacts would occur. Mitigation measures required under this alternative would be the same as those required for Phase 1 of the project, as presented in Table 5.2-9, *Transportation Phasing Plan*

R C Alternative

Impacts would be avoided to segments on Friars Road from Mission Village Road to the I-15 southbound ramps and Mission Center Road from Camino del Rio North to the I-8 eastbound ramp under this alternative. In addition, during the AM peak hour, this alternative would eliminate significant impacts for eastbound and westbound traffic between SR-163 northbound ramps and Frazee Road; and westbound traffic between Northside Drive and Stadium Road, I-15 southbound and I-15 northbound ramps, and Riverdale Street to Mission Gorge Road. During the PM peak hour, impacts for eastbound traffic on Friars Road (Santo Road to Riverdale Street) and at three locations (Ulric Street/SR-163 southbound ramps to SR-163 northbound ramps; I-15 northbound ramps to Rancho Mission Road; and Riverdale Street to Mission Gorge Road) for westbound traffic would be eliminated.

Relative to impacted intersections, this alternative would eliminate impacts at one intersection (Friars Road/Frazee Road) during the AM peak hour. During the PM peak hour, impacts would be eliminated at five intersections (Friars Road eastbound/Qualcomm Way; Friars Road/I-15 southbound ramp; Mission Center Road/I-8 eastbound ramp; Qualcomm Way/I-8 westbound ramp and Texas Street/El Cajon Boulevard).

For freeway segments significantly affected by the proposed project, the Build-out Under the Community Plan alternative would eliminate significant impacts on a portion of SR-163; north, from I-8 to Friars Road and from Friars Road to Genesee Avenue; and south from I-8 to Friars Road. Additionally, impacts would be avoided to freeway segments on I-15 southbound both north and south of Friars Road; and on I-8 eastbound, between Mission Center Road and Qualcomm Way. This alternative would have the same impact on freeway ramps as the proposed project.

While this alternative would reduce traffic impacts, significant traffic impacts would not be avoided. Mitigation similar to the proposed project would be required under this alternative. Even with implementation of mitigation measures, traffic impacts would remain significant and unmitigated. These impacts are those to portions of Friars Road ~~to SR-163 and Texas Street, and Mission Center Road~~ as well as freeway ramps and segments. ~~As summarized in Tables 10-1 through 10-5, Alternatives Comparison Summary, traffic impacts would generally be similar, with minor variations, if this alternative were adopted using external cumulative trips and a Phyllis Place connection.~~

Visual Effects and Neighborhood Character. Significant unmitigated visual impacts and impacts associated with neighborhood character would occur under this alternative, but would be slightly reduced in comparison with the proposed project, because of the reduced density. Similar to the proposed project, this alternative would result in development on a site currently void of vegetation and being mined for sand and gravel resources. Parking would occur primarily in open surface parking lots, similar to adjacent developments, rather than within a parking garage. Large expanses of open surface parking lots are generally considered visually less attractive than consolidating parking into parking garages. ~~The connection of the roadway~~

would occur as a signalized intersection, with single family development fronting Phyllis Place to each side of the connection, and therefore would not significantly affect the visual environment beyond what is addressed in this Program EIR.

Air Quality. The No Project/Continuation of Existing Plan alternative would result in the similar construction emissions as the proposed project, since the same grading would occur. However, operation emissions would be reduced by approximately up to 50 percent, because this alternative would generate approximately half the 50 percent to 60 percent of the traffic as the proposed project. Project traffic is the primary source of emissions for the project, and the reduced vehicular emissions would not exceed the city's significance threshold for carbon monoxide, although the proposed project also would not result in unmitigated significant air quality impacts.

Noise. Noise impacts under this alternative would be reduced by approximately 50 percent, because this alternative would generate approximately half the traffic as the proposed project. Mitigation would be required for on-site land uses where noise levels would be projected to exceed City standards.

Biological Resources. Development of the project site as envisioned under this alternative would result in greater impacts to biological resources, as this alternative would grade the northern six acres and develop that area with housing. A greater amount of mitigation would be required under this alternative.

Health and Safety. Development of the project site as envisioned under this alternative would result in the same impacts associated with health and safety as the proposed project. Mitigation measures required for the proposed project would also be required under this alternative.

Historical Resources. There are no known historical resources located on the project site. However, the project has the potential to affect unknown subsurface resources. Therefore, similar to the proposed project, the No Project/Continuation of Existing Plan alternative would have the same potential to affect unknown subsurface resources. Mitigation measures required for the proposed project would also be required under this alternative similar to the proposed project

Hydrology. Development of the project site as envisioned under this alternative would result in a the same similar level of impacts associated with hydrology as the proposed project due to the additional footprint of residential development and the road connection. The additional impervious surface of approximately 0.60 acre would not result in significant impacts to hydrology. No mitigation measures are required for the proposed project; similarly, no mitigation would be required under this alternative.

Geologic Conditions. Development of the project site as envisioned under this alternative would result in the same impacts to geologic conditions as the proposed project. No mitigation measures for this alternative or the proposed project would be required.

Paleontological Resources. Development of the project site as envisioned under this alternative would result in similar impacts to paleontological resources as the proposed project. However, because this alternative would result in grading the area within the Serra Mesa community for residential development and the road connection, there would be a potential for an increase in impacts to paleontological resources. Mitigation measures required for the proposed project would also be required under this alternative.

Public Utilities (Solid Waste). This alternative would result in fewer impacts to solid waste, as less development would occur. Nonetheless, impacts to solid waste would be considered cumulatively significant requiring mitigation similar to the proposed project.

Water Quality. Development of the project site as envisioned under this alternative would be similar to the proposed project, however, development under this alternative would also occur in the northern six acres, increasing the amount of grading and construction of impervious surfaces. Measures which would be required under this alternative include construction and post BMPs, similar to the proposed project, and would ensure that significant water quality impacts are precluded.

Mineral Resources. This alternative would result in the completion of the on-going mining operations and replacement with urban development. This alternative would not result in impacts to mineral resources, nor would the proposed project.

Cumulative Effects. The No Project/Continuation of Existing Plan alternative would contribute to cumulative impacts associated with traffic and air quality, biological resources, historical resources, and public utilities (solid waste). Relative to global climate change, this alternative would result in a lower density project with a greater proportion of surface parking, especially for the commercial retail and office component of the project. In accordance with the goals of the Mission Valley Community Plan, the site would be developed as a pedestrian oriented project, which would have the potential to reduce vehicle miles traveled for residents and visitors. The development of lower density residential housing would result in larger units with a greater square footage per unit, resulting in slightly greater energy usage per unit and an increase in GHG emissions per capita. The development of a greater percentage of surface parking is less sustainable than that achieved from more compact development, also resulting in less desirable effects on global climate change.

Evaluation of Alternative

The No Project/Continuation of Existing Plan alternative would implement the intent of the Mission Valley and Serra Mesa Community Plans by developing the project site with multiple uses and single family homes. This alternative would not result in the intensity of development envisioned for an Urban Village as defined by the City of Villages Strategy and Strategic Framework Plan. This alternative would result in less impacts to traffic, when compared to the proposed project; however, all traffic impacts would not be avoided. As previously analyzed in the proposed project and Alternative A, Road Connection to Plaza Place, slightly different traffic impacts would occur based upon development intensity and the road connection. Measures would be required to mitigate traffic impacts associated with this alternative. Even with

implementation of mitigation measures, some traffic impacts would remain significant and unmitigated. This alternative would result in greater impacts to biological resources due to grading and construction on the northern six acres where the proposed project does not anticipate development. The No Project/Continuation of Existing Plan alternative would result in ~~less impacts/fewer impacts~~ to population driven environmental issues, such as public services (including parks) and utilities (solid waste). Visual effects and neighborhood character impacts would be reduced, due to a reduced intensity of development, but not to a level below significance.

10.2.4 Alternative 3 - Reduced Density Alternative: With and Without Phyllis Place Connection

This alternative evaluates a reduced density alternative that would provide for an Urban Village, as envisioned by the City of Villages strategy and the Strategic Framework Element, but would reduce the intensity of development to reduce the amount of overall traffic generated by the project. Therefore, for the Reduced Density Alternative, development would occur as a mixed-use project, similar to the proposed project, for that area within the Mission Valley Community Plan, but at a reduced density. Similar to the proposed project, no development would occur within the area located in the Serra Mesa community. The required public park acreage would be reduced commensurate with the reduction in residential density of this alternative. Assuming a population of 6,125 (based on SANDAG's population forecast of 1.74 people per residential unit in Mission Valley), a total of 17.15 acres of useable parkland would be required to serve the Reduced Density alternative.

~~(For the purposes of this alternative, an impact analysis of with and without a road connection between Friars Road and Phyllis Place is not has been included. However, the road connection could occur with this alternative. The road connection is described in the Road Connection to Phyllis Place Alternative in Section 10.2.5.)~~

Table 10-7, *Reduced Density Alternative Land Uses and Intensity*, provides a summary of a typical project which could development in accordance with this alternative. Figure 10-1, Reduced Density Alternative Land Use Plan, without Construction of a Road Connection between Friars Road and Phyllis Place, show the land uses associated with this alternative. See Figure 10-2, Road Connection to Phyllis Place Alternative, depicts a land use plan with the connection to Phyllis Place.

The land use plan would look similar to that of the project, with about 1,060 fewer residential units. This reduction in residential development would occur in the Ridgetop, Foothills, Terrace and Creekside Districts. Total retail space would be reduced by more than 40 percent, and the resulting commercial center would be less urban in character, with fewer two-story structures and more surface parking. Office development would be reduced by approximately 20 percent. Fewer parks would be required to serve the reduced population base anticipated under this alternative. This alternative would provide space for civic uses, albeit reduced in square footage. Circulation would be the same as that shown for the proposed project; no street connection would occur between Friars Road and Phyllis Place. Similar to the proposed project, this alternative would be connected by trails and pedestrian accessways. Also similar to the proposed project, the approved CUPs would involve amendments to modify the grading shown on the

approved Reclamation Plans and to relocate the asphalt/concrete plant to the southeast corner of the project site as an interim use.

Table 10-7.
Reduced Density Alternative Land Uses and Intensity

Land Use	Development Intensity		
	Proposed Project	Reduced Density Project Development Alternative – without Phyllis Place	Reduced Density Project Development Alternative – with Phyllis Place
Parks/Civic/Public Open Space ¹	31.8 acres (17.5 acres neighborhood parks)	30 acres (12.25 acres neighborhood parks)	30 acres (12.25 acres neighborhood parks)
Private Recreation	2.1 acres	2.1 acres	2.1 acres
Total Residential	4,780 units (target) [4,510 units with School Option]	3,520-720 units (target) [3,250-450 units with School Option]	3,720 units [3,450 units with School Option]
Affordable (included in Total)	478 units (451 units with School Option)	352-372 units (325-345 units with School Option)	372 units (345 units with School Option)
Multiple Use	37.5 acres	37.5 acres	37.5 acres
Retail Commercial	603,000 square feet (target)	350,000 square feet (target)	350,000 square feet
Office Commercial	620,000 square feet (target)	500,000 square feet (target)	500,000 square feet
Residential (included in Total)	411 units (target)	200 units (target)	200 units
Circulation/Public Rights-of-Way	29.7 acres	29.7 acres	30.7 acres
Private/Revegetated Slopes	35.6 acres	35.6 acres	35.6 acres
Traffic Generation	52,332 external ADT	39,563 external ADT	39,563 external ADT

¹ Includes public parks and open space and private parks and open space with public access easements.



Figure 10-1.
Reduced Density Alternative Land Use

Environmental Analysis

Land Use. This alternative proposes a multiple use project as an end use to the existing mining operations, which would be consistent with the Mission Valley Community Plan. However, this alternative would result in a reduced intensity of land uses and would not provide the same amount housing in an area where transit is available. This alternative would result in the construction of fewer affordable housing units on-site. See also discussion of *Alternative 4 - Road Connection to Phyllis Place*, for analysis of additional land use impacts of the road connection alternative.

Traffic/Circulation/Parking. This alternative would result in approximately 25 percent less traffic (approximately 39,563 external trips under this alternative compared to 52,332 external trips associated with the proposed project). As shown in Tables 10-1 – 10-5, this alternative would reduce the number of street segments, arterials, and intersections, and freeway links where significant traffic impacts would occur. Mitigation measures required under this alternative would be the same as those required for Phase 2 of the project, as presented in Table 5.2-9, *Transportation Phasing Plan*.

Impacts would be avoided on segments of Friars Road from Mission Village Road to the I-15 southbound ramps and during the AM peak hour for westbound traffic at four locations: SR-163 northbound ramps to Frazee Road; Northside Drive to Stadium Road; I-15 southbound ramps to I-15 northbound ramps; and Riverdale Street to Mission Gorge Road. Reduced impacts also occur westbound in the PM peak hour from Ulric Street/SR-163 southbound ramps to SR-163 northbound ramps, from I-15 northbound ramps to Rancho Mission Road and from Riverdale Street to Mission Gorge Road. Relative to impacted intersections, this alternative would eliminate impacts at one intersection (Friars Road/Frazee Road) during the AM peak hour and at three intersections (Friars Road eastbound/Qualcomm Way; Qualcomm Way/I-8 westbound ramp; and Texas Street/El Cajon Boulevard).

For freeway segments significantly affected by the proposed project, the Reduced Density Project alternative would eliminate significant impacts on one portion of northbound SR-163: Friars Road to Genesee Avenue; and on two portions of I-15 southbound both north and south of Friars Road. This alternative would have significant impacts at the same impact on freeway ramps as the proposed project.

While this alternative would reduce traffic impacts, significant traffic impacts would not be avoided. Mitigation similar to the proposed project would be required under this alternative. Even with implementation of mitigation measures, traffic impacts to portions of Friars Road, Texas Street, Mission Center Road at I-8, and freeway ramps and segments would remain significant and unmitigated. As summarized in Tables 10-1 thru 10-5, *Alternative 4 - Road Connection*, traffic impacts would generally be similar with minor variations if this alternative included a Phyllis Place connection.

This alternative would eliminate parking along the portion of Phyllis Place between Franklin Ridge Road and the I-805 southbound ramps. The widening of Phyllis Place would result in the loss of approximately 85 spaces; there is no development on the south side of the street, and the church on the north side of the street satisfies its parking requirements on-site. On-street

parking to serve the park area proposed under this alternative would be available west of the intersection of Franklin Ridge Road and Phyllis Place and would be increased by the addition of parking on the south side of Phyllis Place. The impact to the availability of on-street parking is not a result of a deficit in the parking proposed for Quarry Falls, as the project would provide parking in accordance with the City's parking requirements. Therefore, the loss of the convenience represented by the on-street parking does not constitute a significant impact.

Visual Effects and Neighborhood Character. Visual impacts would occur under this alternative and would be essentially the same as the proposed project. This alternative would result in urban development on a site currently void of vegetation and being mined for sand and gravel resources. Under this alternative, parking would occur more as open surface parking lots, similar to adjacent developments, and less as structured parking. The road connection through Quarry Falls, between Friars Road and Phyllis Place, provides an additional travelway for motorists traveling to/from the Mission Valley area. However, the connection of the roadway would not significantly affect the visual environment beyond what is addressed in this Program EIR.

Air Quality. The Reduced Density Project alternative would result in the same construction emissions as the proposed project since the same grading would occur. However, operation emissions would be reduced by approximately 25 percent because this alternative would generate approximately 25 percent less traffic as the proposed project. Project traffic is the primary source of emissions for the project; however, the proposed project would not result in significant direct air quality impacts. Similarly, this alternative would not result in significant direct air quality impacts.

Noise. The Reduced Density alternative would result in reduced noise impacts due to the approximate 25 percent reduction in vehicular trips. Noise impacts associated with construction and the asphalt/concrete plants would be similar to the proposed project.

Under this alternative with the road connection to Phyllis Place, two additional external roadway segments would experience an increase in noise levels: Phyllis Place – south of the I-805 ramps and Murray Ridge Road – I-805 southbound/I-805 northbound ramps. Both of these segments do not have adjacent residential uses, and ambient noise would be dominated by the freeway itself. Therefore, there would be no significant noise impacts along these segments. The connection would also eliminate noise impacts along several Mission Valley roadway segments by diverting a portion of the project travel demand. This alternative would not result in additional traffic on Fenton Parkway. Off-site traffic noise impacts associated with this alternative would be considered less than significant because no noise-sensitive land uses would be affected. For internal roadways, this alternative would result in an increase in vehicular noise volumes for streets that would carry traffic on the connection between Friars Road and Phyllis Place. This alternative would require implementation of mitigation measures as with the proposed project to reduce interior noise impacts to below a level of significance.

Biological Resources. Development of the project site as envisioned under this alternative would result in the same impacts as those associated with the proposed project, as the same development footprint would occur. The mitigation measures required for the proposed project

would be required under this alternative. The connection to Phyllis Place would result in a slight increase in impacts associated with Biological Resources, because this scenario would construct a road through the part of the project within the Serra Mesa Community Plan as more fully described in *Alternative 4 – Road Connection to Phyllis Place*.

Health and Safety. Development of the project site as envisioned under this alternative would result in the same impacts associated with health and safety as the proposed project. Mitigation measures required for the proposed project would also be required under this alternative.

Historical Resources. There are no known historical resources located on the project site. Therefore, similar to the proposed project, the Reduced Density Project alternative would have the same potential to affect unknown subsurface resources. Mitigation measures for the proposed project would also be required under this alternative.

Hydrology. Development of the project site as envisioned under this alternative would result in the same ~~or similar amount of~~ impacts associated with hydrology as the proposed project. The road connection would result in a small increase in impervious surface of approximately 0.60 acre that would not result in significant impacts to hydrology. Runoff from the additional street area would be captured in the same drainage area as the proposed project for treatment and detention in the bioswale system and BMPs. No mitigation measures are required for the proposed project; similarly, no mitigation would be required under this alternative.

Geologic Conditions. Development of the project site as envisioned under this alternative would result in the same impacts to geologic conditions as the proposed project. As with the proposed project, no mitigation measures would be required under this alternative.

Paleontological Resources. Development of the project site as envisioned under this alternative would result in the same impacts to paleontological resources as the proposed project; although with the road connection, the increase in grading could result in a slightly greater potential to uncover paleontological resources, because the same grading would occur. Mitigation measures required for the proposed project would also be required under this alternative.

Public Utilities (Solid Waste). This alternative would result in a slight reduction in the generation of solid waste, as less development would occur. Nonetheless, impacts to solid waste would be considered cumulatively significant requiring mitigation similar to the proposed project.

Water Quality. Development of the project site as envisioned under this alternative would result in the same impacts to water quality as the proposed project, because the same amount of grading would occur. With the road connection, the additional grading to Phyllis Place would not result in significant impacts and therefore would also be the same as the proposed project. The small increase in impervious surfaces associated with street connection to Phyllis Place of 0.60 acre would be captured and routed to the north bioswale for treatment of the first flush. This runoff is directed south to the detention facility located in the Civic Center that provides additional beneficial treatment of storm water. Measures which would be required under this

alternative include construction and post BMPs, similar to the proposed project, and would ensure that significant water quality impacts are precluded.

Mineral Resources. This alternative would result in phasing out the on-going mining operations and replacing those with urban development. This alternative would not result in impacts to mineral resources, nor would the proposed project.

Cumulative Effects. The Reduced Density alternative would contribute to cumulative impacts associated with traffic and air quality, biological resources, historical resources, and public utilities (solid waste). Relative to global climate change, under this alternative, residential densities would be reduced; however, building types would be similar to those expected from the proposed project. Surface parking for commercial retail and office would be greater than the proposed project, although less than that expected from the community plan alternative. Vehicle miles traveled for residents and visitors would be less than the proposed project, with similar opportunities for walking, cycling, and the use of alternative modes of transportation, resulting in the potential for reduced GHG emissions.

Evaluation of Alternative

Build-out under the Reduced Density Project Alternative would implement the intent of the Mission Valley Community Plan by developing the project site with multiple uses; no development would occur on the six acres of the project site located in the Serra Mesa Community Plan area. This alternative would not result in the same intensity of development envisioned for an Urban Village as defined by the City of Villages Strategy and Strategic Framework Plan as the project. This alternative would result in fewer impacts to traffic when compared to the proposed project; however, all traffic impacts would not be avoided. Measures would be required to mitigate traffic impacts associated with this alternative. Even with implementation of mitigation measures, some traffic impacts would remain significant and unmitigated. Impacts to air quality would also be less; however, both this alternative and the proposed project would not result in significant direct air quality impacts. This alternative ~~without a road connection would result in the same level of impacts to biological resources; whereas with a road connection there would be a slight increase in impacts requiring a slight increase in mitigation. Both scenarios would result in essentially the same level of impact to hydrology and water quality, because the same amount of grading would occur although slightly more grading would occur with a road connection.~~ The Reduced Density Project alternative would result in slightly less impacts to public services (including parks) and public utilities (solid waste), because 1,060 less residential units would be constructed under this alternative. Visual effects and neighborhood character impacts would be reduced, but not to a level below significance.

10.2.5 Alternative 4 – Road Connection to Phyllis Place

The Road Connection to Phyllis Place alternative would provide the street connection recommended by the Mission Valley Community Plan. In order to accommodate this connection, Franklin Ridge Road would be extended northward to a signalized intersection at Phyllis Place. The segment would be designed as a four lane major street with an approximate ~~109 - 117-foot~~ right-of-way. This alignment requires a modification to the existing grading plan to provide additional fill material in this area in order to create the appropriate

grade transition for the roadway. An existing SDG&E high pressure gas line would be raised within its existing alignment and easement to achieve a preferred depth of three feet from finished elevation.

The road connection would bisect the proposed linear park at Phyllis Place. Minor modification to the proposed grading plan would generate the necessary additional fill material and provide the opportunity to expand the park area to address the loss of a small portion of the park due to the road connection. Other impacts for the road connection are discussed below as part of the environmental analysis for this alternative. All other aspects of this alternative would be the same as those of the proposed project. Figure 10-2, *Road Connection to Phyllis Place Alternative*, provides a graphic representation of this project alternative.

Environmental Analysis

Land Use. This alternative would implement the Mission Valley Community Plan's recommendation of providing a street connection between Friars Road and Phyllis Place. However, the Serra Mesa Community Plan does not identify a connection between Friars Road and Phyllis Place. This alternative would be consistent with the *Quarry Falls Specific Plan*; however, it would result in a conflict with the Serra Mesa Community Plan and, therefore, would require processing of an amendment to the Serra Mesa Community Plan. This alternative would satisfy the City's Inclusionary Housing Ordinance in the same manner as the proposed project – through the construction of affordable housing units on-site.

Traffic/Circulation/Parking. Under the Road Connection to Phyllis Place alternative, all existing and proposed roadways would be the same as the proposed project, except the road system would add a connection to Phyllis Place and some minor modifications to the proposed streets may be necessary to accommodate the connection. If approved, the road connection would occur during Phase 2 of the Quarry Falls project. Additional improvements to Phyllis Place and the I-805 southbound ramp include the widening of the southbound on and off-ramps, the widening of the Phyllis Place eastbound approach, the restriping of Murray Ridge Road bridge to five lanes, and the restriping of the Murray Ridge Road westbound approach (see Table 10-8, *Transportation Phasing Plan with Phyllis Place Road Connection*). Once constructed, approximately 1/3 of the project traffic would be expected to use the road connection to get to I-805 and beyond.

As shown in Tables 10-1 – 10-5, project traffic under this alternative would impact roadway segments and intersections similar to the proposed project. However, due to the different distribution of traffic associated with the Phyllis Place connection, traffic impacts under this alternative would occur at different locations; in other locations, impacts would be avoided. Although significant impacts are comparable, in general the redistribution of traffic to the Phyllis Place/I-805 interchange is beneficial to existing Mission Valley circulation streets where total vehicular trips are reduced, such as for Friars Road between SR-163 and I-15; Mission Center Road from Friars Road to I-8; and Qualcomm Way from Friars Road to I-8.



Figure 10-2.
Road Connection to Phyllis Place Alternative

Table 10-8.
Transportation Phasing Plan with Phyllis Place Road Connection

#	Location	Responsible Party	Improvement
<p><i>The following improvements are to be assured to the satisfaction of the City Engineer prior to the issuance of the first building permit.</i></p>			
1a	Friars Road/ SR-163 interchange	Project ²	<p>Prior to the issuance of any building permits for Phase 1 the applicant shall assure by permit and bond the construction of the following local improvements: the widening of the northbound approach of the SR-163 southbound off-ramp at Friars Road by 1 right turn lane resulting in 1 left turn lane, 1 shared left thru lane, and 2 right turn lanes; the widening of the southbound approach of Ulric Street at Friars Road by 1 right turn lane resulting in 1 left turn, 1 thru-left, and 1 right turn lane; the reconfiguring of the northbound southbound approach of Friars Road and SR-163 southbound northbound ramps to provide 2 right-turn lanes; the widening of westbound Friars Road from Frazee Road to SR-163 northbound ramps by 1 thru lane and 1 right turn lane resulting in 3 thru lanes and 2 right-turn lanes; the widening of eastbound Friars Road at Frazee Road by 1 thru lane (with widening to accept the thru lane) and 2 right turn lanes resulting in dual left turn lanes, 4 thru lanes and 2 right turn lanes satisfactory to the City Engineer; reconfigure southbound approach at Friars Road at SR-163 northbound ramps (SR-163 northbound to Friars Road westbound ramp). The City may require the project to pay \$5,000,000 (2007 dollars) to the City of San Diego in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location, satisfactory to the City Engineer.</p>
2	Mission Center Road/Quarry Falls Blvd	Project ²	<p>Prior to the issuance of any building permits for Phase 1 the applicant shall assure by permit and bond the construction of the following improvements at the intersection of Mission Center Road and Quarry Falls Boulevard: the widening of the northbound approach by 1 right turn trap lane resulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane; the widening of the westbound approach by 2 left turn lanes resulting in 2 left turn lanes and 1 shared thru-right lane; and the widening of the eastbound approach by 1 right turn lane resulting in 1 left turn lane, 1 thru lane and 1 right-turn lane, satisfactory to the City Engineer.</p>
3	Mission Center Road from Quarry Falls Boulevard to Friars Road	Project ²	<p>Prior to the issuance of any building permits for Phase 1 the applicant shall assure by permit and bond the construction of the following improvement on Mission Center Road from Quarry Falls Boulevard to Friars Road: the widening of by one northbound Mission Center Road to add one additional lane resulting in for a total of three thru lanes, satisfactory to the City Engineer.</p>
4	Friars Road from Qualcomm Way to Mission Center Road	Project ²	<p>Prior to the issuance of any building permits for Phase 1 the applicant shall assure by permit and bond the construction of a westbound auxiliary lane by widening Friars Road from Qualcomm Way to Mission Center Road resulting in westbound segment by one auxiliary lane for a total of three thru lanes and one auxiliary lane, satisfactory to the City Engineer.</p>
5a	Phyllis Place/ I-805 SB ramp	Project	<p>Prior to the issuance of any building permits for Phase 1 the applicant shall assure by permit and bond the construction of a traffic signal at the intersection of Phyllis Place and I-805 southbound ramp with appropriate traffic signal interconnect, the widening of the Phyllis Place eastbound approach to provide 2 thru and 1 right turn lane, the widening of the southbound on-ramp, and the widening of the southbound off-ramp to provide 1 shared thru left and 2 right turn lanes, satisfactory to the City Engineer. Signalize, Widen southbound off-ramp, widen Phyllis Place eastbound</p>

#	Location	Responsible Party ¹	Improvement
			approach from I-805 to Ainsley/Abbotshill Road, widen southbound on-ramp.
6	Phyllis Place/ I-805 NB ramp	Project	Signalize. Prior to the issuance of any building permits for Phase 1, the applicant shall assure by permit and bond the construction of a traffic signal at the intersection of Phyllis Place and I-805 northbound ramp with appropriate traffic signal interconnect. Restripe northbound approach; restripe eastbound approach; reconfigure westbound approach and widen the northbound on-ramp satisfactory to the City Engineer.
7	Murray Ridge Road/ Mission Center Road	Project ²	Signalize. Prior to the issuance of any building permits for Phase 1, the applicant shall assure by permit and bond the construction of the following improvements at the intersection of Mission Center Road and Murray Ridge Road: the installation of a traffic signal, the Restriping of the southbound approach to provide 1 left turn lane, 1 thru lane, and 1 right turn lane; the widening of the westbound approach by 1 left turn lane resulting in 1 shared thru-right lane and 1 left turn lane; and, the restriping of the eastbound approach to provide 1 left turn lane and 1 thru-right lane satisfactory to the City Engineer.
8a	Murray Ridge Road from SB-NB Interstate 805 ramps to Pinecrest Ave	Project ²	Prior to the issuance of any building permits for Phase 1, the applicant shall assure by permit and bond the following improvements on Murray Ridge Road from the southbound I-805 ramps to Pinecrest Avenue: the Restriping of Murray Ridge Road to a 4-lane collector or the contribution of \$100,000 (2007 dollars) in funding for traffic calming to be determined by the Serra Mesa community from I-805 northbound ramps to Pinecrest Avenue, satisfactory to the City Engineer.
8b	Murray Ridge Road Bridge over I-805	Project ²	Prior to the issuance of any building permits for Phase 1, the applicant shall assure by permit and bond the restriping of the Murray Ridge Road/Phyllis Place, between the northbound and southbound ramps of I-805 ramps, to 5 lanes, satisfactory to the City Engineer.
9	Murray Ridge Road/ Pinecrest Ave	Project	Signalize. Prior to the issuance of any building permits for Phase 1, the applicant shall assure by permit and bond the construction of a traffic signal at the intersection of Murray Ridge Road and Pinecrest Avenue, satisfactory to the City Engineer.
10	Friars Road/ Avenida De Las Tiendas	Project ²	Prior to the issuance of any building permits for Phase 1, the applicant shall assure by permit and bond the lengthening of westbound dual left-turn lanes at the intersection of Friars Road and Avenida de las Tiendas to approximately 450 feet, satisfactory to the City Engineer.
11	Texas Street from Camino del Rio South to El Cajon Boulevard	Project	Prior to the issuance of any building permits for Phase 1, the applicant shall assure by permit and bond the implementation of the following traffic calming measures on Texas Street from El Cajon Boulevard to Camino Del Rio South: the provision of pedestrian lighting and a new sidewalks from Camino del Rio South to Madison Avenue (see per item T4 in the Greater North Park Planning Committee's Priority List on page 13) of the Public Facilities Financing Plan, 2002); and the contribution of \$100,000 (2007 dollars) in funding for traffic calming to be determined by the community from Madison Avenue to El Cajon Boulevard.
12	Transportation Demand Management measures	Project	Prior to the issuance of any building permits for Phase 1, the applicant shall develop a comprehensive Transportation Demand Management Plan that includes information kiosks in central locations, bike lockers, priority parking spaces for carpools, and co-ordination with MTS for potential public or private bus service in Quarry Falls, satisfactory to the City Engineer.
<p>Prior to the issuance of a building permit for development in excess of 2,375 EDU³ the following improvements are to be assured to the satisfaction of the City Engineer.</p>			

10.0 ALTERNATIVES

#	Location	Responsible Party	Improvement
14	Friars Road/ Fashion Valley Road	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT in total development the applicant shall assure by permit and bond the Restriping of the westbound approach at the intersection of Friars Road and Fashion Valley Road by 1 left turn lane resulting in 2 left-turn lanes, 1 thru lane and 1 shared thru-right turn lane, satisfactory to the City Engineer.
16	Pedestrian Bridge across Friars Road	Project ⁴	Prior to the issuance of any building permits for Phase 2 in the area represented by parcels 21, 24, or 25 of the Quarry Falls Vesting Tentative Map 183196 and that exceeds 23,750 ADT in total development, the applicant shall assure by permit and bond the Construction of a pedestrian bridge over Friars Road to connect Quarry Falls to the Rio Vista West shopping center and provide access to the Rio Vista West trolley station, satisfactory to the City Engineer.
17	Friars Road EB ramp/ Qualcomm Way	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT in total development, the applicant shall assure by permit and bond the construction of the following improvement on Friars Road eastbound ramp and Qualcomm Way: the Wwidening of the eastbound approach by 1 left turn lane resulting in 1 left turn lane, a 1 shared left-thru lane and 1 right turn lane; the restriping of the southbound approach within the existing bridge abutments resulting in 2 thru lanes and 2 left turn lanes; and the widening of the northbound approach by 2 thru lanes resulting in 4 thru lanes and 1 right turn lane, satisfactory to the City Engineer.
18	Friars Road WB ramp/ Qualcomm Way	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT in total development, the applicant shall assure by permit and bond the construction of the following improvements on Friars Road westbound ramp and Qualcomm Way: the Wwidening of the southbound approach by 1 thru lane and 1 right turn lane resulting in 1 right turn lane and 2 thru lanes, and the restriping of the northbound approach resulting in 2 thru lanes and 2 left turn lanes, satisfactory to the City Engineer.
5b	Phyllis Place/ I-805 SB ramp	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT in total development the applicant shall assure by permit and bond the Widen southbound EB ramp , widen Phyllis Place eastbound approach , widen southbound approach and restriping of the Murray Ridge Road bridge to five lanes . Restripe Murray Ridge Road westbound satisfactory to the City Engineer.
19	Friars Road/I-15 SB off-ramp	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT in total development, the applicant shall assure by permit and bond the Wwidening of the southbound approach at Friars Road and I-15 southbound off-ramp by 1 left turn lane resulting in 2 left turn lanes, 1 shared thru-left turn lane, and 2 right turn lanes, satisfactory to the City Engineer.
Prior to the issuance of a building permit for development in excess of 5,118 EDU³ the following improvements are to be assured to the satisfaction of the City Engineer.			
20	Texas Street/El Cajon Blvd.	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT in total development, the applicant shall assure by permit and bond the Wwidening of the eastbound approach at the intersection of Texas Street and El Cajon Boulevard by 1 right turn lane resulting in 1 left turn, 3 thru lanes and 1 right turn lane, satisfactory to the City Engineer.
1b	Friars Road/SR-163 Interchange	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT in total development, the applicant shall assure by permit and bond the Construction of the following local improvements at Friars Road and SR-163 interchange: the widening and lengthening of the Friars Road bridge from 6 lanes to 8 thru lanes from Frazee Road to Ulric Street and providing 2 left turn lanes across the bridge; the reconfiguration of the SR-163

#	Location	Responsible Party	Improvement
			northbound off ramp by removing the free right turn and widening the existing loop off ramp to provide 3 left turn and 1 right turn lanes. the widening of the southbound approach of at Friars Road and Frazee Road intersection by 1 right turn lane resulting in 2 left turn lanes, 1 shared thru right and 2 right turn lanes. The City may require the project to pay \$14,000,000 (2007 dollars) to the City of San Diego in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location satisfactory to the City Engineer.
<p>Prior to the issuance of a building permit for development in excess of 5,904 EDU³ the following fair share contributions will be made to the satisfaction of the City Engineer.</p>			
22	Friars Road/Santo Road	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT in total development the applicant shall contribute a fairshare of 15% of toward the cost of the following improvement: Restriping the southbound approach at the intersection of Friars Road and Santo Road to provide dual left turn lanes and dual right turn lanes, satisfactory to the City Engineer.
23	Mission Gorge Road/Zion Avenue	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT in total development the applicant shall contribute a fairshare of 20% of toward the cost of the installation of an additional following improvement: Widen westbound approach left turn lane (requiring widening of the westleg of the intersection) resulting in dual left turn lanes and 1 shared thru-right turn lane at the intersection of Mission Gorge Road and Zion Avenue, satisfactory to the City Engineer.
24	Mission Center Road/Camino De La Reina	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT in total development the applicant shall contribute a fairshare of 7% of toward the cost of the following improvement: Widening the eastbound approach at the intersection of Mission Center Road and Camino De La Reina by 1 right turn lane resulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane, satisfactory to the City Engineer.
25	Qualcomm Way/Camino De La Reina	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT in total development the applicant shall contribute a fairshare of 25% of toward the cost of the following improvement: Widening the westbound approach at the intersection of Qualcomm Way and Camino De La Reina by 1 right turn lane resulting in 2 left turn lanes, 2 thru lanes and 2 right turn lanes, satisfactory to the City Engineer.
26	Texas Street/Camino Del Rio South	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT in total development the applicant shall contribute a fairshare of 1% of toward the cost of the following improvements at the intersection of Texas Street and Camino Del Rio South: the widening of the northbound approach by a shared thru-right lane resulting in 1 left turn lane, 2 thru lanes and 1 shared thru-right lane; the restriping of the eastbound approach resulting in 2 left turn lanes and 1 shared thru-right turn lane; the widening of the southbound approach by 1 left turn lane, resulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane; and the widening of the westbound approach by 1 right turn lane resulting in 1 left turn lane, 1 thru lane and 2 right turn lanes, satisfactory to the City Engineer.
27	Texas Street/Madison Street	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT in total development the applicant shall contribute a fairshare of 27% of toward the cost of the following improvement: Restriping the eastbound approach (which will require the widening of the northleg of the intersection) at the intersection of Texas Street and Madison Street resulting in 2 left turn lanes and 1 shared thru-right turn lane, satisfactory to the City Engineer.

#	Location	Responsible Party ¹	Improvement
28	Rio San Diego Drive/Fenton Parkway	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT in total development the applicant shall contribute a fairshare of 6% of toward the cost of the following improvement: Widening the northbound approach at the intersection of Rio San Diego Drive and Fenton Parkway by 1 left turn lane resulting in 2 left turn lanes, 1 thru lane and 1 shared thru-right turn lane, satisfactory to the City Engineer.
29	Camino del Rio North/I-8 WB Ramp	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT in total development the applicant shall contribute a fairshare of 2% of toward the cost of the following improvement: Widening the eastbound approach resulting in two thru-lanes and 2 right-turn lanes, satisfactory to the City Engineer.

¹ Construction and/or funding may also be the responsibility of others. Project may be eligible for DIF credits and/or reimbursements for construction of the improvement.

² Appendix I of the Traffic Impact Study contains conceptual designs for each of these improvements

³ An EDU is equal to 10 ADT. Each development threshold is based on driveway trip generation rates.

⁴ Assurance to the satisfaction of the City Engineer shall not be required until construction of the Village Walk District commences.

Segments. For roadway segments, this alternative would result in similar impacts compared to the proposed project. Additional impacts would occur to Murray Ridge Road from the I-805 southbound ramps to the I-805 northbound ramps and to two streets internal to the proposed project, Via Alta and Franklin Ridge Road. This alternative would eliminate impacts to Friars Road (Mission Village Road to I-15 southbound ramps) and Mission Center Road (between Murray Ridge Road and the I-805 overpass and between Camino del Rio North and the I-8 EB ramps).

Arterials. Relative to arterial streets, this alternative would result in significant impacts at five additional locations, with impacts occurring in AM peak hour (eastbound from Santo Road to Riverdale Street) and the PM peak hour (eastbound from Avenida de las Tiendas to Ulric Street/SR-163 southbound ramps; eastbound from Stadium Road to I-15 southbound ramps; and eastbound from I-15 northbound ramps to Rancho Mission Road; and westbound Frazee Road to River Run). This alternative results in the same or fewer total ADT on these arterials, however, impacts result from traffic signal timing changes that prioritize the optimization of intersection performance. The impacts to Avenida de las Tiendas to Ulric Street/SR-163 southbound ramps and Frazee Road to River Run are mitigated to below a level of significance by improvements made by the project.

Intersections. As compared to the proposed project, this alternative would avoid impacts to intersections at four locations. In the AM peak hour, impacts to one intersection would be reduced from significant to not significant (Friars Road/Frazee Road). Impacts at three intersections would be avoided in the PM peak hour (Friars Road eastbound/Qualcomm Way; Mission Center Road/I-8 eastbound ramp; and Qualcomm Way/I-8 westbound ramp). This alternative would create one new impact in the AM peak hour at the intersection of Phyllis Place/I-805 northbound ramp which is fully mitigated by the project.

Freeway Ramps and Segments. This alternative would increase impacts to freeway segments in areas where the proposed project would not result in significant impacts. Additional impacts would occur on I-8 westbound and eastbound, between SR-163 and Mission Center Road, and on I-805 northbound and southbound, north of Phyllis Place. Impacts to one freeway segment would be avoided under this alternative on SR-163 northbound from Friars Road to Genesee Avenue. Additionally, this alternative would result in significant impacts to freeway ramps during the AM peak hour (I-805 northbound ramps at Murray Ridge Road) and PM peak hour (I-805 southbound at Murray Ridge Road).

Overall, this alternative would result in similar traffic impacts, with the exception of Mission Center Road and I-8, which would not be impacted due to the redistribution of traffic to the Phyllis Place/Murray Ridge and I-805 interchange, as compared to the proposed project. Even with implementation of mitigation measures, similar traffic impacts to Friars Road, Mission Gorge Road, and Texas Street would remain significant and unmitigated. Additional impacts to three freeway segments would be significant and unmitigated. The following Transportation Phasing Plan for this alternative has been developed to provide mitigation where feasible.

Visual Effects and Neighborhood Character. This alternative would result in similar impacts associated with visual effects and neighborhood character as the proposed project, because the same development would occur. This alternative would allow for a connection through Quarry Falls, between Friars Road and Phyllis Place, providing an additional travelway for motorists traveling to/from the Mission Valley area. However, the connection of the roadway would not significantly affect the visual environment beyond what is addressed in this Program EIR.

Air Quality. The Road Connection to Phyllis Place alternative would result in the same impacts associated with air quality as the proposed project. While traffic would be allowed to travel through Quarry Falls to I-805 reducing some impacts on critical intersections and segments within Mission Valley, from an air quality perspective, this would not result in a substantial benefit to regional air quality, as additional trips would still be generated in the region.

Noise. Similar to the proposed project, this alternative would result in significant exterior noise levels on Mission Center Road, between Mission Valley Road and Friars Road. Implementation of mitigation measures as required for the proposed project would reduce the impact to below a level of significance.

Under this alternative, two additional external roadway segments would experience an increase in noise levels: Phyllis Place – south of the I-805 ramps and Murray Ridge Road – I-805 southbound/I-805 northbound ramps. Both of these segments do not have adjacent residential uses, and ambient noise would be dominated by the freeway itself. Therefore, there would be no significant noise impacts along these segments. The connection would also eliminate noise impacts along several Mission Valley roadway segments by diverting a portion of the project travel demand. This alternative would not result in additional traffic on Fenton Parkway. Off-site traffic noise impacts associated with this alternative would be considered less than significant because no noise-sensitive land uses would be affected.

For internal roadways, this alternative would result in an increase in vehicular noise volumes for streets that would carry traffic on the connection between Friars Road and Phyllis Place. Table 10-9, *On-Site Noise Impact Analysis Comparison – Proposed Project and Alternative 4*, identifies where there would be a change in noise levels on interior streets. This alternative would require implementation of mitigation measures as with the proposed project to reduce interior noise impacts to below a level of significance.

Noise associated with construction, on-going mining operations, the existing asphalt and concrete plants, and the relocated asphalt and concrete plants would be the same as the proposed project and would require implementation of the same mitigation measures to reduce impacts to below a level of significance.

Biological Resources. Development of the project site as envisioned under this alternative would result in slightly greater impacts to biological resources than the proposed project, because this alternative would require additional grading associated with the road connection to Phyllis Place. The road extension and widening of Phyllis Place would ~~cross-impact~~ sensitive native vegetation, which would not be affected by the proposed project, resulting in increased impacts to biological resources. The impacted area is comprised of coastal sage scrub (Tier II), non-native grassland (Tier IIIB), ~~and~~ disturbed habitat (Tier IV), and developed area. Mitigation measures required for the proposed project would also be required under this alternative. However, additional mitigation in the form of a payment to the City of San Diego's Habitat Acquisition Fund would be required for the increase in impacts to sensitive habitat. When compared to the proposed project, this alternative would result in the additional loss of 0.22 acre of coastal sage scrub, 0.13 acre of disturbed vegetation, and 0.64 acre of non-native grassland, and 0.59 acre of developed area for a total additional impact of 1.58 acres. In order to mitigate impacts to coastal sage scrub and non native grasslands, this alternative would require an increased acquisition of 0.22 acres of credit from the San Diego Habitat Acquisition Fund and to mitigate the additional loss of coastal sage scrub and 0.32 acre of credit to mitigate the loss of non native grassland. Therefore, this scenario would result in a total increased acquisition of 0.54 acre of credit from the San Diego Habitat Acquisition Fund.

Health and Safety. Development of the project site as envisioned under this alternative would result in the same impacts associated with health and safety as the proposed project. Mitigation measures required for the proposed project would also be required under this alternative.

Historical Resources. There are no known historical resources located on the project site. However, the project has the potential to affect unknown subsurface resources. Therefore, similar to the proposed project, the Road Connection to Phyllis Place alternative would have the same potential to affect unknown subsurface resources. Mitigation measures required for the proposed project would also be required under this alternative similar to the proposed project.

Table 10-9.
On-Site Noise Impact Analysis Comparison – Proposed Project and Alternative 4

Roadway Segment:	Proposed Project (without Phyllis Place Connection)			Alternative 4 – With Phyllis Place Connection			Change in Impacts between Proposed Project and Alternative 4
	dB CNEL – 50' from Centerline	Distance to 65 CNEL - Soft Site	Distance to 65 CNEL - Hard	CNEL – 50' from Centerline	Distance to 65 CNEL - Soft Site	Distance to 65 CNEL - Hard	
Mission Center Rd:							
Mission Valley-Friars	72.4	156	275	72.7	163	295	Increase
Qualcomm Way							
Friars Road – Quarry Falls	72.0	150'	250'	71.6	138'	229'	Decrease
Quarry Falls Blvd.							
Mission Center-Street1	69.5	100'	140'	68.8	90'	120'	Decrease
Street 1-Via Alta	69.2	95'	130'	68.9	90'	125'	Decrease
Via Alta-Russell Park Way	69.4	100'	140'	69.1	95'	130'	Decrease
Russell Park-Community	69.4	100'	140'	68.2	80'	105'	Decrease
Community Ln-Qualcomm	70.4	115'	175'	70.3	115'	170'	Decrease
Qualcomm-Franklin Ridge	68.0	80'	100'	69.9	105'	155'	Increase
Via Alta							
Quarry Falls-Franklin Ridge	67.6	75'	90'	70.4	115'	175'	Increase
Franklin Ridge Road							
Russell Park Way-Via Alta	65.3	55'	55'	69.6	100'	145'	Increase
Via Alta-Phyllis Place	DNE	n/a	n/a	72.0	145'	250'	--
Russell Park Way							
Friars Road-Street 1	68.3	85'	105'	66.6	65'	70'	Decrease
Street 1-Quarry Falls Blvd.	66.7	65'	75'	66.6	65'	70'	Decrease

DNE=Does Not Exist

Geologic Conditions. Development of the project site as envisioned under this alternative would result in the same impacts to geologic conditions as the proposed project. As with the proposed project, no mitigation measures would be required under this alternative.

Paleontological Resources. Development of the project site as envisioned under this alternative would result in greater impacts associated with paleontological resources than the proposed project, because additional grading required for construction of the road connection would occur. Mitigation measures required for the proposed project would also be required under this alternative.

Public Utilities (solid waste). Impacts to public utilities under this alternative would be the same as the proposed project, because the same level of development would occur.

Water Quality. Development of the project site as envisioned under this alternative would not result in significant impacts and therefore would be the same as the proposed project. The small increase in impervious surfaces associated with street connection to Phyllis Place of 0.60 acre would be captured and routed to the north bioswale for treatment of the first flush. This runoff is directed south to the detention facility located in the Civic Center that provides additional beneficial treatment of storm water. Measures which would be required under this alternative include construction and post BMPs, similar to the proposed project, and would ensure that significant water quality impacts are precluded.

Mineral Resources. This alternative would result in phasing out the on-going mining operations and replacing those with urban development. This alternative would result in the same impacts to mineral resources as the proposed project.

Cumulative Effects. This alternative includes a connection to Phyllis Place with all other elements of the proposed project being the same, including densities and land uses. This alternative would result in the same level of contribution to cumulative effects. This alternative would result in a change to traffic patterns in the area due to the construction of a connection between Friars Road and Phyllis Place. However, because average daily trips and vehicle miles traveled would be similar to the proposed project, GHG emissions would be expected to be the same.

Evaluation of Alternative

This alternative would implement the Mission Valley Community Plan by providing a connection between Friars Road and Phyllis Place; however, it would also result in creating a conflict with the Serra Mesa Community Plan, which does not call for that connection. This alternative would impact roadway segments and intersections similar to the proposed project. However, due to the different distribution of traffic associated with the Phyllis Place connection, some impacts in the Mission Valley community would be eliminated or reduced. More impacts to freeway segments would occur under this alternative, as shown in Table 10-6, *Summary of Freeway Segments Impacts Significance* (page 10-22). This alternative would also result in greater impacts to biological resources, due to construction of the road through sensitive habitat. This alternative would result in some improvement to fire and police access and eliminate the need for a secondary emergency access from Kaplan Drive.

This alternative would result in the same significant noise impacts as the proposed project relative to exterior noise levels, noise from the on-going mining operations, noise from the existing asphalt and concrete plants and noise from the relocated asphalt and concrete plants, requiring the same mitigation as the proposed project. Noise impacts due to interior streets would increase in some areas and decrease in others. This alternative would require the same mitigation as the proposed project for residential development located along internal streets, which would reduce impacts to below a level of significance.

Other impacts associated with this alternative would be the same or very similar to those associated with the proposed project.

10.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The environmental analysis of alternatives presented above is summarized in Table 10-10, *Comparison of Alternatives to Proposed Project*. CEQA requires that the EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed project. If the No Project alternative is selected as environmentally superior, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

Through a comparison of potential impacts from each of the proposed alternatives and the proposed project, the **No Project/No Build** alternative could be considered environmentally superior because it would result in the least amount of environmental impacts. However, the No Project/No Build alternative would result in greater impacts to land use than the proposed project, as it would not provide for a multiple use development on the site. The No Project alternative would not eliminate existing traffic impacts in the community; it would, however, result in substantially less traffic contributing to those impacts. Relative to air quality, the No Project/No Build alternative results in less carbon monoxide, nitrous oxide, reactive organic compounds, and sulfur oxide emissions, although none of the emissions are at levels of significance with the proposed project. The No Project/No Build alternative would result in fewer impacts to biological, historical, and paleontological resources than the proposed project, because additional grading beyond the current limits of the CUPs and Reclamation Plans would not occur.

Because the No Project /No Build alternative would not result in development of the project site, impacts to public services, facilities and utilities would also not occur. This No Project/No Build alternative would not develop the project site; instead, the site would remain as a reclaimed mining site until such time as a project to develop the site is brought forward. No Project/No Build alternative would not accomplish any of the objectives of the project.

Table 10-10.
Comparison of Alternatives to Proposed Project

Environmental Issue Area	Proposed Project (52,332 ADT)	Alternative 1 – No Project/ No Build	Alternative 2 – No Project/ Continuation of Existing Plan				Alternative 3 – Reduced Density Project (39,563 ADT)		Alternative 4 – Road Connection to Phyllis Place (52,332 ADT)
			140 ADT/Acre Driveway Trips (31,881 ADT)		140 ADT/Acre External Trips (31,881 ADT)		Without Road Connection to Phyllis Place	With Road Connection to Phyllis Place	
			Without Road Connection to Phyllis Place	With Road Connection to Phyllis Place	Without Road Connection to Phyllis Place	With Road Connection to Phyllis Place			
Land Use	Significant traffic impacts; partially mitigated. Significant impacts associated with air quality and noise; mitigated to below a level of significance.	Less impacts than proposed project relative to traffic, air quality and noise.	Less impacts than proposed project relative to traffic, air quality, and noise.	Less impacts than proposed project relative to traffic, air quality, and noise. Requires amendment to the Serra Mesa community plan.	Less impacts than proposed project relative to traffic, air quality, and noise.	Less impacts than proposed project relative to traffic, air quality, and noise. Requires amendment to the Serra Mesa community plan.	Same as proposed project.	Same as proposed project. Requires amendment to the Serra Mesa community plan.	Results in conflict with Serra Mesa Community Plan. Other impacts would be the same as the proposed project.
Traffic/ Circulation/ Parking	Significant impacts; partially mitigated.	Fewer impacts; no circulation improvements.	Reduced impacts; impacts partially mitigated.	Reduced impacts; impacts partially mitigated.	Reduced impacts; impacts partially mitigated.	Reduced impacts; impacts partially mitigated.	Reduced impacts; impacts partially mitigated.	Reduced impacts; impacts partially mitigated.	Similar to proposed project.
Visual Effects and Neighborhood Character	Impacts associated with visual effects and neighborhood character would be considered significant.	Fewer impacts associated with visual effects and neighborhood character.	Same as proposed project.	Same as proposed project.	Same as proposed project.	Same as proposed project.	Same as proposed project.	Same as proposed project.	Same as proposed project.
Air Quality	Significant impacts associated with construction. Mitigated to below a level of significance.	Less impacts.	Less impacts.	Less impacts.	Less impacts.	Less impacts.	Less impacts.	Less impacts.	Same as proposed project.
Noise	Significant impacts associated with vehicular noise levels, construction activities, mining operations, and relocated asphalt/concrete plants; mitigated to below a level of significance.	Less impacts.	Less impacts.	Greater interior noise impacts; mitigated to below a level of significance.	Less impacts.	Greater interior noise impacts; mitigated to below a level of significance.	Less impacts.	Greater interior noise impacts; mitigated to below a level of significance.	Construction noise impacts, exterior road noise impacts and noise impacts associated with the on-going mining operations, existing asphalt and concrete plants and relocated plants would be the same as the proposed project. Noise impacts due to interior roads would decrease for some streets and increase for others. The same level of mitigation as with the proposed project would be required.

10.0 ALTERNATIVES

Environmental Issue Area	Proposed Project (52,332 ADT)	Alternative 1 – No Project/ No Build	Alternative 2 – No Project/ Continuation of Existing Plan				Alternative 3 – Reduced Density Project (39,563 ADT)		Alternative 4 – Road Connection to Phyllis Place (52,332 ADT)
			140 ADT/Acre Driveway Trips (31,881 ADT)		140 ADT/Acre External Trips (31,881 ADT)		Without Road Connection to Phyllis Place	With Road Connection to Phyllis Place	
			Without Road Connection to Phyllis Place	With Road Connection to Phyllis Place	Without Road Connection to Phyllis Place	With Road Connection to Phyllis Place			
Biological Resources	Significant impacts; mitigated to below a level of significance.	No significant impacts.	Greater impacts; can be mitigated.	<u>Greater impacts; can be mitigated.</u>	<u>Greater impacts; can be mitigated.</u>	<u>Greater impacts; can be mitigated.</u>	Same as proposed project.	<u>Greater impacts; can be mitigated.</u>	Greater impacts; can be mitigated.
Health and Safety	Potential hazardous materials could pose health risk; mitigated to below a level of significance.	No significant impacts.	Same as proposed project.	<u>Same as proposed project.</u>	<u>Same as proposed project.</u>	<u>Same as proposed project.</u>	Same as proposed project.	<u>Same as proposed project.</u>	Same as proposed project.
Historical Resources	Grading could affect unknown resources; mitigated to below a level of significance.	No significant impacts.	Same as proposed project.	<u>Same as proposed project.</u>	<u>Same as proposed project.</u>	<u>Same as proposed project.</u>	Same as proposed project.	<u>Same as proposed project.</u>	Same as proposed project.
Hydrology	No significant impacts.	No significant impacts.	Same as proposed project.	<u>Same as proposed project.</u>	<u>Same as proposed project.</u>	<u>Same as proposed project.</u>	Same as proposed project.	<u>Same as proposed project.</u>	Same as proposed project.
Geologic Conditions	No significant impacts.	Similar to proposed project.	Similar to proposed project.	<u>Similar to proposed project.</u>	<u>Similar to proposed project.</u>	<u>Similar to proposed project.</u>	Similar to proposed project.	<u>Similar to proposed project.</u>	Similar to proposed project.
Paleontological Resources	Potential for significant impacts; mitigated to below a level of significance.	No significant impacts.	Greater impacts, but mitigable.	<u>Greater impacts, but mitigable.</u>	<u>Greater impacts, but mitigable.</u>	<u>Greater impacts, but mitigable.</u>	Similar to proposed project.	<u>Greater impacts, but mitigable.</u>	Greater impacts, but mitigable.
Public Utilities (solid waste)	Significant impacts associated with solid waste; partially mitigated.	No significant impacts.	Less impacts; partially mitigated.	<u>Less impacts; partially mitigated.</u>	<u>Less impacts; partially mitigated.</u>	<u>Less impacts; partially mitigated.</u>	Less impacts; partially mitigated.	<u>Less impacts; partially mitigated.</u>	Same as proposed project.
Water Quality	No significant impacts. Incorporation of BMPs precludes significant impacts.	No significant impacts.	Similar to proposed project.	<u>Similar to proposed project.</u>	<u>Similar to proposed project.</u>	<u>Similar to proposed project.</u>	Similar to proposed project.	<u>Similar to proposed project.</u>	Similar to proposed project.
Mineral Resources	No significant impacts.	Same as proposed project.	Same as proposed project.	<u>Same as proposed project.</u>	<u>Same as proposed project.</u>	<u>Same as proposed project.</u>	Same as proposed project.	<u>Same as proposed project.</u>	Same as proposed project.

The **No Project/Continuation of Existing Plans Alternative** could also be considered the environmentally superior alternative, because it would result in a reduction of those impacts associated with the proposed project that are density driven. This alternative would implement the intent of the Mission Valley and Serra Mesa Community Plans by developing the project site with multiple uses and single family homes. The inclusion of the road connection under this alternative would also implement the intent of the Mission Valley Community Plan relative to providing a road connection between Friars Road and Phyllis Place; however, it would be inconsistent with the Serra Mesa Community Plan. This alternative would result in fewer impacts to traffic, when compared to the proposed project; however, all traffic impacts would not be avoided and some traffic impacts would remain significant and unmitigated. This alternative would result in greater impacts to biological resources due to grading and construction on the northern six acres where the proposed project does not anticipate development. The No Project/Continuation of Existing Plans alternative would result in fewer impacts to public utilities (solid waste). Impacts associated with the visual environment would be reduced, due to a reduced intensity of development, but not to a level below significance. This alternative would accomplish most of the project goals. It would not, however, result in the intensity of development envisioned for an Urban Village as defined by the City of Villages Strategy and Strategic Framework Plan and would result in greater impacts to biological resources.

Because either of the No Project alternatives could be considered environmentally superior to the proposed project, CEQA requires that the EIR also identify an environmentally superior alternative among the other alternatives. For the Quarry Falls project, the Reduced Density Project alternative is identified as the environmentally superior among the other project alternatives.

The **Reduced Density Project** alternative would accomplish the project's main objectives and would result in fewer trips and less impacts to population driven environmental issues than the proposed project; therefore, this alternative could also be considered the environmentally superior alternative to the proposed project. Build-out under the Reduced Density Project Alternative would implement the intent of the Mission Valley Community Plan by developing the project site with multiple uses; no development would occur on the six acres of the project site located in the Serra Mesa Community Plan area. The inclusion of the road connection under this alternative would also implement the intent of the Mission Valley Community Plan relative to providing a road connection between Friars Road and Phyllis Place, however it would be inconsistent with the Serra Mesa Community Plan. Greater impacts to biological resources would occur, as additional grading and loss of vegetation would result from the road connection. Although this alternative would not contribute as much traffic to the community as the proposed project, impacts similar to the proposed project for traffic and circulation within the community would remain significant and unmitigated, requiring that the decision makers adopt a Statement of Overriding Considerations should they choose to approve this alternative. Impacts to air quality would also be less; however, both this alternative and the proposed project would not result in significant direct air quality impacts. This alternative would result in the same level of impacts to biological resources, hydrology, and water quality, because the same amount of grading would occur. All other impacts are also the same as the proposed project.

The Reduced Density Project alternative would result in slightly less impacts to public services (including parks) and public utilities (solid waste), because 1,060 less residential units would be constructed under this alternative. Impacts associated with visual effects would be reduced, but not to a

level below significance. This alternative would not result in the same intensity of development envisioned for an Urban Village as defined by the City of Villages Strategy and Strategic Framework Plan as the project.

Compared to the proposed project, this alternative would not create the same amount of housing in an area where transit is readily available, would result in less affordable housing units being added to the City's affordable housing stock, and would provide the community with less public park land.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Section 21081.6 of the Public Resources Code (PRC) and CEQA Guidelines Section 15097 require the Lead Agency for each project which is subject to CEQA to monitor the performance of the mitigation measures included in any environmental document to ensure that implementation does, in fact, take place. The PRC requires the Lead Agency to adopt a monitoring and reporting program that is designed to ensure compliance during project implementation. In accordance with PRC Section 21081.6 and CEQA Guidelines section 15097, this Mitigation Monitoring and Reporting Program (MMRP) have been developed for Quarry Falls project. The mitigation measures, which are required to reduce or avoid the potentially significant adverse impacts of future development on the project site, are presented under each issue area below. Responsible parties, the time frame for implementation, and the monitoring parties are also identified for each measure.

11.1 GENERAL

The following measures must be completed prior to any authorization to proceed.

1. The Assistant Deputy Director (ADD) of the City's Land Development Review Division (LDR) shall verify that the following statement is shown on the grading and/or construction plans as a note under the heading Environmental Requirements: "The Quarry Falls Project is subject to a Mitigation, Monitoring and Reporting Program (MMRP) and shall conform to the mitigation conditions as contained in the PEIR (Project No. 49068)."
2. The owner/permittee shall make arrangements to schedule pre-construction meetings, for each of the development phases or individual projects, to ensure implementation of the MMRP. The meetings shall include the Resident Engineer, the Project Biologist, Paleontologist, Archaeologist, and the City's Mitigation Monitoring Coordination (MMC) Section.
3. Prior to the issuance of any construction permits, the ADD of the LDR shall verify that the following mitigation measures are noted on the construction/grading plans submitted and included in the specifications under the heading "Environmental Mitigation Requirements."

11.2 LAND USE

11.2.1 Impacts

Traffic generated from the proposed project would result in significant impacts to the land use associated with traffic circulation. Mitigation measures have been identified in Section 5.2, *Traffic Circulation*, to reduce impacts. However, mitigation measures would not fully mitigate impacts, and land use impacts associated with traffic circulation would remain significant and unmitigated.

Land use conflicts which could arise as a result of on-going mining operations and development of the project site with urban land uses are associated with the potential for increased air quality impacts during construction and increased noise impacts associated with construction and traffic volumes on area roadways. Section 5.4, *Air Quality*, of this Program EIR addresses Air Quality impacts, and Section 5.5, *Noise*, addresses Noise impacts based on technical studies prepared for those issue areas. Based on the analysis presented in Sections 5.4 and 5.5, impacts to sensitive receptors would occur, and mitigation measures are proposed which would reduce compatibility impacts to below a level of significance.

11.2.2 Mitigation Measures

Mitigation measures for traffic impacts are identified in Section 5.2, *Traffic Circulation*, and presented under 11.2.2 below. Mitigation measures for air quality impacts are identified in Section 5.4, *Air Quality*, and presented in Section 11.3.2 below. Section 5.5, *Noise*, and Section 11.4.2 below presents mitigation measures for noise impacts.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

11.3 TRAFFIC CIRCULATION

11.3.1 Impacts

The project would result in significant direct and cumulative impacts to street segments, intersections, freeway segments, and freeway ramps. Impacts to freeway segments and ramps would remain significant and unmitigated

11.3.2 Mitigation Measures

The project shall implement the improvements contained in the *Transportation Phasing Plan* (Table 11-1) to mitigate traffic impacts.

Table 11-1.
Transportation Phasing Plan

#	Location	Responsible Party ¹	Improvement ²
Phase 1			
1	Friars Road/ SR-163 interchange	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following local improvements at Friars Road and SR-163 interchange: <u>the widening of the northbound approach of the SR-163 southbound off-ramp</u> Ulric Street at Friars Road by 1 right turn lane for resulting in 1 left turn lane, 1 shared left thru lane, left and 2-1 right turn lanes; <u>the reconfiguring of the southbound approach of Friars Road and SR-163 northbound ramps to provide 4-2 right-turn lane;</u> <u>the widening of west-bound Friars Road from Frazee Road to SR-163 northbound ramps by 1 thru lane and 1 right turn lane</u> for resulting in 3 thru lanes and 2 right-turn lanes; <u>the widening of eastbound Friars Road at Frazee Road by 1 thru lane (with widening to accept the thru lane) and 2 right turn lanes</u> for resulting in dual left turn lanes, 4 thru lanes and 2 right turn lanes, satisfactory to the City Engineer. The City may require the project to pay \$5,000,000 (2007 dollars) to the City of San Diego in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location, satisfactory to the City Engineer.
2	Mission Center Road/Quarry Falls Boulevard	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following improvements at the intersection of Mission Center Road and Quarry Falls Boulevard: <u>the widening of the north-bound approach by 1 right turn trap lane</u> for resulting in 2 left turn lanes, 2 thru lanes, and 1 right turn lane; <u>the widening of the westbound approach by 2 left turn lanes</u> for resulting in 2 left turn lanes and 1 shared thru-right lane; <u>and the widening of the eastbound approach by 1 right turn lane</u> for resulting in 1 left turn lane, 1 thru lane and 1 right-turn lane, satisfactory to the City Engineer.
3	Mission Center Road from Quarry Falls Boulevard to Friars Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following improvement on Mission Center Road from Quarry Falls Boulevard to Friars Road; <u>including the widening of northbound Mission Center Road to add one additional lane for a total of three thru lanes, satisfactory to the City Engineer.</u>
4	Friars Road from Qualcomm Way to Mission Center Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of <u>a westbound auxiliary lane by widening the following improvement on Friars Road from</u>

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

#	Location	Responsible Party ¹	Improvement ²
			Qualcomm Way to Mission Center Road, including the widening of westbound segment of Friars Road to add one additional auxiliary lane for <u>resulting in</u> a total of three thru lanes and one auxiliary lane, satisfactory to the City Engineer.
5	Phyllis Place/ I-805 SB ramp	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of a traffic signal at the intersection of Phyllis Place and I-805 northbound-southbound <u>ramp with the appropriate traffic signal interconnect</u> , satisfactory to the City Engineer.
6	Phyllis Place/ I-805 NB ramp	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of a traffic signal at the intersection of Phyllis Place and I-805 southbound-northbound <u>ramp with the appropriate traffic signal interconnect</u> , satisfactory to the City Engineer.
7	Murray Ridge Road/ Mission Center Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following improvements at the intersection of Mission Center Road and Murray Ridge Road: <u>the installation of a traffic signal, the restriping of these southbound approach to provide 1 left turn lane, 1 thru lane, and 1 right turn lane; the widening of the westbound approach by 1 left turn lane for resulting in 1 shared thru-right lane and 1 left turn lane; and the restripe-restriping of the eastbound approach to provide 1 left turn lane and 1 thru-right lane</u> , satisfactory to the City Engineer.
8a	Murray Ridge Road from SB NB Interstate 805 ramps to Pinecrest Avenue.	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the following improvements on Murray Ridge Road from <u>the southbound I-805 ramps to Pinecrest Avenue: the restriping of Murray Ridge Road to a 4-lane collector or the contribute-contribution of \$100,000 (2007 dollars) in funding for traffic calming to be determined by the Serra Mesa community from I-805 to Pinecrest</u> , satisfactory to the City Engineer.
8b	<u>Murray Ridge Road Bridge over I-805</u>	Project ²	<u>Prior to the issuance of any building permits for Phase 1, the applicant shall assure by permit and bond the restriping of the Murray Ridge Road/Phyllis Place, between the northbound and southbound ramps of I-805 ramps, to 5 lanes, satisfactory to the City Engineer.</u>
9	Murray Ridge Road/ Pinecrest Ave.	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, <u>the construction of a traffic signal at the intersection of Murray Ridge Road and Pinecrest Avenue</u> , satisfactory to the City Engineer.
10	Friars Road/ Avenue De Las Tiendas	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the lengthening of westbound dual left-turn lanes at the intersection of Friars Road and Avenida De Las Tiendas to approximately 450 feet, satisfactory to the City Engineer.
11	Texas Street from Camino del Rio South to El Cajon Boulevard	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the implementation of the following traffic calming measures on Texas Street from El Cajon Boulevard to Camino Del Rio South: provide <u>pedestrian lighting and a new sidewalks</u> from Camino Del Rio South to Madison Avenue (per item T4 in the Greater North Park Planning Committee's Priority List on page 13 of the Public Facility Financing Plan, 2002), and contribute \$100,000 (2007 dollars) in funding for traffic calming to be determined by the community from Madison Avenue to El Cajon Boulevard.
12	Transportation Demand Management measures	Project	Prior to the issuance of any building permits for Phase 1, applicant shall develop a comprehensive demand management plan that includes information kiosks in central locations, bike lockers, priority parking spaces for carpools, a shuttle system for residents and employees that connects to nearby LRT stations, transit passes for local residents and employees, an on-site shared car program utilizing hybrid vehicles, and coordination with MTS for potential public or private bus service in Quarry Falls, satisfactory to the City Engineer.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

#	Location	Responsible Party ¹	Improvement ²
Phase 2			
13	Mission Center Road from I-805 to Murray Ridge Road	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT in total development, applicant shall assure by permit and bond, the construction of the following improvement <u>an additional eastbound thru lane on Mission Center Road by roadway widening from I-805 to Murray Ridge Road including the widening of eastbound Mission Center Road to add one additional lane for</u> resulting in a total of two 2 eastbound thru lanes and 1 westbound lane, satisfactory to the City Engineer.
14	Friars Road/ Fashion Valley Road	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT in total development, applicant shall assure by permit and bond, the restriping of the wide westbound approach at the intersection of Friars Road and Fashion Valley Road by 1 left turn lane for <u>resulting in 2 left-turn lanes, 1 thru lane and 1 shared thru-right turn lane,</u> satisfactory to the City Engineer.
15a	Friars Road/SR-163 Interchange	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT in total development, applicant shall assure by permit and bond, construction of the following local improvements at Friars Road and SR-163 interchange: <u>the widening and lengthening of the Friars Road bridge from 6 lanes to 8 thru lanes from Frazee Road to Ulric Street and providing 2 left turn lanes across the bridge; the reconfiguring-reconfiguration of the SR-163 northbound off ramp (by removing the free right turn lane and widening the existing loop off-ramp to provide 3 left turn and 1 right turn lanes); lengthening northbound and southbound auxiliary lanes on SR-163; and the widening of the southbound approach at Friars Road and Frazee Road intersection by 1 right turn lane for</u> resulting in 2 left turn lanes, 1 shared thru right and 2 right turn lanes. The City may require the project to pay \$14,000,000 (2007 dollars) to the City of San Diego in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location, satisfactory to the City Engineer.
4615b	Mission Center Road/I-8 Interchange	Project ² Project ⁴	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ² in total development, applicant shall provide \$1 million (2007 dollars) for <u>the Mission Center Road and I-8 interchange project</u> study Study reportReport, satisfactory to the City Engineer.
4716	Pedestrian Bridge across Friars Road	Project ³	Prior to the issuance of any building permits for Phase 2 in the area represented by parcels 21, 24, or 25 of the Quarry Falls Vesting Tentative Map 183196 and that exceeds 23,750 ADT ² in total development, applicant shall assure by permit and bond, <u>the construction of a pedestrian bridge over Friars Road to connect Quarry Falls to Rio Vista West shopping center and provide access to Rio Vista West trolley station,</u> satisfactory to the City Engineer.
4817	Friars Road EB ramp/ Qualcomm Way	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ² ADT in total development, applicant shall assure by permit and bond, construction of the following improvement on Friars Road eastbound ramp and Qualcomm Way: <u>including the widening of eastbound approach by 1 left turn lane for</u> resulting in 1 right turn lane, a 1 shared left-thru lane and 1 left turn lane; the restripe-restriping of the southbound approach within the existing bridge abutments for <u>resulting in 2 thru lanes and 2 left turn lanes; and the widening of the northbound approach by 2 thru lanes resulting in 4 thru lanes and 1 right turn lane,</u> satisfactory to the City Engineer.
4918	Friars Road WB ramp/ Qualcomm Way	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT in total development, applicant shall assure by permit and bond, construction of the following improvement on Friars Road westbound ramp and Qualcomm Way: <u>the widening of the southbound approach by 1 thru lane and 1 right turn lane for 1 right turn lane and 2 thru lanes; and the restripe-restriping of the northbound approach for</u> resulting in 2 thru lanes and 2 left turn lanes, satisfactory to the City Engineer.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

#	Location	Responsible Party ¹	Improvement ²
2019	Friars Road/I-15 SB off-ramp	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, <u>the widening of southbound approach at Friars Road and I-15 southbound off-ramp by 1 left turn lane for resulting in 2 left turn lanes, 1 shared thru-left turn lane, and 2 right turn lanes, satisfactory to the City Engineer.</u>
Phase 3			
2415b	Mission Center Road/I-8 Interchange	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT ³ in total development, applicant shall assure by permit and bond, construction of the following improvements at Mission Center Road and I-8 interchange (unless built by others): <u>the widening of the eastbound off ramp to provide 1 additional left turn lane for resulting in 3 left turn lanes, 1 right turn lane; the widening of wide</u> Mission Center Road over I-8 (bridge) by one northbound thru lane <u>for resulting in 2 southbound thru lanes and 3 northbound thru lanes; the widening of the southbound approach at Mission Center Road and I-8 eastbound ramp by 1 left turn lane for resulting in 2 left turn lanes and 2 thru lanes; the restripe-restriping of the eastbound approach at Mission Center Road and Camino Del Rio North to have provide a longer 350-foot long right turn lane; the widening of the westbound approach at the intersection of Mission Center Road and Camino Del Rio North by 1 right turn lane for resulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane; the widening of the eastbound approach at Camino Del Rio North and I-8 westbound ramp by 1 right turn lane for resulting in 2 thru lanes and 2 right turn lanes; at Camino Del Rio South and Mission Center Road, the widening of the southbound approach resulting in 2 left turn, 1 thru, and 2 right turn lanes, the restriping of the eastbound approach resulting in 2 left turn, 1 thru, and 1 shared thru-right lanes; and the widening of the westbound approach resulting in 1 left, 1 thru and 1 right turn lane, satisfactory to the City Engineer.</u>
2220	Texas Street/El Cajon Boulevard	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT ³ in total development, applicant shall assure by permit and bond, <u>the widening of eastbound approach at the intersection of Texas Street and El Cajon Boulevard by 1 right turn lane for 1 left turn, 3 thru lanes and 1 right turn lane, satisfactory to the City Engineer.</u>
2321	Qualcomm Way / I-8 WB off-ramp	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT ³ in total development, applicant shall assure by permit and bond, <u>the widening of westbound approach at the intersection of Qualcomm Way and I-8 westbound off-ramp by 1 right turn lane for resulting in 1 shared left-thru lane and 2 right turn lanes, satisfactory to the City Engineer.</u>
Phase 4			
2422	Friars Road/Santo Road	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 16% toward the cost of restriping southbound approach at the intersection of Friars Road and Santo Road to provide dual left turn lanes and dual right turn lanes, satisfactory to the City Engineer.
2523	Mission Gorge Road/Zion Avenue	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 23% toward the cost of <u>the installation of an additional widening westbound left turn lane (requiring widening of the west-leg of the intersection) approach at the intersection of Mission Gorge Road and Zion Avenue by 1 left turn lane for resulting in dual left turn lanes and 1 shared thru-right turn lane at the intersection of Mission Gorge Road and Zion Avenue, satisfactory to the City Engineer.</u>

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

#	Location	Responsible Party ¹	Improvement ²
2624	Mission Center Road/Camino De La Reina	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ³ ADT in total development, applicant shall contribute a fair share of 15% toward the cost of widening <u>the eastbound approach</u> at the intersection of Mission Center Road and Camino De La Reina by 1 right turn lane for resulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane , satisfactory to the City Engineer.
2725	Qualcomm Way/Camino De La Reina	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 38% toward the cost of widening <u>the westbound approach</u> at the intersection of Qualcomm Way and Camino De La Reina by 1 right turn lane for resulting in 2 left turn lanes, 2 thru lanes and 2 right turn lanes , satisfactory to the City Engineer.
2826	Texas Street/Camino Del Rio South	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 21% toward the cost of the following improvements at the intersection of Texas Street and Camino Del Rio South: <u>the widening of the northbound approach</u> by a shared thru-right lane for resulting in 1 left turn lane, 1 shared thru right turn lane and 2 thru lanes ; <u>the restriping of the eastbound approach</u> for resulting in 2 left turn lanes and 1 shared thru-right turn lane; widening of southbound approach by 1 left turn lane, for 2 left turn lanes, 2 thru lanes and 1 right turn lane; <u>and the widening of the westbound approach</u> by 1 right turn lane for resulting in 1 left turn lane, 1 thru lane and 2 right turn lanes , satisfactory to the City Engineer.
2927	Texas Street/Madison Street	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 30% toward the cost of restriping of the eastbound approach <u>(which will require the widening of the north-leg of the intersection)</u> at the intersection of Texas Street and Madison Street for resulting in 2 left turn lanes and 1 shared thru-right turn lane , satisfactory to the City Engineer.
3028	Rio San Diego Drive/Fenton Parkway	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 11% toward the cost of widening northbound approach at the intersection of Rio San Diego Drive and Fenton Parkway by 1 left turn lane for resulting in 2 left turn lanes, 1 thru lane and 1 shared thru-right turn lane , satisfactory to the City Engineer.
Project shall maintain a trip generation monitoring report and parking table that will be provided with every building permit submitted to the City of San Diego within the Quarry Falls development.			
Project shall be in conformance with the proposed Transportation Phasing plan included in the Quarry Falls Traffic Impact analysis.			
All transportation improvements shall be constructed and completed in accordance with the approved Transportation Phasing Plan included in the Quarry Falls traffic analysis.			

¹ Construction and/or funding may also be the responsibility of others. Project may be eligible for DIF credits and/or reimbursement for construction of the improvement.

² Appendix I of the Quarry Falls Traffic Impact Study contains conceptual designs for each of these improvements

³ Each development threshold is based upon driveway trip generation rates.

⁴ Assurance to the satisfaction of the City Engineer shall not be required until construction of the Village Walk District commences.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

11.4 AIR QUALITY

11.4.1 Impacts

Temporary construction emissions of PM₁₀ are considered significant.

11.4.2 Mitigation Measures

The following measure shall be implemented to mitigate air quality impacts associated with construction.

Air Quality	Responsible Party	Timing of Implementation
<p>As a condition of the grading permit, the project shall implement best management practices to reduce the amount of fugitive dust generated from construction of the proposed project, and their respective control efficiencies (Based on control efficiencies provided in the SCAQMD CEQA Air Quality Handbook, Table 11-4). The BMPs and their respective control efficiencies include the following:</p> <ul style="list-style-type: none">a. Multiple applications of water during grading between dozer/scrapper passes – 34-68%b. Watering or chemical stabilization of unpaved internal roadways after completion of grading – 92.5%c. Use of sweepers or water trucks to remove “track-out” at any point of public street access – 25-60%d. Termination of grading if winds exceed 25 mph – not quantifiede. Stabilization of dirt storage piles by chemical binders, tarps, fencing or other erosion control – 30-65%f. Hydroseeding of graded residential lots – 30-65%	Permittee	Grading Permit

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

11.5 NOISE

11.5.1 Impacts

Future development proposed on-site would potentially be affected by traffic noise associated with the internal street network. Construction noise could result in significant impacts to occupied housing within Quarry Falls, as well as outdoor instructional use associated with development of a school within Quarry Falls. The on-going mining operations and concrete and asphalt plants may continue to operate for a short period of time during the initial phase of residential development. Significant noise impacts could occur if residential units are occupied while mining operations are being completed and before the concrete and asphalt plants are relocated. Operation of the proposed relocated asphalt and concrete plants would result in potentially significant noise impacts to residents, if development occurs within 500 feet of the relocated concrete and asphalt plants.

11.5.2 Mitigation Measures

The following measures shall be implemented to mitigate traffic, construction and noise from asphalt and concrete plant operations to below a level of significance.

Noise	Responsible Party	Timing of Implementation
All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 7:00 AM to 7:00 PM Monday through Saturday and should utilize the quietest equipment available.	Permittee/Contractor	During grading and construction.
All on-site construction equipment shall have properly operating mufflers and all construction staging areas shall be as far away as possible from any already completed residences. A noise mitigation plan would need to be developed and implemented to insure that the City's noise ordinance standard will not be exceeded. Components of such a plan would possibly include erecting temporary noise barriers, using smaller (quieter) earth-moving equipment, or insuring that no residents are present or that they have no opposition to such temporary operations for brief periods of time. With the restriction to hours of lesser sensitivity, and with enhanced mitigation if the setback distance to heavy equipment operations is less than 100 feet, construction activity noise would create less-than-significant noise impacts.		
Construction activities occurring within 250 of a school shall be coordinated with school administrators to avoid conflicts with outdoor learning activities.	Permittee	Prior to commencement of grading.
The mining operations (rock crushing and grading) shall be limited to 7 AM to 7 PM upon occupancy of the first new residential unit for Quarry Falls Vesting Tentative Map #183196.	Permittee	Prior to issuance of Certificate of Occupancy for the first residential unit.
[OU1]		
Prior to issuance of building permits for new residential development within 2,000 feet of existing mining (rock crushing and grading activities), a noise mitigation plan shall be required that identifies modifications to limit noise levels to 65 dB Leq at the property line between 7 AM and 7 PM. A letter, verifying compliance with the 65 dB LEQ shall be prepared by a qualified acoustician and sent to the Mitigation, Monitoring and Coordination Section for review and approval prior to the occupancy of the residential units.	Permittee	Prior to issuance of building permits for new residential development within 2,000 feet.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Noise	Responsible Party	Timing of Implementation
<p>Prior to issuance of building permits for new residential development within 1,580 feet of existing or relocated concrete and asphalt plant activities, a noise mitigation plan shall be required that identifies modifications to limit noise levels to 65 dB Leq at the property line between 7 AM and 7 PM. A letter, verifying compliance with the 65 dB Leq shall be prepared by a qualified acoustician and sent to the Mitigation, Monitoring and Coordination Section for review and approval prior to the occupancy of the residential units.</p> <p>Prior to the issuance of building permits for new residential development within 1,580 feet of the existing concrete and asphalt plant activities, a noise mitigation plan shall be required that identifies modifications to limit noise levels to 50 db Leq (presumed nuisance protection standard) between 7 PM and 7 AM. A letter, verifying compliance with the 50 db LEQ shall prepared by a qualified acoustician be sent to the Mitigation, Monitoring and Coordination Section for review and approval prior to the occupancy of the residential units.</p>	Permitee	<p>Prior to issuance of building permits for new residential development within 1,580 feet of existing and relocated concrete and asphalt plant activities.</p>
<p>Existing mining, rock crushing, and concrete and asphalt plant activities shall cease operation no later than December 31, 2011 <u>or no later than two years after the issuance of the first residential building permit.</u> [OU2]</p>	Permitee	<p>Prior to December 31, 2011 <u>or no later than two years after the issuance of the first residential building permit.</u></p>
<p>The hours of operation of the relocated concrete and asphalt plants shall be from 4 AM to 7 PM. Queuing of trucks shall be prohibited between the hours of 7 PM and 4 AM.</p>	Permitee	<p>During operation of relocated asphalt and concrete plants.</p>
<p>The construction of the relocated concrete and asphalt plants shall incorporate earthen, landscaped berms and other noise attenuation features to interrupt the line of sight from future residential development.</p>	Permitee	<p>Prior to issuance of building permits residential development located within 500 feet of the relocated asphalt and concrete plants.</p>
<p>Prior to issuance of building permits for construction of the relocated concrete and asphalt plants, a noise mitigation plan shall be required that reduces/attenuates noise levels at the property line to 65 dB Leq between the hours of 7 AM and 7 PM by incorporating any of the following: limits on noise generating concrete and asphalt plant activities; noise attenuation screening of equipment; and state-of-the-art equipment (such as rock-handling noise reduction features). A letter, verifying compliance with the 65 dB Leq, shall be prepared by a qualified acoustician and sent to the Mitigation, Monitoring and Coordination Section for review and approval.</p>	Permitee	<p>Prior to building permits for relocated asphalt and concrete plants.</p>
<p>Prior to issuance of building permits for construction of the relocated concrete and asphalt plants, a noise mitigation plan shall be required that reduces/attenuates noise levels at the property line of all future residentially zoned parcels to 50 dB Leq (presumed nuisance protection standard) between the hours of 4 AM and 7 AM by incorporating any of the following: limits on its hours of operations; limits on noise generating concrete and asphalt plant activities; earthen, landscaped berms; noise attenuation screening of equipment; and state-of-the-art equipment (such as rock-handling noise reduction features). A letter, verifying compliance with the 50 dB Leq, shall be prepared by a qualified acoustician and sent to the Mitigation, Monitoring and Coordination Section for review and approval.</p>	Permitee	<p>Prior to building permits for relocated asphalt and concrete plants.</p>

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

11.6 BIOLOGICAL RESOURCES

11.6.1 Impacts

The proposed project would result in direct impacts to a total of 14.08 acres of sensitive habitat. This includes the direct loss of 0.06 acre of on-site disturbed wetland, 0.12 acre of off-site disturbed wetlands, 1.08 acres of coastal sage scrub (Tier II), 0.28 acre of mixed chaparral (Tier IIIA), and 12.54 acres of non-native grassland (Tier IIIB). The proposed project would also result in potentially significant impacts to migratory birds, if construction activities affect active raptor nests.

11.6.2 Mitigation Measures

Implementation of the following measures would reduce project impacts to biological resources to below a level of significance.

Biological Resources	Responsible Party	Timing of Implementation
<p>GENERAL:</p> <p>Prior to Preconstruction meeting:</p> <ul style="list-style-type: none"> A. The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a qualified biologist, as defined in the City of San Diego's Biological Review References, has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project. B. The Biologist shall submit required documentation to MMC verifying that any special reports, maps, plans, and timelines; such as but not limited to, revegetation plans, plant relocation requirements and timing, MSCP requirements, avian or other wildlife protocol surveys, impact avoidance areas, or other such information has been completed and updated. <p>Preconstruction Meeting:</p> <ul style="list-style-type: none"> A. The Project biologist shall attend the Preconstruction meeting and discuss the project's biological monitoring program. B. The Project biologist shall submit a biological construction monitoring exhibit (BCME) (site plan reduced to 11X17) delineating the location of orange construction fencing to be installed at the limits of disturbance adjacent to any sensitive biological resources as shown on the project's approved construction documents. The exhibit shall also contain a biological monitoring schedule. <p>Prior to Construction:</p> <p>The project biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats as shown on the BCME and approved construction documents.</p>	<p>Permittee/Consulting Biologist</p>	<p>As indicated in each mitigation measure.</p>

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Biological Resources	Responsible Party	Timing of Implementation
<p>During Construction: The project biologist shall monitor construction activities as described on the BCME and approved construction documents to ensure that construction activities do not encroach into biologically sensitive areas beyond the approved limits of disturbance.</p> <p>Post Construction: The project biologist shall submit a final construction monitoring report to the MMC section within 30 days of construction completion. The report shall address all biological monitoring requirements described on the BCME and approved construction documents to the satisfaction of MMC.</p>		
<p>RESTORATION AREAS:</p> <p>A. Land Development Review (LDR) Plan Check</p> <ol style="list-style-type: none"> 1) Prior to NTP or issuance for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, whichever is applicable, the ADD environmental designee shall verify that the requirements for the revegetation/restoration plans and specifications the enhancement/ restoration mitigation for direct impacts to 0.18 acres of CDFG jurisdictional/ESL disturbed wetlands located both on (0.06 acres) and off-site (0.12 acres) have been shown and noted on the appropriate landscape construction documents. The landscape construction documents and specifications must be found to be in conformance with the Wetland Habitat Enhancement, Mitigation and Monitoring Plan” (Exhibit A) prepared by Consultants Collaborative, September 2007, the requirements of which are summarized below: <p>B. Revegetation/Restoration Plan(s) and Specifications</p> <ol style="list-style-type: none"> 1) Landscape Construction Documents (LCD) shall be prepared on D-sheets and submitted to the City of San Diego Development Services Department, Landscape Architecture Section (LAS) for review and approval. LAS shall consult with Mitigation Monitoring Coordination (MMC) and obtain concurrence prior to approval of LCD. The LCD shall consist of revegetation/restoration, planting, irrigation and erosion control plans; including all required graphics, notes, details, specifications, letters, and reports as outlined below. 2) Landscape Revegetation/Restoration Planting and Irrigation Plans shall be prepared in accordance with the San Diego Land Development Code (LDC) Chapter 14, Article 2, Division 4, the LDC Landscape Standards submittal requirements, and Attachment “B” (General Outline for Revegetation/Restoration Plans) of the City of San Diego’s LDC Biology Guidelines (July 2002). The Principal Qualified Biologist (PQB) shall identify and adequately document all pertinent information concerning the revegetation/restoration goals and requirements, such as but not limited to, plant/seed palettes, timing of installation, plant installation specifications, method of watering, protection of adjacent habitat, erosion and sediment control, performance/success criteria, inspection schedule by City staff, document submittals, reporting schedule, etc. The LCD shall also include comprehensive graphics and notes addressing the ongoing maintenance requirements (after final acceptance by the City). 3) The Revegetation Installation Contractor (RIC), Revegetation Maintenance Contractor (RMC), Construction Manager (CM) and Grading Contractor (GC), where applicable shall be responsible to insure that for all grading and contouring, clearing and grubbing, installation of plant materials, and any necessary maintenance activities or remedial actions required during installation and the 		

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Biological Resources	Responsible Party	Timing of Implementation
<p>120 day plant establishment period are done per approved LCD. The following procedures at a minimum, but not limited to, shall be performed:</p> <ol style="list-style-type: none"> a. The RMC shall be responsible for the maintenance of the mitigation area for a minimum period of 120 days. Maintenance visits shall be conducted on a <i>weekly</i> basis throughout the plant establishment period. b. At the end of the 120 day period the PQB shall review the mitigation area to assess the completion of the short-term plant establishment period and submit a report for approval by MMC. c. MMC will provide approval in writing to begin the <i>five year</i> long-term establishment/maintenance and monitoring program. d. Existing indigenous/native species shall not be pruned, thinned or cleared in the revegetation/mitigation area. e. The revegetation site shall not be fertilized. f. The RIC is responsible for reseeded (if applicable) if weeds are not removed, within one week of written recommendation by the PQB. g. Weed control measures shall include the following: (1) hand removal, (2) cutting, with power equipment, and (3) chemical control. Hand removal of weeds is the most desirable method of control and will be used wherever possible. h. Damaged areas shall be repaired immediately by the RIC/RMC. Insect infestations, plant diseases, herbivory, and other pest problems will be closely monitored throughout the <i>five-year</i> maintenance period. Protective mechanisms such as metal wire netting shall be used as necessary. Diseased and infected plants shall be immediately disposed of off-site in a legally-acceptable manner at the discretion of the PQB or Qualified Biological Monitor (QBM) (City approved). Where possible, biological controls will be used instead of pesticides and herbicides. <p>4) If a Brush Management Program is required the revegetation/restoration plan shall show the dimensions of each brush management zone and notes shall be provided describing the restrictions on planting and maintenance and identify that the area is impact neutral and shall not be used for habitat mitigation/credit purposes.</p> <p>C. Letters of Qualification Have Been Submitted to ADD</p> <ol style="list-style-type: none"> 1) The applicant shall submit, for approval, a letter verifying the qualifications of the biological professional to MMC. This letter shall identify the PQB, Principal Restoration Specialist (PRS), and QBM, where applicable, and the names of all other persons involved in the implementation of the revegetation/restoration plan and biological monitoring program, as they are defined in the City of San Diego Biological Review References. Resumes and the biology worksheet should be updated annually. 2) MMC will provide a letter to the applicant confirming the qualifications of the PQB/ PRS/QBM and all City Approved persons involved in the revegetation/restoration plan and biological monitoring of the project. 3) Prior to the start of work, the applicant must obtain approval from MMC for any personnel changes associated with the revegetation/restoration plan and biological monitoring of the project. 		

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Biological Resources	Responsible Party	Timing of Implementation
<p>4) PBQ must also submit evidence to MMC that the PQB/QBM has completed Storm Water Pollution Prevention Program (SWPPP) training.</p> <p>Prior to Start of Construction</p> <p>A. PQB/PRS Shall Attend Preconstruction (Precon) Meetings</p> <p>1) Prior to beginning any work that requires monitoring:</p> <p>a. The owner/permittee or their authorized representative shall arrange and perform a Precon Meeting that shall include the PQB or PRS, Construction Manager (CM) and/or Grading Contractor (GC), Landscape Architect (LA), Revegetation Installation Contractor (RIC), Revegetation Maintenance Contractor (RMC), Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC.</p> <p>b. The PQB shall also attend any other grading/excavation related Precon Meetings to make comments and/or suggestions concerning the revegetation/restoration plan(s) and specifications with the RIC, CM and/or GC.</p> <p>c. If the PQB is unable to attend the Precon Meeting, the owner shall schedule a focused Precon Meeting with MMC, PQB/PRS, CM, BI, LA, RIC, RMC, RE and/or BI, if appropriate, prior to the start of any work associated with the revegetation/ restoration phase of the project, including site grading preparation.</p> <p>2) Where Revegetation/Restoration Work Will Occur</p> <p>a. Prior to the start of any work, the PQB/PRS shall also submit a revegetation/restoration monitoring exhibit (RRME) based on the appropriate reduced LCD (reduced to 11"x 17" format) to MMC, and the RE, identifying the areas to be revegetated/restored including the delineation of the limits of any disturbance/grading and any excavation.</p> <p>b. PQB shall coordinate with the construction superintendent to identify appropriate Best Management Practices (BMP's) on the RRME.</p> <p>3) When Biological Monitoring Will Occur</p> <p>a. Prior to the start of any work, the PQB/PRS shall also submit a monitoring procedures schedule to MMC and the RE indicating when and where biological monitoring and related activities will occur.</p> <p>4) PQB Shall Contact MMC to Request Modification</p> <p>a. The PQB may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the revegetation/restoration plans and specifications. This request shall be based on relevant information (such as other sensitive species not listed by federal and/or state agencies and/or not covered by the MSCP and to which any impacts may be considered significant under CEQA) which may reduce or increase the potential for biological resources to be present.</p> <p>During Construction</p> <p>A. PQB or QBM Present During Construction/Grading/Planting</p> <p>1) The PQB or QBM shall be present full-time during construction activities including but not limited to, site preparation, cleaning, grading, excavation, landscape establishment in association with the reliance upon the approved permits. This shall ensure that no impacts occur to sensitive biological resources (outside the approved limits) as identified in the LCD and on the RRME. The</p>		

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Biological Resources	Responsible Party	Timing of Implementation
<p>RIC and/or QBM are responsible for notifying the PQB/PRS of changes to any approved construction plans, procedures, and/or activities. The PQB/PRS is responsible to notify the CM, LA, RE, BI and MMC of the changes.</p> <ol style="list-style-type: none"> 2) The PQB or QBM shall document field activity via the Consultant Site Visit Record Forms (CSV). The CSV's shall be faxed by the CM the first day of monitoring, the last day of monitoring, monthly, and in the event that there is a deviation from conditions identified within the LCD and/or biological monitoring program. The RE shall forward copies to MMC. 3) The PQB or QBM shall be responsible for maintaining and submitting the CSV at the time that CM responsibilities end (i.e., upon the completion of construction activity other than that of associated with biology). 4) All construction activities (including staging areas) shall be restricted to the development areas as shown on the LCD. The PQB/PRS or QBM staff shall monitor construction activities as needed, with MMC concurrence on method and schedule. This is to ensure that construction activities do not encroach into biologically sensitive areas beyond the limits of disturbance as shown on the approved LCD. 5) The PQB or QBM shall supervise the placement of orange construction fencing or City approved equivalent, along the limits of potential disturbance adjacent to (or at the edge of) all sensitive habitats, including the preserved coastal sage scrub, mixed chaparral, and non-native grasslands, as shown on the approved LCD. 6) The PBQ shall provide a letter to MMC that limits of potential disturbance has been surveyed, staked and that the construction fencing is installed properly. 7) The PQB or QBM shall oversee implementation of BMP's, such as gravel bags, straw logs, silt fences or equivalent erosion control measures, as needed to ensure prevention of any significant sediment transport. In addition, the PQB/QBM shall be responsible to verify the removal of all temporary construction BMP's upon completion of construction activities. Removal of temporary construction BMP's shall be verified in writing on the final construction phase CSV. 8) PQB shall verify in writing on the CSV's that no trash stockpiling or oil dumping, fueling of equipment, storage of hazardous wastes or construction equipment/material, parking or other construction related activities shall occur adjacent to sensitive habitat. These activities shall occur only within the designated staging area located outside the area defined as biological sensitive area. 9) The long-term establishment inspection and reporting schedule per LCD must all be approved by MMC prior to the issuance of the Notice of Completion (NOC) or any bond release. <p>B. Disturbance/Discovery Notification Process</p> <ol style="list-style-type: none"> 1) If unauthorized disturbances occurs or sensitive biological resources are discovered that were not previously identified on the LCD and/or RRME, the PQB or QBM shall direct the contractor to temporarily divert construction in the area of disturbance or discovery and immediately notify the RE or BI, as appropriate. 2) The PQB shall also immediately notify MMC by telephone of the disturbance and report the nature and extent of the disturbance and recommend the method of additional protection, such as fencing and appropriate Best Management Practices (BMP's). After obtaining concurrence with MMC and 		

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Biological Resources	Responsible Party	Timing of Implementation
<p>the RE, PQB and CM shall install the approved protection and agreement on BMP's.</p> <p>3) The PQB shall also submit written documentation of the disturbance to MMC within 24 hours by fax or email with photos of the resource in context (e.g., show adjacent vegetation).</p> <p>C. Determination of Significance</p> <p>1) The PQB shall evaluate the significance of disturbance and/or discovered biological resource and provide a detailed analysis and recommendation in a letter report with the appropriate photo documentation to MMC to obtain concurrence and formulate a plan of action which can include fines, fees, and supplemental mitigation costs.</p> <p>2) MMC shall review this letter report and provide the RE with MMC's recommendations and procedures.</p> <p>Post Construction</p> <p>A. Mitigation Monitoring and Reporting Period</p> <p>1) <i>Five-Year Mitigation Establishment/Maintenance Period</i></p> <p>a. The RMC shall be retained to complete maintenance monitoring activities throughout the <i>five-year</i> mitigation monitoring period.</p> <p>b. Maintenance visits will be conducted twice per month for the first six months, once per month for the remainder of the first year, and quarterly thereafter.</p> <p>c. Maintenance activities will include all items described in the LCD.</p> <p>d. Plant replacement will be conducted as recommended by the PQB (note: plants shall be increased in container size relative to the time of initial installation or establishment or maintenance period may be extended to the satisfaction of MMC).</p> <p>2) <i>Five-Year Biological Monitoring</i></p> <p>a. All biological monitoring and reporting shall be conducted by a PQB or QBM, as appropriate, consistent with the LCD.</p> <p>b. Monitoring shall involve both qualitative horticultural monitoring and quantitative monitoring (i.e., performance/success criteria). Horticultural monitoring shall focus on soil conditions (e.g., moisture and fertility), container plant health, seed germination rates, presence of native and non-native (e.g., invasive exotic) species, any significant disease or pest problems, irrigation repair and scheduling, trash removal, illegal trespass, and any erosion problems.</p> <p>c. After plant installation is complete, qualitative monitoring surveys will occur monthly during year one and quarterly during years two through five.</p> <p>d. Upon the completion of the 120-days short-term plant establishment period, quantitative monitoring surveys shall be conducted at 0, 6, 12, 24, 36, 48 and 60 months by the PQB or QBM. The revegetation/restoration effort shall be quantitatively evaluated once per year (in spring) during years three through five, to determine compliance with the performance standards identified on the LCD. All plant material must have survived without supplemental irrigation for the last two years.</p> <p>e. Quantitative monitoring shall include the use of fixed transects and photo points to determine the vegetative cover within the revegetated habitat. Collection of fixed transect data within the revegetation/restoration site shall result in the calculation of percent cover for each plant species present, percent cover of target vegetation, tree height and diameter at breast height</p>		

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Biological Resources	Responsible Party	Timing of Implementation
<p>(if applicable) and percent cover of non-native/non invasive vegetation. Container plants will also be counted to determine percent survivorship. The data will be used determine attainment of performance/success criteria identified within the LCD.</p> <p>f. Biological monitoring requirements may be reduced if, before the end of the fifth year, the revegetation meets the fifth year criteria and the irrigation has been terminated for a period of the last two years.</p> <p>g. The PQB or QBM shall oversee implementation of post-construction BMP's, such as gravel bags, straw logs, silt fences or equivalent erosion control measure, as needed to ensure prevention of any significant sediment transport. In addition, the PBQ/QBM shall be responsible to verify the removal of all temporary post-construction BMP's upon completion of construction activities. Removal of temporary post-construction BMPs shall be verified in writing on the final post-construction phase CSVR.</p> <p>C. Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> 1) A draft monitoring letter report shall be prepared to document the completion of the 120-day plant establishment period. The report shall include discussion on weed control, horticultural treatments (pruning, mulching, and disease control), erosion control, trash/debris removal, replacement planting/reseeding, site protection/signage, pest management, vandalism, and irrigation maintenance. The revegetation/restoration effort shall be visually assessed at the end of 120 day period to determine mortality of individuals. 2) The PQB shall submit two copies of the Draft Monitoring Report which describes the results, analysis, and conclusions of all phases of the Biological Monitoring and Reporting Program (with appropriate graphics) to MMC for review and approval within 30 days following the completion of monitoring. Monitoring reports shall be prepared on an annual basis for a period of five years. Site progress reports shall be prepared by the PQB following each site visit and provided to the owner, RMC and RIC. Site progress reports shall review maintenance activities, qualitative and quantitative (when appropriate) monitoring results including progress of the revegetation relative to the performance/success criteria, and the need for any remedial measures. 3) Draft annual reports (three copies) summarizing the results of each progress report including quantitative monitoring results and photographs taken from permanent viewpoints shall be submitted to MMC for review and approval within 30 days following the completion of monitoring. 4) MMC shall return the Draft Monitoring Report to the PQB for revision or, for preparation of each report. 5) The PQB shall submit revised Monitoring Report to MMC (with a copy to RE) for approval within 30 days. 6) MMC will provide written acceptance of the PQB and RE of the approved report. <p>D. Final Monitoring Reports(s)</p> <ol style="list-style-type: none"> 1) PQB shall prepare a Final Monitoring upon achievement of the fifth year performance/success criteria and completion of the five-year maintenance period. <ol style="list-style-type: none"> a. This report may occur before the end of the fifth year if the revegetation meets the fifth year performance /success criteria and the irrigation has been terminated for a period of the last two years. 		

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Biological Resources	Responsible Party	Timing of Implementation
<p>b. The Final Monitoring report shall be submitted to MMC for evaluation of the success of the mitigation effort and final acceptance. A request for a pre-final inspection shall be submitted at this time, MMC will schedule after review of report</p> <p>c. If at the end of the five years any of the revegetated area fails to meet the project's final success standards, the applicant must consult with MMC. This consultation shall take place to determine whether the revegetation effort is acceptable. The applicant understands that failure of any significant portion of the revegetation/restoration area may result in a requirement to replace or renegotiate that portion of the site and/or extend the monitoring and establishment/ maintenance period until all success standards are met.</p>		
<p><u>DISTURBED WETLANDS:</u> Through consultation with CDFG, the following mitigation has been determined for the unavoidable impacts to the 0.18 acre of CDFG jurisdictional disturbed wetlands.</p> <p><i>On-Site Impacts:</i> The 0.06 acre of disturbed wetlands permanently impacted on-site shall require a 2:1 mitigation ratio. On-site impacts shall be mitigated by the following: a 0.06 acre of wetlands creation has been purchased from the Rancho Jamul Mitigation Bank (1:1), and a 0.06 acre of wetlands enhancement has been proposed to be completed within the 17-acre river parcel northeast of the intersection of Qualcomm Way and Camino del Rio North. This 17-acre San Diego River property is comprised of two adjoining parcels (APNs 43805216 and 43805217) located south of the proposed project within the San Diego River, adjacent to the east side of Qualcomm Way and west of the I-805.</p> <p><i>Off-Site Impacts:</i> The 0.12 acre of disturbed wetlands impacted by the project shall require a 1:1 mitigation ratio. Off-site impacts shall be mitigated by 0.12 acre of wetlands enhancement (1:1) shall be completed within the 17-acre river parcel northeast of the intersection of Qualcomm Way and Camino del Rio Norte.</p> <p>Therefore, a total of 0.24 acre of mitigation shall be required as follows: 0.18 acre of wetlands enhancement shall occur within the 17-acre river parcel and 0.06 acre of wetland creation credits have been purchased from Rancho Jamul Mitigation Bank. To comply with the 0.18 acre of required wetland habitat enhancement, a minimum of 0.18 acre of non-native exotic species dominated wetland habitat shall be enhanced within an approximately 17-acre property located within the San Diego River. Once removal of the invasive exotic species has been completed, the bare areas shall be planted, hydroseeded, and monitored as specified in the <i>Wetland Habitat Enhancement Mitigation and Monitoring Plan</i> (CCI 2007).</p> <p><u>The proposed enhancement area would be placed in a conservation or covenant easement and would occur off site within an approximately 17-acre parcel of which a portion is within the San Diego River Floodway. The property is comprised of two adjoining parcels (APN #s 43805216 and 43805217) located immediately north-east of the intersection of Camino Del Rio North and Qualcomm Way, south of the trolley and San Diego River. Currently, the property is fenced off to preclude public access to the greatest extent possible; and this fence would be maintained by the property owner.</u></p> <p>In addition, as a condition of the Master PDP, permanent signs would be placed on the fence to identify and</p>	Permittee	Prior to issuance of grading permit where habitat is affected.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Biological Resources	Responsible Party	Timing of Implementation
<p><u>protect the created enhanced area. The signs would be corrosion resistant, a minimum of 6" x 9" in size, on posts not less than three (3) feet in height from the ground surface, and would state the following:</u></p> <p style="text-align: center;"><u>SENSITIVE BIOLOGICAL RESOURCES</u></p> <p style="text-align: center;"><u>DISTURBANCE BEYOND THIS POINT IS RESTRICTED</u></p> <p style="text-align: center;"><u>NO TRESPASSING</u></p> <p><u>Prior to the commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, the project applicant shall submit a complete Lake or Streambed Alteration Program notification package and fee to the California Department of Fish and Game.</u></p>		
<p><u>COASTAL SAGE SCRUB (TIER II)</u></p> <p>The mitigation ratio for the loss of 1.08 acres of coastal sage scrub outside of the MHPA would be 1:1, if the mitigation land is within a MHPA, or 1.5:1, if the mitigation land is outside of a MHPA. Therefore, either 1.08 acres (at a 1:1 ratio) or 1.6 acres (at a 1.5:1 ratio) of mitigation land will be required. Mitigation shall occur through acquisition of 1.08 credits from the San Diego Habitat Acquisition Fund.</p>	Permittee	Prior to issuance of grading permit where habitat is affected.
<p><u>MIXED CHAPARRAL (TIER IIIA)</u></p> <p>The mitigation ratio for the loss of 0.28 acre of mixed chaparral outside of the MHPA would be 0.5:1, if the mitigation land is within a MHPA, or 1:1, if the mitigation land is outside of a MHPA. Therefore, either 0.14 acres (at a 0.5:1 ratio) or 0.28 acres (at a 1:1 ratio) of mitigation land will be required. Mitigation shall occur through acquisition of 0.14 credits from the San Diego Habitat Acquisition Fund.</p>	Permittee	Prior to issuance of grading permit where habitat is affected.
<p><u>NON-NATIVE GRASSLANDS</u></p> <p>The mitigation ratio for the loss of 12.54 acres of non-native grasslands will be either 0.5:1, if the mitigation land is within a MHPA, or 1:1, if the mitigation land is outside of a MHPA. Therefore, either 6.27 acres (at a 0.5:1 ratio) or 12.54 acres (at a 1:1 ratio) of mitigation land will be required. Mitigation shall occur through acquisition of 6.27 credits from the City of San Diego Habitat Acquisition Fund.</p>	Permittee	Prior to issuance of grading permit where habitat is affected.
<p><u>MITIGATION SUMMARY: WETLAND HABITAT</u></p> <p>Prior to the issuance of the grading permit and/or authorization to proceed the ADD of the LDR shall verify that:</p> <p>A. 0.06 acre of wetlands creation has been purchased from the Rancho Jamul Mitigation Bank</p> <p>B. The 0.12 acre of disturbed wetlands impacted by the project shall require a 1:1 mitigation ratio. Off-site impacts shall be mitigated by 0.12 acre of wetlands enhancement (1:1) shall be completed within the 17-acre river parcel northeast of the intersection of Qualcomm Way and Camino del Rio Norte.</p>	Permittee	Prior to the issuance of grading permits.
<p><u>MITIGATION SUMMARY: UPLAND HABITAT</u></p> <p>Prior to the issuance of any authorization to proceed the ADD of LDR shall ensure that the applicant has provided verification of the payment in the amount of approximately \$205,975 into the City of San Diego's</p>	Permittee	Prior to the authorization to proceed.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Biological Resources	Responsible Party	Timing of Implementation
Habitat Acquisition fund as mitigation for impacts to 1.08 acre of Coastal Sage Scrub, 0.28 acre of Mixed Chaparral, and 12.54 acres of Non-Native Grasslands. (The payment shall be calculated based on the current Habitat Acquisition Fund fee at the time of grading permit issuance for the area(s) where the impact occurs – currently \$35,000/acre – plus a 10 percent administration fee.)		
<p><u>RAPTORS</u> If project grading is proposed during the raptor breeding season (Feb. 1-Sept. 15), the project biologist shall conduct a pregrading survey for active raptor nests in within 300ft. of the development area and submit a letter report to MMC prior to the preconstruction meeting.</p> <p>A. If active raptor nests are detected, the report shall include mitigation in conformance with the City's Biology Guidelines (i.e. appropriate buffers, monitoring schedules, etc.) to the satisfaction of the Assistant Deputy Director (ADD) of the Land Development Review Division (LDR). Mitigation requirements determined by the project biologist and the ADD of LDR shall be incorporated into the project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report.</p> <p>B. If no nesting raptors are detected during the pregrading survey, no mitigation is required.</p>	Contractor	Prior to Start of Construction.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

11.7 HEALTH AND SAFETY

11.7.1 Impacts

There are potential hazardous materials (UST's) present on the site that may pose a health risk

11.7.2 Mitigation Measures

The following mitigation measure would be implemented to reduce hazardous materials impacts to a level below significant.

Health and Safety	Responsible Party	Timing of Implementation
Prior to the issuance of building permits for each of the development phases/proposed site development, the project applicant shall contact the San Diego County Department of Environmental Health (DEH) and participate in the Voluntary Assistance Program (VAP) to assess potential impacts on health and safety. The applicant shall provide EAS with a concurrence letter from DEH subsequent to participation in the VAP and prior to the issuance of building permits for each of the development phases stating that human health, water resources and the environmental are adequately protected from any contamination that may have been present on the site.	Permitee	Prior to issuance of building permits.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Historical	Responsible Party	Timing of Implementation
<p>South Coast Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.</p> <ol style="list-style-type: none"> 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. 3. The PI may submit a detailed letter to MMC requesting a reduction to the ¼ mile radius. <p>B. PI Shall Attend Precon Meetings</p> <ol style="list-style-type: none"> 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor. <ol style="list-style-type: none"> a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Identify Areas to be Monitored <ol style="list-style-type: none"> a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. b. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur <ol style="list-style-type: none"> a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present. 		
<p><u>DURING CONSTRUCTION</u></p> <p>A. Monitor(s) Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> 1. The Archaeological Monitor shall be present full-time during grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Native American monitor shall determine the extent of their presence during construction related activities based on the AME and provide that information to the PI and MMC. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities. 2. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC. 	Consulting Archeologist	During construction.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Historical	Responsible Party	Timing of Implementation
<p>3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered may reduce or increase the potential for resources to be present.</p> <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> 1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible. <p>C. Determination of Significance</p> <ol style="list-style-type: none"> 1. The PI and Native American monitor shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below. <ol style="list-style-type: none"> a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. c. If resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required. 		
<p><u>DISCOVERY OF HUMAN REMAINS</u></p> <p>If human remains are discovered, work shall halt in that area and the following procedures as set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:</p> <p>A. Notification</p> <ol style="list-style-type: none"> 1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS). 2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone. <p>B. Isolate discovery site</p> <ol style="list-style-type: none"> 1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains. 2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenience. 3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin. <p>C. If Human Remains ARE determined to be Native American</p>	Consulting Archeologist	During construction.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Historical	Responsible Party	Timing of Implementation
<ol style="list-style-type: none"> 1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call. 2. The NAHC will contact the PI within 24 hours or sooner, after Medical Examiner has completed coordination. 3. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. 4. The PI shall coordinate with the MLD for additional consultation. 5. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods. 6. Disposition of Native American Human Remains shall be determined between the MLD and the PI, IF: <ol style="list-style-type: none"> a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR; b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner. c. In order to protect these sites, the Landowner shall do one or more of the following: <ol style="list-style-type: none"> (1) Record the site with the NAHC; (2) Record an open space or conservation easement on the site; (3) Record a document with the County. d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 6.c., above. <p>D. If Human Remains are NOT Native American</p> <ol style="list-style-type: none"> 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial. 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner and the Museum of Man. 		
<p><u>NIGHT AND/OR WEEKEND WORK</u></p> <p>A. If night and/or weekend work is included in the contract</p>	Consulting Archeologist	During construction.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Historical	Responsible Party	Timing of Implementation
<ol style="list-style-type: none"> 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting. 2. The following procedures shall be followed. <ol style="list-style-type: none"> a. No Discoveries In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVr and submit to MMC via fax by 9 am the following morning of the next business day. b. Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. c. Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. d. The PI shall immediately contact MMC, or by 8AM the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night and/or weekend work becomes necessary during the course of construction <ol style="list-style-type: none"> 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify MMC immediately. C. All other procedures described above shall apply, as appropriate. 		
<p>POST CONSTRUCTION</p> <ol style="list-style-type: none"> A. Submittal of Draft Monitoring Report <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. <ol style="list-style-type: none"> a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with State of California Department of Parks and Recreation The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report. 2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. 	Consulting Archaeologist	During construction.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Historical	Responsible Party	Timing of Implementation
<p>B. Handling of Artifacts</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. 3. The cost for curation is the responsibility of the property owner. <p>C. Curation of artifacts: Accession Agreement and Acceptance Verification</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. <p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution. 		

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Paleontological Resources	Responsible Party	Timing of Implementation
<p>discovery during trenching and/or grading activities.</p> <p>B. PI Shall Attend Precon Meetings</p> <ol style="list-style-type: none"> 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor. <ol style="list-style-type: none"> a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Identify Areas to be Monitored Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur <ol style="list-style-type: none"> a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present. 		
<p><u>DURING CONSTRUCTION</u></p> <p>A. Monitor Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> 1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities. 2. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC. 3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present. <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as 	Consulting Paleontologist	Pre-construction Meeting

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Paleontological Resources	Responsible Party	Timing of Implementation
<p>appropriate.</p> <p>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</p> <p>3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.</p> <p>C. Determination of Significance</p> <p>1. The PI shall evaluate the significance of the resource.</p> <p>a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.</p> <p>b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</p> <p>c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.</p> <p>d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.</p>		
<p><u>NIGHT AND/OR WEEKEND WORK</u></p> <p>A. If night and/or weekend work is included in the contract</p> <p>1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.</p> <p>2. The following procedures shall be followed.</p> <p>a. No Discoveries In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSV and submit to MMC via fax by 9am on the next business day.</p> <p>b. Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.</p> <p>c. Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.</p> <p>d. The PI shall immediately contact MMC, or by 8AM the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</p> <p>B. If night work becomes necessary during the course of construction</p> <p>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</p>	Consulting Paleontologist	During construction.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Paleontological Resources	Responsible Party	Timing of Implementation
<p>2. The RE, or BI, as appropriate, shall notify MMC immediately.</p> <p>C. All other procedures described above shall apply, as appropriate.</p>		
<p>POST CONSTRUCTION</p> <p>A. Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. <ol style="list-style-type: none"> a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with the San Diego Natural History Museum The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. 2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. <p>B. Handling of Fossil Remains</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate <p>C. Curation of fossil remains: Deed of Gift and Acceptance Verification</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. <p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution. 	Consulting Paleontologist	Post Construction

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

11.10 PUBLIC UTILITIES

11.10.1 Impacts

The project would generate large amounts of solid waste. Solid waste impacts are considered significant.

11.10.2 Mitigation Measures

The following mitigation measure has been identified to reduce direct and cumulative impacts to solid waste. Direct impacts would be mitigated to below a level of significance; cumulative impacts would remain significant and unmitigated.

Public Utilities (Solid Waste)	Responsible Party	Timing of Implementation
<p>Land Development Review (LDR) Plan check</p> <ol style="list-style-type: none"> 1. Prior to the issuance of any construction permit, including but is not limited to, demolition, grading, building or any other construction permit, the Assistant Deputy Director (ADD) Environmental Designee shall verify that the all the requirements of the Refuse & Recyclable Materials Storage Regulations and all of the requirements of the waste management plan are shown and noted on the appropriate construction documents. All requirements, notes and graphics shall be in substantial conformance with the conditions and exhibits of the associated discretionary approval. 2. The construction documents shall include a waste management plan that addresses the following information and elements for demolition, construction, and occupancy phases of the project as applicable: <ol style="list-style-type: none"> (a) tons of waste anticipated to be generated, (b) material type of waste to be generated, (c) source separation techniques for waste generated, (d) how materials will be reused on site, (e) name and location of recycling, reuse, or landfill facilities where waste will be taken if not reused on site, (f) a "buy recycled" program, (g) how the project will aim to reduce the generation of construction/ demolition debris, (h) a plan of how waste reduction and recycling goals will be communicated to subcontractors, (i) a time line for each of the three main phases of the project as stated above, (j) a list of required progress and final inspections by City staff. 3. The plan shall strive for a goal of 50% waste reduction. 4. The plan shall include specific performance measures to be assessed upon the completion of the project to measure success in achieving waste minimization goals. 5. The Plan shall include notes requiring the Permittee to notify MMC and ESD when: <ol style="list-style-type: none"> (a) a demolition permit is issued, (b) demolition begins on site, 	<p>Permittee</p>	<p>Prior to Permit Issuance or Bid opening/Bid award.</p>

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Public Utilities (Solid Waste)	Responsible Party	Timing of Implementation
<p>(c) inspections are needed. The permittee shall arrange for progress inspections, and a final inspection, as specified in the plan and shall contact both MMC and ESD to perform these periodic site visits during demolition and construction to inspect the progress of the project's waste diversion efforts.</p> <p>When Demolition ends, notification shall be sent to:</p> <p>Mitigation Monitoring Coordination (MMC) Environmental Review Specialist 9601 Ridgehaven Court , Ste. 320, MS 1102 B San Diego, CA 92123 1636 (619) 980 7122</p> <p>Development Service Department, Environmental Services Department (ESD) 9601 Ridgehaven Court, Ste. 320, MS 1103 B San Diego, CA 92123 1636 (858) 627-3303</p> <p>6. Prior to the issuance of any grading or building permit, the applicant shall receive approval, in writing, from the ADD of LDR' environmental designee (MMC) that the waste management plan has been prepared, approved, and implemented. Also prior to the issuance of any grading or building permit, the applicant shall submit written evidence to the ADD that the final Demolition/Construction report has been approved by MMC and ESD. This report shall summarize the results of implementing the above Waste Management Plan elements, including: the actual waste generated and diverted from the project, the waste reduction percentage achieved, and how that goal was achieved, etc.</p>		
<p>A. Pre Construction Meeting</p> <p>1. Demolition Permit - Prior to issuance of any demolition permit, the permittee shall be responsible to obtain written verification from MMC indicating that the permittee has arranged a preconstruction meeting to coordinate the implementation of the MMRP. The Precon Meeting that shall include: the Construction Manager, Demolition/Building/Grading Contractor; MMC; and ESD and the Building Inspector and/or the Resident Engineer (RE) (whichever is applicable) to verify that implementation of the waste management plan shall be performed in compliance with the plan approved by LDR and the San Diego Environmental Services Department (ESD), to ensure that impacts to solid waste facilities are mitigated to below a level of significance.</p> <p>2. At the Precon Meeting, The Permittee shall submit Three (3) reduced copies (11"x 17") of the approved waste management plan, to MMC (2) and ESD (1).</p> <p>3. Prior to the start of demolition, the Permittee / the Construction Manager shall submit a construction/demolition schedule to MMC and ESD.</p> <p>a. Grading and Building Permit - Prior to issuance of any grading or building permit, the permittee shall be responsible to arrange a preconstruction meeting to coordinate the implementation of the MMRP. The Precon Meeting that shall include: the Construction Manager, Building/Grading</p>	Permittee	Prior to Start of Construction

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Public Utilities (Solid Waste)	Responsible Party	Timing of Implementation
<p>Contractor; MMC; and ESD and the Building Inspector and/or the Resident Engineer (RE) (whichever is applicable) to verify that implementation of the waste management plan shall be performed in compliance with the plan approved by LDR and the San Diego Environmental Services Department (ESD), to ensure that impacts to solid waste facilities are mitigated to below a level of significance.</p> <p>4. At the Precon Meeting, The Permittee shall submit reduced copies (11"x 17") of the approved waste management plan, the RE, BI, MMC and ESD.</p> <p>5. Prior to the start of construction, the Permittee / Construction Manager shall submit a construction schedule to the RE, BI, MMC and ESD.</p>		
<p>The Permittee/ Construction Manager shall call for inspections by the RE/BI and both MMC and ESD, who will periodically visit the demolition/construction site to verify implementation of the waste management plan. The Consultant Site Visit Record (CSVR) shall be used to document the Daily Waste Management Activity/progress.</p>	Permittee	During Construction
<p>Within 30 days after the completion of the implementation of the MMRP, for any demolition or construction permit, a final results report shall be submitted to both MMC and ESD for review and approval to the satisfaction of the City. MMC will coordinate the approval with ESD and issue the approval notification.</p> <p>Prior to final clearance of any demolition permit, issuance of any grading or building permit, release of the grading bond and/or issuance of any Certificate of Occupancy, the permittee shall provide documentation to the ADD of LDR, that the waste management plan has been effectively implemented.</p>	Permittee	Post Construction
<p><u>The construction waste management plan shall divert at least 75 percent of construction and demolition waste from landfills, where City policy only requires 50 percent diversion.</u></p>		
<p><u>Domestic recycling shall be promoted through the installation of a two-bin waste in each residential kitchen drawer for recyclables and landfill garbage.</u></p>		
<p><u>All development within the Quarry Falls project shall be provided with recycling at no additional charge, and waste rates shall be charged on a volume generated basis. These measures are intended to encourage waste reduction. Waste hauling contracts shall be approved by the Franchise Administration in the City of San Diego to ensure compliance.</u></p>		

12.0 REFERENCES

A list of the reference materials consulted in the course of the EIR's preparation is included in this section.

- ASM Affiliates, Cultural Resources Study for the Quarry Falls Project (June 8, 2006)
- Carroll, Robert, San Diego Police Department, Letter to Karen Ruggels (November 1, 2005)
- Castro, Ben, City of San Diego Emergency Medical Services, Phone Conversation with Elysian Mah (November 1, 2005)
- Chralowicz, Donna, City of San Diego Waste Reduction and Enforcement Division, Letter to Karen L. Ruggels (November 7, 2005)
- Consultants Collaborative, Biological Survey Report for the Quarry Falls (July 15, 2005)
- EDAW, Inc., Water Quality Technical Report Quarry Falls (August 2007)
- Federal Aviation Administration (FAA), Determinations of No Hazard to Air Navigation (August 17, 2007)
- Geomatrix Consultants, Preliminary Geotechnical Investigation Report – Quarry Falls Development (April 27, 2005)
- Geomatrix Consultants, Quarry Falls Development Addendum Geotechnical Report (October 5, 2005)
- Geomatrix Consultants, Quarry Falls Development Revised Addendum Geotechnical Report (February 22, 2006)
- Giroux & Associates, Noise Impact Analysis (June 7, 2007)
- KOA, Quarry Falls Traffic Impact Study (September 2007)
- MacPhail, Roy, San Diego Unified School District, Letter to Karen Ruggels (December 6, 2006)
- Murphy, Frankie, Assistant Fire Marshall, City of San Diego Fire-Rescue Department, Memorandum to Marilyn Mirrasoni (September 4, 2007)
- Oates, Samuel L., City of San Diego Fire Marshal, Letter to Ms. Karen L. Ruggels (September 12, 2005)
- Oates, Samuel L., City of San Diego Fire Marshal, Letter to Ms. Karen L. Ruggels (February 17, 2006)
- San Diego, City of, 1989. Progress Guide and General Plan.
- San Diego, City of, 2007. Development Services Department, Significance Determination Guidelines, January 2007.
- San Diego, City of, 1997. MSCP Subarea Plan.
- San Diego, City of, Action Plan (2005)
- San Diego, City of, Draft General Plan (October 2006; September 2007)
- San Diego, City of, Draft General Plan Program Environmental Impact Report. (April 25, 2007)
- San Diego, City of, Land Development Code.

- San Diego, City of, Mission Valley Community Plan (amended January 2003)
- San Diego, City of, Mission Valley Community Plan (June 25, 1985, amended October 2003)
- San Diego, City of, October 2005. Draft General Plan
- San Diego, City of, October 22, 2002. Strategic Framework Plan
- San Diego, City of, Serra Mesa Community Plan (May 16, 2000)
- San Diego, City of, Strategic Framework Element (2005)
- San Diego, City of, Transit Oriented Development Design Guidelines (August 4, 1992)
- San Diego, City of, Water Supply Assessment Report (October 2007)
- San Diego, City of., 1992. Environmental Impact Report Guidelines, Revised September 2002.
- SANDAG, Current Estimates – Mission Valley (Fall 2005)
- Scientific Resources Associated, Air Quality Technical Report for the Quarry Falls at Mission Valley Project (July 30, 2007)
- TCB/AECOM, Hydrology Study (August 2007)
- TCB/AECOM, Sanitary Sewer Report Quarry Falls (August 2007)
- TCB/AECOM, Water Study for Quarry Falls (revised August 2007)
- Terzich, Chris, SDG&E, Correspondence with Karen Ruggels (August 9, 2005)
- Urban Systems Associates, Murray Canyon Properties Traffic Impact Study (TIS) (2005)

13.0 INDIVIDUALS AND AGENCIES CONSULTED

Agencies and individuals contacted during preparation of the EIR are identified in this section.

CITY OF SAN DIEGO

City Planning and Community Investment Department

- John Wilhoit, Senior Planner
- Brian Schoenfish, Senior Planner

Development Services Department

- Eileen Lower, Senior Planner
- Marilyn Mirrasoul, Associate Planner

Fire Department

- Bob Medan, Fire Marshal
- Sam Oates, Fire Marshal
- Frankie Murphy, Assistant Fire Marshal

Police Department

- Robert Carroll, Police Office

San Diego Public Library

- Mary Ann Tilotta, Capital Improvement Projects Analyst

Environmental Services Department

- Donna Chralowicz, Recycling Specialist

Emergency Medical Services

- Ben Castro, Captain

SAN DIEGO CITY SCHOOLS

- Charles Rynerson, Demographer
- Roy MacPhail, Supervising Facilities Planner

SAN DIEGO GAS & ELECTRIC

- Chris Terzich, Principal Environmental Specialist – Land Planning

14.0 CERTIFICATION

This document has been completed by the City of San Diego's Environmental Analysis Section, under the direction of the Development Services Department Environmental Review Manager. This Program EIR is based on independent analysis and determination made pursuant to the San Diego Land Development Code Section 128.0103.

Provided below is a list of City of San Diego staff, as well as the environmental and technical consultants, who assisted in preparing this document.

CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT

Environmental Analysis Section

- Robert J. Manis, Deputy Director, Development Services Department
- Eileen Lower, Senior Planner
- Marilyn Mirrasoul, Associate Planner

Development Services Department

- Robert Negrete, Associate Engineer-Civil, LDR Engineering
- George Ghossain, Associate Engineer - Traffic, LDR Transportation
- Craig Hooker, Associate Planner, LDR Landscaping
- Werner Landry, Senior Engineering Geologist
- James Quinn, Assistant Engineer, Geology Review

Community Planning and Community Investment Department

- Jeanne Krosch, Senior Planner, MSCP Reviewer
- Cheryl Robinson, Senior Management Analyst, Facilities Financing
- Brian Schoenfisch, Senior Planner, Long Range Planner

Parks and Recreation Department

- Jeff Harkness, Park Designer
- Deborah Sharpe, Project Officer

Fire Department

- Sam Oates, Deputy Chief
- Bob Medan, Fire Prevention Inspector, BDR Fire
- Frankie Murphy, Assistant Fire Marshal

Water Department

- Bob McCullough, Principal Water Resources Specialist

Police Department

- Jeff Hara, Police Sergeant

Metro Wastewater Department

- Janet Buttmann, Assistant Engineer-Civil, MWWD Reviewer

Environmental Services Department

- Donna Chralowicz, Recycling Specialist, Environmental Services Dept.

EIR Preparation and Management

- Karen L. Ruggels, KLR PLANNING
- Elysian Mah-Kurnik, AICP; LAND USE ENVIRONMENTAL PLANNER CONSULTANT
- Kerri Olson, SOMETHING MORE *Professional Documents*

Quarry Falls Traffic Impact Study

KOA

- Arnold Torma
- Seth Torma

Air Quality Technical Report

SCIENTIFIC RESOURCES ASSOCIATED

- Valorie Thompson, PhD

Noise Analysis

GIROUX & ASSOCIATES

- Hans Giroux

Biological Survey Report

CONSULTANTS COLLABORATIVE

- Mike Jefferson

Cultural Resources Study

ASM AFFILIATES

- John Cook, Principal

Hydrology Study

TCB/AECOM

- David L. Parkhill, R.C.E.

Preliminary Geotechnical Investigation Report

GEOMATRIX

- Jim Weaver, PE, GE

Water Study

TCB/AECOM

- David L. Parkhill, R.C.E.

Sewer Study

TCB/AECOM

- David L. Parkhill, R.C.E.

Water Quality Technical Report

EDAW

- Jennifer Guigliano, E.I.T., CPESC, CPSWQ, REA

Water Supply Assessment Report

CITY OF SAN DIEGO

Phase I Environmental Site Assessment

GEOCON

- Ron Kofron

Report of Soil Sampling and Analysis of Imported Sediment

GEOCON

- Ron Kofron

LETTERS OF COMMENTS AND RESPONSES

QUARRY FALLS DRAFT PEIR COMMENT LETTERS

The following comment letters were received from agencies, organizations, and individuals during the public review of the draft PEIR. A copy of each comment letter along with corresponding staff responses has been included. Many of the comments did not address the adequacy of the environmental document; however, staff endeavored to provide responses as appropriate as a courtesy to the commenters. The November 2007 Draft PEIR has been revised in response to these letters. However, the revisions do not reflect the adequacy of the environmental document.

Letter	Author	Address	Date	Representing	Page Number of Letter
STATE AGENCIES					
A	Terry Roberts	1400 Tenth Street P.O. Box 3044 Sacramento, CA	December 21, 2007	California State Clearinghouse	5
B	Dave Singleton	915 Capitol Mall, Room 364 Sacramento, CA 95814	November 26, 2007	Native American Heritage Commission	6
C	Greg Holmes	5796 Corporate Avenue Cypress, CA 90630	December 18, 2007	Department of Toxic Substances Control	10
D	Edmund J. Pert	4949 Viewridge Avenue San Diego, CA 92123	January 4, 2008	California Department of Fish and Game	17
E	Jacob Armstrong	4050 Taylor Street, M.S. 240 San Diego, CA 92110	January 7, 2008	California Department of Transportation – District 11	29
LOCAL AGENCIES					
F	Travis Cleveland	401 B Street, Suite 800 San Diego, CA 92101	December 14, 2007	SANDAG	52
ORGANIZATIONS					
G	James W. Royle, Jr.	P.O. Box 81106 San Diego, CA 92138	November 26, 2007	San Diego County Archaeological Society, Inc.	57
H	Doug Westcott	<i>Serra Mesa Community Planning Group</i> Post Office Box 23315 San Diego, CA 92193	January 6, 2008	Serra Mesa Community Planning Group	58
I	Linda Kaufman	<i>Mission Valley Community Planning Group</i>	December 21, 2007	Mission Valley Community Planning Group	69
J	Lynne Mullholland	<i>Mission Valley Community Council</i> P.O. Box 900234 San Diego, CA 92190	January 8, 2008	Mission Valley Community Council	73
INDIVIDUALS					
K	Sandra J. Bower	<i>Wertz, McDade Wallace Moot & Brover</i> 945 Fourth Avenue San Diego, CA 92101	January 4, 2008	H.G. Fenton Company	79

LETTERS OF COMMENTS AND RESPONSES

Letter	Author	Address	Date	Representing	Page Number of Letter
L	Evelyn F. Heidelberg	<i>Procopio, Cory, Hargreaves & Savitch LLP</i> 530 B Street, Suite 2100 San Diego, CA 92101	November 27, 2007	Paseo del Rio, Ltd.	159
M	Joe Spencer	<i>Packard Management Group</i> 8745 Aero Drive, Suite 101 San Diego, CA 92123	January 3, 2008	Union Square at Hazard Center Condominium Association	161
N	Craig A. Sherman	1901 First Avenue, Suite 335 San Diego, CA 92101	December 19, 2007	Self	164
O	Mary Slupe	5051 Ensign Street San Diego, CA 92117	November 14, 2007	Self	190
P	Patricia B. Hall	9388 Ronda Avenue San Diego, CA 92123	November 20, 2007	Self	191
Q	Mary Ann and Harlan Price	8232 Polizzi Place San Diego, CA 92123	November 27, 207	Themselves	192
R	Randy Berkman	<i>RVPP</i> Box 7098 San Diego, CA 92167	November 29, 2007	Self	193
S	Lisa Tansey	2364 Greenwing Drive San Diego, CA 92123.	December 5, 2007	Self	194
T	Mary McMillin	5805-2112 Friars Road San Diego, CA 92110	December 6, 2007	Self	196
U	Myra Webb	8952 Sovereign Road San Diego, CA 92123	December 10, 2007	Self	197
V	Brad M. Savall, PhD	9512 Ronda Avenue San Diego, CA 92123	December 11, 2007	Self	198
W	Ed Buselt	5838-B Mission Center Road San Diego, 92123	December 12, 2007	Self	200
X	Robert Garner	8859 Sandmark Avenue San Diego, CA 92123	December 12, 2007	Self	201
Y	William M. Graham	8377 Abbots Hill Road San Diego, CA 92123	December 12, 2007	Self	202
Z	Thomas Leech	8387 Abbots Hill Road San Diego, CA 92123	December 12, 2007	Self	203
AA	Eric Sanderman	7960-A Sevan Court San Diego, CA 92123	December 12, 2007	Self	205
BB	Bill and Marlene Colvin	2383 Salisbury Drive San Diego, CA 92123	December 13, 2007	Themselves	207

LETTERS OF COMMENTS AND RESPONSES

Letter	Author	Address	Date	Representing	Page Number of Letter
CC	Michael R. Foster	7960-B Sevan Court San Diego, CA 92123	December 13, 2007	Self	208
DD	Carolina Shreve	5854 Mission Center Road, #C San Diego, CA 92123	December 14, 2007	Self	209
EE	William M. Graham	8377 Abbots Hill Road San Diego, CA 92123	December 16, 2007	Self	211
FF	Kevin and Amy Mattson	8426 Kingsland Road San Diego, CA 92123	December 16, 2007	Themselves	212
GG	Floyd R. and Ruth A Sedlund	8692 Converse Avenue San Diego, CA 92123	December 16, 2007	Themselves	215
HH	Craig and Liese Smith	2287 Salisbury Drive San Diego, CA 92123	December 16, 2007	Themselves	216
II	Mary Watry	5940 Mission Center Road, Unit B San Diego, CA 92123	December 16, 2007	Self	217
JJ	Victor White	7499 Hazard Center Drive San Diego, CA 92108	January 3, 2008	Self	218
KK	Gail Thompson	5957 Caminito Elegante San Diego, CA 92108	January 3, 2008	Self	219
LL	Randy Berkman	RVPP Box 7098 San Diego, CA 92167	January 4, 2008	Self	221
			January 7, 2008	Self	253
MM	Rayene and James Sperbeck	2329 Thames Court San Diego, CA 92123	January 5, 2008	Self	256
NN	Jennifer White	7499 Hazard Center Drive San Diego, CA 92108	January 4, 2008	Self	257
OO	James Feinberg	8781 Dalewood Avenue San Diego, CA 92123	January 7, 2008	Self	259
PP	Julie Corwin and Bob Schmelter	5806 Mission Center Road, Unit E San Diego, CA 92123	January 4, 2008	Themselves	260
	Susan and Bob Raines	5830 Mission Center Road, Unit F San Diego, CA 92123			
	Dennis McColl	7980 Sevan Court, Unit C San Diego, CA 92123			

LETTERS OF COMMENTS AND RESPONSES

Letter	Author	Address	Date	Representing	Page Number of Letter
	Matt Mowery	5930 Mission Center Road, Unit A San Diego, CA 92123			
	Nancy Pomajevich	8020 Sevan Court, Unit A San Diego, CA 92123			
	Carol Wolovnik	5806 Mission Center Road, Unit D San Diego, CA 92123			
	Ron B. Guy	5896 Mission Center Road, Unit F San Diego, CA 92123			
QQ	Curtis Carlson	2933 Murray Ridge Road San Diego, CA 92123	January 7, 2008	Self	262
RR	Jamie Moody	5910 A Mission Center Road San Diego, CA 92123	N/A	Self	264
SS	Elise Savage	3011 Cabrillo Mesa Drive San Diego, CA 92123	N/A	Self	265
TT	Julie Corwin	5806 Mission Center Road, Unit E San Diego, CA 92123	N/A	Self	266
UU	Dennis McColl	7980 Sevan Court, Unit C San Diego, CA 92123	N/A	Self	267
VV	Patrick Mendiola	1922 Ainsley Drive San Diego, CA 92123	N/A	Self	268
WW	Dicken Hall	8362 Abbots Hill Road San Diego, CA 92121	January 7, 2008	Self	269
XX	C.M. McGagin, Captain	Department of California Highway Patrol 4902 Pacific Highway San Diego, CA 92110-4097	February 7, 2008	California Highway Patrol	274
YY	Julie Corwin, Dennis McColl, Matt Mowery, Nancy Pomajevich and Susan Raines	9610 Waples Street San Diego, CA 92121	February 28, 2008	Hye Park Homeowner Association Board of Directors	276



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

December 21, 2007

Marilyn Mirrasoul
City of San Diego
1222 First Avenue, MS 501
San Diego, CA 92101

Subject: Quarry Falls
SCH#: 2005081018

Dear Marilyn Mirrasoul:

A-1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 20, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.


Sincerely,

Terry Roberts
Director, State Clearinghouse

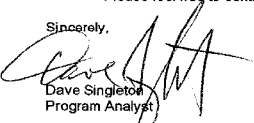
Enclosures
cc: Resources Agency

A-1. This letter acknowledges compliance with the State Clearinghouse review requirements for draft environmental documents.

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>NATIVE AMERICAN HERITAGE COMMISSION 915 CAPITOL MALL, ROOM 384 SACRAMENTO, CA 95814 (916) 658-6251 Fax (916) 657-6890 Web Site www.nahc.ca.gov e-mail: ds_nahc@pacbell.net</p>  <p>November 26, 2007</p> <p>Ms. Marilyn Mirrasoul CITY OF SAN DIEGO 1222 First Avenue, MS 501 San Diego, CA 92101</p> <p>Re: SCH#2005081018; CEQA Notice of Completion; draft P Environmental Impact Report (PEIR) for Quarry Falls Project, City of San Diego San Diego County, California</p> <p>Dear Ms. Mirrasoul:</p> <p>The Native American Heritage Commission is the state agency designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:</p> <p>B-1 ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.onp.parks.ca.gov/files/IC%20Roster.pdf. The record search will determine:</p> <ul style="list-style-type: none"> ▪ If a part or the entire APE has been previously surveyed for cultural resources. ▪ If any known cultural resources have already been recorded in or adjacent to the APE. ▪ If the probability is low, moderate, or high that cultural resources are located in the APE. ▪ If a survey is required to determine whether previously unrecorded cultural resources are present. <p>B-2 ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.</p> <ul style="list-style-type: none"> ▪ The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure. ▪ The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center. <p>B-3 ✓ Contact the Native American Heritage Commission (NAHC) for:</p> <ul style="list-style-type: none"> ▪ A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section. ▪ The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s). <p>B-4 ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.</p> <ul style="list-style-type: none"> ▪ Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. ▪ Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans. <p>B-5 ✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.</p> <p>* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the</p>	<p>B-1. As presented in Section 5.8, <i>Historical Resources</i>, of the PEIR, a cultural resources study was conducted. The study consisted of a review of all relevant site records and reports on file with the South Coastal Information Center (SCIC) at San Diego State University and an intensive pedestrian survey of the project site. The records search was conducted at SCIC on September 30, 2004; the field study was conducted on October 1, 2004.</p> <p>Results of the records search indicate that no previously recorded cultural resources are located within the project area. Records also indicate that the project area was completely surveyed in 1979. No cultural resources were located as a result of that survey. Additionally, the intensive field survey conducted as part of the current cultural resources study found no cultural resources on the property.</p> <p>B-2. A letter report dated June 8, 2006 summarizes the results of that study. The results of the cultural resources study are presented in Section 5.8 of the PEIR; a copy of the <i>Cultural Resources Study for the Quarry Falls Project</i> letter report is included in Appendix F to PEIR.</p> <p>B-3. The Native American Heritage Commission was contacted in writing, in accordance with State Government Code § 65352.3- 65352.4. In accordance with Government Code 65352.3, Tribes were given 90 days in which to request consultation; no consultation was requested. Additionally, local Native American Tribes were provided with notification of the availability of the draft PEIR.</p> <p>B-4. The PEIR concludes that, although the records search and field survey determined that there are no cultural resources on the project site, there is a potential for historic resources to be located within the undisturbed areas within the project boundary. Mitigation Measure 5.8 requires, among other actions, that an archeological monitor be present during grading activities.</p> <p>B-5. As stated in Mitigation Measure 5.8, item IV, Discovery of Human Remains, if human remains are discovered, work shall halt in that area and the procedures as set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken.</p>





LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; width: 40px; height: 20px; display: inline-block; margin-bottom: 10px;">B-6</div> <p>NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.</p> <p>✓ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.</p> <div style="border: 1px solid black; width: 40px; height: 20px; display: inline-block; margin-bottom: 10px;">B-7</div> <p>✓ <u>Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning and implementation</u></p> <p>Please feel free to contact me at (916) 653-6251 if you have any questions.</p> <p>Sincerely,  Dave Singleton Program Analyst</p> <p>Attachment: List of Native American Contacts</p> <p>Cc: State Clearinghouse</p>	<p>B-6. Please see response no. B-5.</p> <p>B-7. Please see responses B-1 and B-4.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Native American Contacts San Diego County November 26, 2007</p>	
<p>San Pasqual Band of Mission Indians Allen E. Lawson, Chairperson PO Box 365 Diegueno Valley Center, CA 92082 (760) 749-3200 (760) 749-3876 Fax</p>	<p>Jamul Indian Village William Mesa, Chairperson P.O. Box 612 Diegueno/Kumeyaay Jamul, CA 91935 jamulrez@sctdv.net (619) 669-4785 (619) 669-48178 - Fax</p>
<p>Sycuan Band of the Kumeyaay Nation Danny Tucker, Chairperson 5459 Sycuan Road Diegueno/Kumeyaay El Cajon, CA 92021 ssilva@sycuan-nsn.gov 619 445-2613 619 445-1927 Fax</p>	<p>Mesa Grande Band of Mission Indians Mark Romero, Chairperson P.O. Box 270 Diegueno Santa Ysabel, CA 92070 mesagrandeband@msn.com (760) 782-3818 (760) 782-9092 Fax</p>
<p>Viejas Band of Mission Indians Bobby L. Barrett, Chairperson PO Box 908 Diegueno/Kumeyaay Alpine, CA 91903 daquilar@viejas-nsn.gov (619) 445-3810 (619) 445-5337 Fax</p>	<p>Kumeyaay Cultural Heritage Preservation Paul Cuero 36190 Church Road, Suite 5 Diegueno/Kumeyaay Campo, CA 91906 (619) 478-9046 (619) 478-9505 (619) 478-5818 Fax</p>
<p>Kumeyaay Cultural Historic Committee Ron Christman 56 Viejas Grade Road Diegueno/Kumeyaay Alpine, CA 92001 (619) 445-0385</p>	<p>Kwaaymii Laguna Band of Mission Indians Carmen Lucas P.O. Box 775 Diegueno - Pine Valley, CA 91962 (619) 709-4207</p>
<p><small>This list is current only as of the date of this document.</small></p> <p><small>Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7060.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.</small></p> <p><small>This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2005061018; CEQA Notice of Completion; PEIR for the Quarry Falls Project, located in the Mission Valley and Serra Mesa communities of the City of San Diego; San Diego County, California.</small></p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="text-align: center;">  <p>Department of Toxic Substances Control</p> </div> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">  <p>Linda S. Adams Secretary for Environmental Protection</p> </div> <div style="text-align: center;">  <p>Maureen F. Gorsen, Director 5796 Corporate Avenue Cypress, California 90630</p> </div> <div style="text-align: center;">  <p>Arnold Schwarzenegger Governor</p> </div> </div> <p>December 18, 2007</p> <p>Ms. Marilyn Mirrasoul Entitlement Division City of San Diego 1222 First Avenue, MS 501 San Diego, California 92101 mmirrasoul@sandiego.gov</p> <p>PUBLIC NOTICE OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE QUARRY FALLS, PROJECT, FRIARS AND MISSION CENTER ROADS, APNOS. 677-220-07; 677-360-01, 05, 07, 16; 677-370-07; 677-220-13; 438-012-01; 438-012-02; 677-360-11, 677-360-09; SAN DIEGO, SAN DIEGO COUNTY (SCH#2005081018)</p> <p>Dear Ms. Mirrasoul:</p> <p>The Department of Toxic Substances Control (DTSC) has received your submitted Public Notice of a Program Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "Project No. 49068. The proposed project would include approximately 4,780 residential units; 603,000 square feet of retail space; 620,000 square feet of retail space; 620,000 square feet of office/business park uses; and 31.8 acres of public and private parks, civic uses, open space and trails, and an optional school site." Your document states your Response to Issues Raised by DTSC in the DTSC August 26, 2005 letter to the City of San Diego: "Potential project impacts relative to human health, public safety, and hazardous materials are discussed in Section 5.7, Health and Safety, and mitigation measures are identified. Additionally, a Phase I Environmental Site Assessment was completed and is summarized in section 5.7." Again, DTSC has these following comments; please address if applicable.</p> <p>1 The EIR should identify the current or historic uses at the project site that may have resulted in a release of hazardous wastes/substances. Your document states: "The Quarry Falls project site is the location of an on-going resource extraction operation for the mining and processing of sand and gravel, which has been operating on the site for more than 50 years. A Conditional Use Permit (CUP) was originally issued the City of San Diego in 1962. Zoned MV-M/SP in the Mission Valley Planned District Ordinance."</p>	<p>C-1. Hazardous wastes/substances that may exist on the site today or which may have existing historically are discussed in Section 5.7, <i>Health and Safety</i>, of the PEIR. A <i>Phase I Environmental Site Assessment</i> of the Quarry Falls project has been conducted. The <i>Phase I Environmental Site Assessment</i> (July 6, 2005) report presents the details of the Environmental Site Assessment and summarizes the findings relative to the potential presence of hazardous materials and wastes and/or hazardous conditions at the site at levels likely to warrant mitigation action pursuant to current regulatory guidelines. The Phase I Environmental Site Assessment is summarized in Section 5.7 relative to hazardous materials. The entire report is included as Appendix M1 to the Program EIR. An additional report was prepared for soil sampling and laboratory analysis performed at the project site. That report, titled <i>Report of Soil Sampling and Analysis Imported Sediment</i> (September 28, 2005), is included in Appendix M2 of the Program EIR.</p> <p>Based on a review of the historical aerial photographs and information obtained as part of the Phase I Environmental Assessment, the project site has been used for sand and rock mining and construction aggregate processing/distribution purposes since the 1940s. Hazardous materials historically and/or currently handled at the project site include gasoline, diesel fuel, concrete additives, iron oxides, antifreeze, capping compounds, fly ash, lubricating oils, compressed gases, calcium chloride, calcium nitrite, potassium hydroxide, cleansers, and pond flocculants. Hazardous wastes generated at the project site since its mining development have included waste/mixed oil, used oil filters, used batteries, used coolant/antifreeze, and degreasing sludge.</p> <p>Underground storage tanks (USTs) have operated, and one is currently operating on the project site. Several USTs have been closed and removed. Currently, Vulcan Materials Company owns and operates one 10,000-gallon diesel UST and five hot asphalt tanks. The UST would remain on-site until the asphalt plant is removed. There is no evidence of leakage at the existing UST.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Ms. Marilyn Mirrasoul December 18, 2007 Page 2</p> <p>2) The EIR should identify the known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:</p> <p>National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).</p> <p>Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).</p> <p>Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.</p> <p>Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.</p> <p>Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.</p> <p>Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.</p> <p>Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.</p> <p>The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).</p> <p>3) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents. Please see comment No.16 below for more information.</p>	<p>C-2. As presented in Section 5.7 of the PEIR, as part of the Phase I Environmental Site Assessment, a variety of appropriate databases were consulted to help identify “recognized environmental conditions” (RECs) at or potentially affecting the project site. These sources included: NPL, CERCLIS, NFRAP, RCRA TSD, RCRA COR, RCRA GEN, RCRA NLR, ERNS, CalSites and Cortese Databases, Spills-1990 California Regional Water Quality Control Board), SWL, LUST, San Diego County Department of Environmental Health, and REG UST/AST.</p> <p>Review of the regulatory database report and San Diego County Department of Environmental Health information indicated that two cases involving unauthorized releases have been associated with the project site.</p> <p>The first case involved diesel-impacted soil discovered during replacement operations of a UST conducted at the asphalt batch plant in 1990. According to a Site Closure Request prepared by Advanced Sciences, Inc. (ASI) in April 1991, soil excavation activities, including removal of approximately 55 cubic yards of diesel-contaminated soils were conducted at the site. Soils samples were collected and soils and groundwater were analyzed. Based on the findings of the analysis, ASI indicated that the diesel spillage had not significantly impacted the groundwater quality and should not significantly affect groundwater in the future. ASI requested a site closure from the DEH and the California RWQCB. Both the DEH and RWQCB agreed with ASI's findings and reported that “no further action” was required. DEH advised that changes in the present or proposed use of the property may require further site characterization and mitigation activity.</p> <p>The second case was discovered during fuel dispenser re-piping activities conducted in May 2002. Soil samples collected beneath the fuel dispensers as part of the re-piping activities indicated that elevated concentrations of petroleum hydrocarbon compounds were present in the underlying shallow soil. Subsequent subsurface investigation conducted in the vicinity of the fueling facility included the installation of two groundwater monitoring wells and groundwater and soil sampling and analysis. The results of the investigations indicated that concentrations of total petroleum hydrocarbons – diesel fuel (TPHd) and total petroleum hydrocarbons – gasoline (TPHg) are present in the underlying soil and methyl tertiary butyl ether (MTBE) is present in the underlying groundwater.</p>

C-2

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Upon review of the Preliminary Site Assessment, DEH recommended that an additional groundwater monitoring well be installed south of the fueling facility in an attempt to determine the contamination gradient. The Work Plan to install the new groundwater monitoring well was approved by DEH on February 1, 2005 and the Construction Permit was approved on March 17, 2005. The fueling facility and the USTs associated with it were removed under proper oversight in November 2005. A request has been made to close this case. Closure and removal of the on-site UST shall be done in accordance with the regulations of DEH. In accordance with DEH, at the time of removal, soils shall be tested underneath the tank for any contamination. If contaminated soil is found, it shall be removed under the oversight of a qualified engineer.</p> <p>The future redevelopment associated with the Quarry Falls project is not expected to use, store or transport hazardous materials that would result in significant impacts.</p> <p>A mitigation measure is included in the PEIR that would reduce any potential environmental effects associated with hazardous materials to below a level of significance. In summary, the mitigation requires that the applicant provide a concurrence letter from the San Diego County Department of Environmental Health stating that human health, water resources and the environment are adequately protected from any contamination that may have been present on the site prior to the issuance of building permits for each of the development phases/proposed site development.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Ms. Marilyn Mirrasoul December 18, 2007 Page 3</p>	
<p>C-3 4) Proper investigation, sampling and remedial actions overseen by the respective regulatory agencies, if necessary, should be conducted at the site prior to the new development or any construction. All closure, certification or remediation approval reports should be included in the EIR.</p>	<p>C-3. See response no. C-2. The Underground Storage Tank Closure Report or the UST is included in Appendix M3 to the PEIR.</p>
<p>C-4 5) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a Border Zone Property.</p>	<p>C-4. The PEIR also includes a review of off-site areas which may contain hazardous wastes/substances. Properties located within an approximate city block of the project site identified on the regulatory database report include six facilities listed in databases compiled for hazardous materials. These facilities, their location and status are listed in Table 5.7-1, <i>Off-Site Hazardous Materials Sites</i>, of the PEIR. These off-site properties are located more than an approximate city block away and are not expected to affect the project site due to gradient of groundwater flow (away from the site), distance to the site, status of those properties, and/or their locations. The proximity and nature of the off-site hazardous materials properties would not result in significant health and safety considerations for the proposed project.</p>
<p>C-5 6) If buildings, other structures, or associated uses; asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should be conducted for the presence of other related hazardous chemicals, lead-based paints or products, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.</p>	<p>C-5. The State of California and County and City of San Diego have established regulations to ensure that hazardous materials, including asbestos containing materials (ACMs), lead-based paints and products, mercury, and other hazardous materials are abated in compliance with environmental regulations and policies. Relative to ACMs, prior to any demolition of assumed ACM areas, the County of San Diego requires that a site surveillance be performed by certified asbestos consultant or technician to test suspect materials. If ACMs are found present, a registered asbestos abatement contractor would be hired for proper disposal of any hazardous material prior to demolition, as required by the County of San Diego. Furthermore, a letter of "Notification of Asbestos Renovation or Demolition Operations" would be delivered to the City of San Diego as per City ordinance. If other hazardous materials are encountered during demolition procedures, standard measures will be taken to comply with State and local regulations.</p>
<p>C-6 7) The project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.</p>	
<p>C-7 8) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. If it is found necessary, a study of the site and a health risk assessment overseen and approved by the appropriate government agency and a qualified health risk assessor should be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.</p>	
<p>9) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5).</p>	


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>C-6. The project site was also evaluated to assess potential environmental concerns associated with approximately 46,600 cubic yards of on-site sediment prior to its transport or replacement. Soil samples were collected and analyzed for contamination. Based on the findings of the analysis, the sediment located at the site is not subject to regulation as a hazardous waste, does not pose an unacceptable human health risk and can be re-used on-site or transported off-site for re-use or disposal. Additionally, the potential for contamination of imported soils stock piled on the property and the suitability for using the imported material as engineered fill was evaluated. The soils were imported from the Mission Bay area, Old Town and the former Naval Training Center in the mid-1990s. Analysis was conducted of imported soils and determined that the imported sediment is suitable for use as engineered fill.</p> <p>C-7. Included in the <i>Air Quality Technical Report</i> (July 30, 2007), prepared for the project, is a health risk assessment. The <i>Air Quality Technical Report</i> is contained in Appendix C to this Program EIR.</p> <p>As shown in the draft PEIR, Table 5.7-3 (Health and Safety Section, page 5.7-15), emissions from the concrete and hot mix asphalt plants are estimated to be below the screening-level criteria for all pollutants and would therefore not have the potential for a significant impact on the ambient air quality. In addition, because the facilities would be permitted by the APCD, they would be required to demonstrate to the APCD that they would not have a significant impact on the ambient air quality.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Ms. Marilyn Mirrasoul December 18, 2007 Page 4</p> <p style="margin-left: 20px;">If it is determined that hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be required. If so, the facility should contact DTSC at (714) 484-5423 to initiate pre-application discussions and determine the permitting process applicable to the facility.</p> <p>C-8</p> <p style="margin-left: 20px;">If it is determined that hazardous wastes will be generated, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942.</p> <p style="margin-left: 20px;">Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.</p> <p style="margin-left: 20px;">If the project plans include discharging wastewater to a storm drain, you may be required to obtain an NPDES permit from the overseeing Regional Water Quality Control Board (RWQCB).</p> <p>C-9</p> <p>14) If during construction/demolition of the project, the soil and/or groundwater contamination is suspected, construction/demolition in the area would cease and appropriate health and safety procedures should be implemented.</p> <p>C-10</p> <p>15) If the site was used for agricultural, cattle ranching or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.</p> <p>C-11</p> <p>16) Envirostor (formerly CalSites) is a database primarily used by the California Department of Toxic Substances Control, and is accessible through DTSC's website. DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489 for the VCA.</p> <p>C-12</p>	<p>C-8. Comments noted. See also response nos. B-1 and B-2.</p> <p>C-9. Water quality, drainage and storm water control are addressed in Section 5.13, <i>Water Quality</i>, of the PEIR. As stated in Section 5.13, construction of any project in the City of San Diego is subject to the requirements of erosion control in the City's Grading Ordinance and is also required to comply with the Clean Water Act. Conformance with the Clean Water Act is established through compliance with the requirements of the San Diego Regional Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit No. R9-2007-0001. To comply with this permit, the applicant must obtain a construction permit, which requires conformance with applicable best management practices (BMPs) and development of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring program plan. The City of San Diego has adopted Storm Water Standards as a part of the Municipal Code. As part of this program, the City adopted an Urban Runoff Management Plan, which identifies ways to protect and improve water quality of the ocean, rivers, creeks and bays in the region, and achieve compliance with the permit. The <i>Quarry Falls</i> project would implement storm water discharge BMPs as required by the City.</p> <p>C-10. Comments noted.</p> <p>C-11. The project site has not been used for agricultural, cattle raising or related activities.</p> <p>C-12. Comment noted.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">C-13</div> <p>Ms. Marilyn Mirrasoul December 18, 2007 Page 5</p> <p>17) In future CEQA documents please provide complete contact information, including contact person information, title, contact fax and e-mail address, and agency web address which contains the project information. Also, if the project title changes, please provide historical project title(s).</p> <p>If you have any questions regarding this letter, please contact Ms. Teresa Hom, Project Manager, preferably at email: thom@dtsc.ca.gov. Her office number is (714) 484-5477 and fax at (714) 484-5438.</p> <p>Sincerely,</p>  <p>Greg Holmes Unit Chief Southern California Cleanup Operations Branch - Cypress Office</p> <p>cc: Governor's Office of Planning and Research State Clearinghouse P.O. Box 3044 Sacramento, California 95812-3044 state.clearinghouse@opr.ca.gov</p> <p>CEQA Tracking Center Department of Toxic Substances Control Office of Environmental Planning and Analysis 1001 I Street, 22nd Floor, M.S. 22-2 Sacramento, California 95814 gmoskat@dtsc.ca.gov</p> <p>CEQA#1958</p>	<p>C-13. The complete contact information for the PEIR was presented in the PUBLIC NOTICE OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT, which was distributed with the Draft PEIR and was placed on the City's web site. The requested information is included in the Notice of Completion sent to the State Clearinghouse and is posted on the CEQAnet web site.</p> <p>If the project should change in the future requiring additional environmental review, previous project titles will be noted.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div data-bbox="233 334 296 423"> </div> <div data-bbox="296 331 600 451"> <p>DEPARTMENT OF FISH AND GAME http://www.dfg.ca.gov South Coast Region 4949 Viewridge Avenue San Diego, CA 92123 (858) 467-4201</p> </div> <div data-bbox="940 347 1003 412"> </div> <p data-bbox="779 501 896 522" style="text-align: center;">January 4, 2008</p> <p data-bbox="296 570 567 678">Ms. Marilyn Mirrasoul City of San Diego Development Services Department 1222 First Avenue, Mail Station 501 San Diego, California 92101</p> <p data-bbox="296 699 966 764">Subject: Comments on the Draft Program Environmental Impact Report for the Quarry Falls Project, City of San Diego, San Diego County, California (Project No. 49068; SCH #2005081018)</p> <p data-bbox="296 789 453 810">Dear Ms. Mirrasoul:</p> <p data-bbox="296 829 995 959">The California Department of Fish and Game (Department) has reviewed the above-referenced Draft Program Environmental Impact Report (DPEIR) dated November 1, 2007. The Department previously commented on the Notice Of Preparation for the DPEIR on September 1, 2005. We appreciate the extension of the review period for this document until Jan 5, 2008. Our comments provided herein are based on information in the DPEIR and associated documents and our participation and knowledge of regional conservation planning efforts.</p> <div data-bbox="107 943 201 992" style="border: 1px solid black; padding: 2px;">D-1</div> <p data-bbox="296 984 987 1154">The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; Sections 15386 and 15381, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA) and other sections of the Fish and Game Code. The Department also administers the Natural Community Conservation Planning (NCCP) Program. The City of San Diego (City) participates in the NCCP program by implementing its approved Multiple Species Conservation Program (MSCP) Subarea Plan.</p> <div data-bbox="107 1179 201 1227" style="border: 1px solid black; padding: 2px;">D-2</div> <p data-bbox="296 1179 978 1349">The proposed project site is located in the Mission Valley and Serra Mesa communities of the City, bordered by Friars Road to the south, Phyllis Place to the north, Interstate 805 to the east, and Mission Center Road to the west. The site is 230.5 acres and is currently occupied by an ongoing resource extraction operation for the mining and processing of sand and gravel. The proposed project includes development of 4,780 residential units; 603,000 square feet of retail space; 620,000 square feet of office/business park uses; 31.8 acres of parks, civic uses, open space and trails, and an option for a future school. The proposed project is not located within City's Multi-Habitat Planning Area (MHPA).</p>	<p data-bbox="1079 943 1978 1000">D-1. Comments noted. These comments explain the role of the California Department of Fish and Game.</p> <p data-bbox="1079 1179 1978 1268">D-2. Comments noted. These comments summarize the project and its setting, as presented in Sections 2.0, <i>Environmental Setting</i>, and 3.0, <i>Project Description</i>, of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>January 4, 2008 Page 2</p> <p>According to the Biological Survey Report, prepared by Consultants Collaborative (dated March 13, 2006; revised August 11, 2006 and September 7, 2007), vegetation communities and land types present within the proposed project site include: 0.18 acre of disturbed wetlands; 2.11 acres of coastal sage scrub (CSS; Tier II); 0.36 acre of mixed chaparral (Tier IIIA); 17.08 acres of non-native grassland (Tier IIIB); 0.56 acre of solitary eucalyptus stands (Tier IV); 1.69 acres of disturbed ruderal habitat consisting of maintained dirt roads (Tier IV); and 208.7 acres of developed land (includes entire conditional use permit/reclamation plan footprint for current mining operation). Approximately 0.12 acre of disturbed wetlands was mapped off-site in association with a graded unmaintained drainage channel.</p> <p>Protocol surveys for the federally threatened coastal California gnatcatcher (<i>Poliophtila californica californica</i>; gnatcatcher) were conducted in 2005, resulting in one pair of gnatcatchers (with fledglings) observed along the northeastern corner of the project site within CSS habitat. No federal or state list sensitive plant species were observed on the project site during the biological surveys that were conducted in 2005.</p> <p>D-3 The proposed project would permanently impact 14.08 acres of environmentally sensitive lands consisting of 0.18 acre of disturbed wetlands (0.06 acre on-site/0.12 acre off-site), 1.08 acres of CSS, 0.28 acre of mixed chaparral, and 12.54 acres of non-native grassland. Mitigation for impacts to sensitive upland habitats would occur through payment into the City of San Diego's Habitat Acquisition Fund at the following ratio: acreage: CSS at 1:1/1.08 acres, mixed chaparral at 0.5:1/0.14 acre, non-native grassland at 0.5:1/6.27 acres, for a total of 7.49 acres.</p> <p>Wetland mitigation requirements (totaling 0.18 acre of permanent impacts) would be addressed through the Department's Lake and Streambed Alteration Program. As a result of preliminary consultation with Department staff, the mitigation measures for impacts to 0.06 acre of on-site disturbed wetland would be mitigated at a 2:1 ratio (consisting of one part creation/one part enhancement) to ensure a no net loss of wetland habitat. The wetland creation component (0.06 acre) would be achieved by purchasing the appropriate credits within the Rancho Jamul wetland mitigation bank, while the enhancement component (0.06 acre) would be accomplished within a 17-acre parcel located northeast of project site (located within the San Diego River corridor). The off-site impacts to 0.12 acre of disturbed wetlands would be mitigated at a 1:1 ratio through wetland enhancement within the same 17-acre parcel referenced above.</p> <p>Approximately 2.58 acres of avoided on-site habitat comprised of 0.75 acre of gnatcatcher occupied coastal sage scrub, 0.8 acre of mixed chaparral, 1.79 acres of non-native grassland and 0.16 acre of disturbed habitat would not be included as a portion of the required mitigation. This avoided habitat would be placed in an open space easement at the northern end of the property.</p> <p>We offer the following comments and recommendations to assist the City in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources, and to ensure that the project is consistent with all applicable requirements of the approved Subarea Plan.</p>	<p>D-3. Comment noted. These comments summarize the results of the Biological Survey Report as presented in Appendix E1 of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>January 4, 2008 Page 3</p> <p><u>Comments on the DPEIR</u></p>	<p>D-4. Comment noted. This revision has been made to the PEIR. The revision is clarification of the broader intent of CDFG's 1602 process and does not affect the overall content, conclusions, and adequacy of the PEIR.</p>
<p>D-4</p> <p>1. We recommend that text under Section 1.4.1 of the DPEIR that reads, ".....proposing to affect an intermittent or permanent streambed (including wetlands habitat)" be revised to state any "perennial, intermittent, and ephemeral rivers, streams, and lakes in the state" to more accurately represent the broader intent of the Department's 1602 process.</p>	<p>D-5. Comment noted. Additional text has been added to Section 3.0, <i>Project Description</i>, regarding revegetation as a requirement of the current standards identified under the Surface Mining and Reclamation Act of 1975. .</p>
<p>D-5</p> <p>2. Under section 3.0 provide additional discussion within the final PEIR as to the revegetation proposal that would be implemented upon the closure of the mining operation and its conformance with current standards identified under the Surface Mining and Reclamation Act of 1975.</p>	<p>Section 2774 of the Public Resources Code (PRC) requires a lead agency, prior to approval of a surface mining reclamation plan and financial assurances, to submit any amendments to the Director of Conservation (DOC) for review and comment. In addition, the Draft PEIR was provided to the Department of Conservation, which did not submit comments during the public review period. A formal submittal to DOC, including the lead agency's response to DOC comments, has been completed as required by Section 2774(d)(2) of the PRC. This review ensures compliance with the SMARA standards for reclamation for the entire site is achieved. The City has received correspondence indicating SMARA has completed its review and concurs with the proposed amendment to the Reclamation Plan. This review ensures compliance with the SMARA standards for reclamation for the entire site is achieved.</p>
<p>D-6</p> <p>3. Under section 5.6.1 Existing Conditions, San Diego sunflower (<i>Viguiera laciniata</i>) was observed within the non-native grassland habitat area, however within Table 5.6.2 this plant was mislabeled as (<i>Viguira lanceolata</i>). Please correct the table. The biological survey report should also be revised to reflect the correct plant species. Furthermore, provide additional discussion regarding the sensitivity rating and state ranking (i.e., CNDDDB, California Native Plant Society) of <i>Viguiera laciniata</i> within the discussion section on sensitive plants, along with incorporating that information into Table 5.6-4 of the final PEIR (note that CNPS List 4 plant is currently listed in Table 5.6-4).</p>	<p>D-6. The typographical error regarding the San Diego sunflower has been corrected; and the PEIR was revised as recommended. Additional information regarding the plants status has been included in the final Biological Technical Report (CCI, 2008) and is shown below:</p>
<p>D-7</p> <p>4. The biological map (Figure 5.6-1) includes a highlighted area of eucalyptus trees. The area is linear in shape and roughly 1000 feet in length, however within the narrative of the environmental document (i.e., 5.6.1 Existing Conditions) this specific habitat is being referred to as a "solitary stands of eucalyptus trees". Please provide additional clarification as to whether the highlighted area is predominantly comprised of eucalyptus trees. Also, there is limited discussion within the body of the document as to whether the solitary stands of eucalyptus tree would support any nesting raptors. There is currently one section within the Biological Resources section of the DPEIR which identifies that "project construction could cause disruption or removal of raptor nests". Considering that 12.54 acres of non-native grassland habitat is in close proximity to the eucalyptus and that California ground squirrel (<i>Spermophilus beecheyi</i>), Audubon's cottontail (<i>Sylvilagus audubonii</i>), and burrows associated with southern pocket gopher (<i>Thomomys umbrinus</i>) where identified within the biological survey report, it is this Department's position that additional discussion is warranted within the final PEIR concerning the specific use of this area for raptors, and the significance on the potential loss of the adjacent foraging habitat.</p>	<p><i>San Diego County Viguiera [Viguiera laciniata Gray in Torr.]</i></p> <p><i>Status: San Diego County Viguiera is declining but still found at many hundreds of locales where occasionally it is a dominant shrub. This species shows some ability to colonize areas of mild disturbance and is readily grown from seed. This species is recommended for de-listing by the CNPS; it is too common and wide-ranging in San Diego County to warrant such a listing.</i></p>
<p>D-8</p> <p>5. Under section 5.6.1 of the DPEIR, 43 plant species are listed as being observed onsite, however only 42 plants are listed in Table 5.6-2. Please correct this item and revise the percent values of native/non-native plants that are referenced within the narrative portion (i.e., under Plants heading) of the final PEIR.</p>	
<p>D-9</p> <p>6. Section 5.6.2 (Impact Analysis) of the final PEIR should include a discussion on potential cumulative biological impacts (CEQA Guideline, §15130) resulting from the proposed</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p><i>Listing: CNPS List 4 R-E-D Code 1-2-1; State/Federal Status -- None.</i></p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>D-7. The on-site eucalyptus trees were planted (in a row); and due to the leaf litter, no additional understory habit persists. The PEIR Section 5.6 has been revised to incorporate additional information regarding the potential use of the non-native grassland habitat by raptors and the significance of the loss of the habitat. Mitigation for biological impacts had already been included on page 11-11 through 11-19 of the draft PEIR.</p> <p>D-8. Section 5.6.1 has been revised to reflect that there were <u>42</u> plant species observed on-site. The change from 43 to 42 observed plant species does not change the percentage of native vs. non-native species; no percentage change is required.</p> <p>D-9. Cumulative impacts to biological resources are addressed in Section 8.0, <i>Cumulative Effects</i>. In light of CDFG's comments, the following has been added to the discussion of cumulative impacts to biological resources:</p> <p style="padding-left: 40px;"><i>Because the proposed project, as well as projects considered as part of this cumulative analysis, must comply with the City's Stormwater and the RWQCB's regulations, the potential for the combined storm drain conveyance systems to adversely impact aquatic resources within downstream water bodies would be reduced to below a level of significance. With the completion of the project's off-site drainage channel enhancement, all non native exotic species would be removed from the channel and the disturbed wetland restored with native plantings. This would significantly improve the downstream drainage and river habitats due to the reduction in non-native exotic species seed dispersal.</i></p> <p>The Water Quality Technical Report, reviewed and accepted by the City Engineer, prepared by EDAW (2007) discusses potential impacts to downstream water bodies and concluded no significant impacts from the development of the project. The Quarry Falls project is subject to water quality regulations defined by the Clean Water Act (CWA) Section 402 (National Pollutant Discharge Elimination System [NPDES]). Authority for implementation and enforcement of the CWA Section 402 NPDES program in California has been delegated by the U.S. Environmental Protection Agency to the State Water Resources Control Board and the nine RWQCBs.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>The associated NPDES regulations that are applicable to the project include the General Construction Permit and the Municipal Permit. These requirements, along with the proposed Best Management Practices (BMPs) to achieve compliance, were summarized in the Water Quality Technical Report.</p> <p>The Quarry Falls project discharges to the lower reach of the San Diego River. The Lower San Diego River has been characterized as impaired for phosphorus, low dissolved oxygen, total dissolved solids, and fecal coliform. The Quarry Falls project has developed a storm water management program to address the water quality issues associated with the project and to meet the intent of the regulations. The project has included an integrated combination of BMPs to address both flow and water quality and has utilized source control, site design, and treatment BMPs to achieve treatment to the maximum extent practicable (MEP). The proposed BMPs were also selected based on their ability to (1) address the site characteristics and limitations, (2) address limitations of the receiving waters, (3) integrate land uses, and (4) represent more natural systems that integrate the concepts of low-impact development as opposed to mechanical and end-of-pipe treatment processes.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT		RESPONSE
	<p>January 4, 2008 Page 4</p> <p>development and the affect on existing biological resources. The analysis should consider the potential increase of pollutant discharges from the development proposal to the combined storm drain conveyance system and its overall affect to adversely impacting aquatic resources within downstream water bodies.</p>	<p>D-10. The City of San Diego's MSCP and MHPA are addressed in Section 2.9 of the PEIR. According to the City of San Diego's MSCP and the Land Development Code Biology Guidelines (2001), the California gnatcatcher is an adequately protected species and mitigation for potentially significant impacts is not required outside the MHPA. The on-site California gnatcatchers were not located within or adjacent to the MHPA.</p>
D-10	<p>7. According to the DPEIR and the Biological Survey Report, a pair of coastal California gnatcatchers with fledglings was identified within the project footprint. Per the biological survey report (dated September 7, 2007) the protocol surveys for gnatcatcher were conducted in 2005. The Department usually requests that surveys for sensitive species be conducted within one year prior to submission of a CEQA document. Therefore, we recommend that a new focused survey for gnatcatcher be conducted to update the biological report and allow for a more accurate analysis of the proposed project's impacts on sensitive biological resources within the final PEIR.</p>	<p>D-11. An updated Spring biological survey was completed by Consultants Collaborative on March 7, 2008. The Biology Survey Report has been revised to include the results of the updated survey. The results of the updated survey were consistent with the earlier survey; and no vernal pools were observed on-site.</p>
D-11	<p>8. The site survey for biological resources for this project was conducted during a time of year (June 2005) when detection probability for some sensitive annual plant species is low and detection probability for rare, endangered, threatened, or otherwise sensitive resources associated with vernal pools is further limited. The final PEIR should include supplemental information regarding updated surveys performed on the project site and/or documentation from City MSCP staff regarding surveys that may have been conducted during the prior city-wide vernal pool inventory.</p>	<p>D-12. The area both within the offsite graded drainage channel (whose basin is proposed to be cleared) and to either side is in a developed condition (manufactured slopes which do not support native vegetation). The mowing of the dense non-native vegetation within the drainage channel on land owned by the applicant would enhance the capacity of the channel and help minimize mosquito breeding areas. Potential significant impacts from the proposed mowing of the vegetation in the channel has been assessed and would be mitigated in compliance with the California Department of Fish and Game 1602 permit. This, as well as adherence to the completed Water Quality Technical Report prepared by EDAW (2007) would preclude potential additional direct or cumulative significant impacts as well as mitigate the potential for the potential combined storm drain conveyance system to adversely impact aquatic resources within downstream water bodies. In addition, there would be a significant reduction in non-native exotic species seed dispersal which supports and expands the large non-native species domination in the San Diego River.</p>
D-12	<p>9. The biological resources section of the DPEIR does not adequately identify or describe the habitat conditions that border the off-site drainage channel and the necessity for the vegetation removal within this channel. The specifics of this work are primarily outlined in the Drainage Study appendices. Although direct impacts are identified (i.e., removal of exotic plants), the indirect and cumulative impact analysis is absent from the biological resource discussion concerning the opening of this channel and the potential effects to downstream water quality conditions. This analysis should be included in the final PEIR. Additionally, information regarding the ownership of this off-site channel and whether an easement exists to conduct the proposed vegetation removal activity should be provided, considering that this work activity would necessitate a Department notification for Lake or Streambed Alteration Agreement.</p>	<p>D-13. The payment of funds into the Habitat Acquisition Fund has been proposed and supported by City staff because of the 13.90 acres of impacts; 12.19 acres are comprised of low-quality annual non native grasslands (NNG) which were not adjacent or within the MHPA. While NNG may be utilized as foraging habitat for raptors, no raptors or raptor nests (active or otherwise) have been observed in the area. With the payment of fees into the Habitat Acquisition Fund, the goals of the MSCP to preserve habitat with long term viability would allow the City to continue to reduce habitat fragmentation and protect biodiversity within the MHPA.</p>
D-13	<p>10. The City's Biology Guidelines identifies that monetary compensation through payment into the Habitat Acquisition Fund is an option available for mitigating impacts to environmentally sensitive lands; however the fund is intended to be used for the mitigation of impacts to small, isolated sites which have been identified to have lower long-term conservation value. Typically 5 acres or less is applicable, with in some cases consideration given to areas up to 10 acres in size. Current 13.90 acres of upland habitat would be directly impacted by the property. Please include additional discussion on how the selected mitigation method fulfills the intent of the City's MSCP Subarea Plan.</p> <p>11. In regards to the enhancement component to mitigate for off-site wetland impacts, additional discussion should be provided within the final PEIR that outlines the</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>January 4, 2008 Page 5</p> <p>D-14 protection and notice element for the off-site wetland enhancement area. An overview of the general biological conditions and the areas ability to support such a mitigation proposal should be summarized within the main body of the final PEIR. Currently, the specifics of the mitigation proposal are limited to details outlined within the Wetland Habitat Enhancement Mitigation and Monitoring Plan (Appendix E2). According to this plan there is a condition which identifies that the wetland habitat enhancement area would be placed within a conservation easement that would be managed in perpetuity by a CDFG and City of San Diego approved habitat manger. Typically, a covenant of easement would be recorded against the title of the property for the remainder area in favor of the City (or other conservation entity, if acceptable to the City) with the U.S. Fish and Wildlife Service and the Department named as third party beneficiaries. City staff has indicated that the San Diego River Foundation may be given the long-term management responsibilities of this area upon the completion of wetland enhancement activities. If a non-profit organization is proposed to hold fee title or be named on the covenant easement for the mitigation land, the City of San Diego (as CEQA lead agency) must approve that entity to do so pursuant to Government Code Section 65965 (AB 2746), which became effective in January of 2007.</p> <p>D-15 12. Under Mitigation Measure 5.6-1, a condition should be added to this language that identifies that "prior to the project applicant's commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake that the project applicant shall submit a complete Lake or Streambed Alteration Program notification package and fee to the California Department of Fish and Game". This condition should also be incorporated into section 11.0 Mitigation Monitoring and Reporting Program of the final PEIR.</p> <p>D-16 13. The biological survey report identifies 2.58 acres of habitat would be preserved on site, however the details of this proposal are limited to the area identified in Figure 5.6-5. The final PEIR should include a discussion regarding the proposed on-site habitat preservation area and any proposed protection elements.</p> <p>D-17 14. Under Mitigation Measure 5.6-5 a 300-foot distance from proposed development to identified raptor nests is reference, whereas a 500-foot distance is referenced under the discussion entitled Significance of Impacts Following Mitigation. Please identify the correct setback distance within both of these sections the final PEIR.</p> <p>D-18 15. The DPEIR indicates that impacts to nesting migratory birds are not significant due to compliance with the approved MSCP Subarea Plan. However, the MSCP Subarea Plan does not provide take for non-MSCP covered species, including many migratory avian species. In order to comply with sections 3503 and 3503.5 of the Fish and Game Code and minimize impacts to breeding birds, including migratory birds, we recommend that the following mitigation measure be added to the final PEIR:</p>	<p>D-14. The proposed enhancement area would be placed in a conservation or covenant easement and would occur off site within an approximately 17-acre parcel of which a portion is within the San Diego River Floodway. The property is comprised of two adjoining parcels (APN #s 43805216 and 43805217) located immediately north-east of the intersection of Camino Del Rio North and Qualcomm Way, south of the trolley and San Diego River. Currently, the property is fenced off to preclude public access to the greatest extent possible; and this fence would be maintained by the property owner. Note that the easement is a permit condition but will also be added to the MMRP for clarity.</p> <p>In addition, as a condition of the Master PDP, permanent signs would be placed on the fence to protect the enhanced area. The signs would be corrosion resistant, a minimum of 6" x 9" in size, on posts not less than three (3) feet in height from the ground surface, and would state the following:</p> <p style="text-align: center;">SENSITIVE BIOLOGICAL RESOURCES DISTURBANCE BEYOND THIS POINT IS RESTRICTED NO TRESPASSING</p> <p>D-15. In accordance with CDFG's request, MM 5.6-1 has been expanded to include the following additional requirement:</p> <p style="text-align: center;"><i>Prior to the commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, the project applicant shall submit a complete Lake or Streambed Alteration Program notification package and fee to the California Department of Fish and Game.</i></p> <p>This additional requirement has also been added to the Mitigation Monitoring and Reporting Program presented in Section 11.0 of the PEIR, and is a standard permit condition which would apply to this project.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>D-16. The 2.78 acres of avoided low-quality and isolated habitat does not qualify as on-site mitigation to be utilized, under the City’s mitigation regulations., as potential onsite habitat mitigation. The area to be avoided would be placed within an open space easement to protect the area from development.</p> <p>D-17. The correct distance is 300 feet. This correction has been made to the discussion entitled Significance of Impacts Following Mitigation.</p> <p>D-18. As stated in the biology report, avian species observed on-site are protected under the Migratory Bird Treaty Act (MBTA) which prohibits, unless permitted by regulations, the pursuit, hunting, taking, capture, killing, possession, sale, purchase, transport, or export of any migratory bird or any part, nest or egg of that bird. A standard permit condition states that the granting of a project permit does not allow the violation of any state or federal laws. The MMRP includes on-site biological monitoring of the site. Compliance with the MMRP is overseen by the Mitigation Monitoring Coordination (MMC) section.</p>

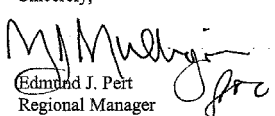
LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>January 4, 2008 Page 6</p> <p>D-18 (con't)</p> <p>To avoid any direct and indirect impacts to raptors and/or any migratory birds, grubbing and clearing of vegetation that may support active nests and construction activities adjacent to nesting habitat, should occur outside of the breeding season (January 15 to August 31). If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the breeding season, the applicant shall retain a City-approved biologist to conduct a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 100-feet of the construction area, Federally- or State-listed birds (e.g., coastal California gnatcatcher, least Bell's vireo) on or within 300-feet of the construction area and nesting raptors within 500-feet of the construction area. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction, the results of which must be submitted to the City for review and approval prior to initiating any construction activities. If nesting birds are detected by the City-approved biologist, the following buffers should be established: 1) no work within 100 feet of a non-listed nesting migratory bird nest, 2) no work within 300 feet of a listed bird nest, and 3) no work within 500 feet of a raptor nest. However, the City may reduce these buffer widths depending on site-specific conditions (e.g. the width and type of screening vegetation between the nest and proposed activity) or the existing ambient level of activity (e.g., existing level of human activity within the buffer distance). If construction must take place within the recommended buffer widths above, the project applicant should contact the City to determine the appropriate buffer.</p> <p>A bio-monitor shall be present on-site during all initial grubbing and clearing of vegetation to ensure that perimeter construction fencing is being maintained and to minimize the likelihood that nests containing eggs or chicks are abandoned or fails due to construction activity. A bio-monitor shall also perform periodic inspections of the construction site during all major grading to ensure that impacts to sensitive plants and wildlife are minimized. These inspections should take place once or twice a week, as defined by the City, depending on the sensitivity of the resources. The bio-monitor shall send weekly monitoring reports to the City and shall notify both the City and the Wildlife Agencies immediately if clearing is done outside of the permitted project footprint.</p> <p>D-19 16. Under section 5.9.2 of the DPEIR, Issue 1 identifies the requirement to consider whether modifications would result in direct or cumulative impacts related to flooding and erosion. The DPEIR indicates that of the 11 drainsheds, all but area 7 would drain towards the 7'X 7' box culvert in the southwest corner of the project site. There is a referral to the existing culvert system, downstream channel, and existing hydraulic capacity, however no discussion has been provided within this section concerning existing channel characteristics, necessity for vegetation removal within channel, potential change in flow rates, and the likelihood for any accelerated bank erosion which could lead to sedimentation of downstream water bodies. Further discussion should provide within the main body of the final PEIR identifying these issues (CEQA</p>	<p>D-19. The discussion of existing channel characteristics is covered in Chapter 5.9 - <i>Hydrology</i>, as well as Chapter 5.6 - <i>Biological Resources</i> and Chapter 5.13 - <i>Water Quality</i>. The existing channel was constructed as part of a stormwater conveyance system to serve the mining operation and ensure flows to the San Diego River were controlled to prevent flooding.</p> <p>The <i>Drainage Study for Quarry Falls</i>, prepared by TCB, Inc. (August 2007) and included as Appendix G to the Draft PEIR for the Quarry Falls Project, includes a detailed discussion of the existing drainage channel and box culverts that were constructed as the stormwater conveyance system to support the mining activities on the project site. As described in that report, the existing channel has an overgrowth of invasive plant species which has somewhat diminished the capacity of the channel. The invasive vegetation will be mowed to a height plus or minus six inches. The hydraulic analysis concluded that due to the BMP measures being employed as part of the project, the velocities in the channel will range between 1.5 and 2.5 feet per second (fps), which is lower than existing conditions in the channel which is between 2.5 and 3.5 fps. The <i>Drainage Study for Quarry Falls</i> concludes the Quarry Falls project can be accomplished without adverse impact to the existing storm drainage infrastructure.</p> <p>The hydraulic analysis was performed using standard methodologies described by the Federal Highways Administration (FHWA) in criteria manual FHWA-NHI-01-020 (2001) "Hydraulic Design of Highway Culverts" and confirmed through detailed hydraulic modeling using the U.S. Army Corps of Engineers software "River Analysis System" (HEC-RAS), version 3.1.3. The calculated drainage capacity of the channel is 341 cubic feet per second (cfs). Under existing conditions the projected 100 year runoff is estimated at 527 cfs. Under proposed conditions, this runoff rate will be limited to 316 cfs further reducing the erosion potential. This limited rate of runoff also mitigates for any concern of an increase in the frequency of flooding since it more closely resembles the 10 year rate of flow under existing conditions.</p>

LETTERS OF COMMENTS AND RESPONSES


COMMENT	RESPONSE
	<p>The <i>Final Water Quality Technical Report for Quarry Falls</i>, prepared by EDAW, Inc. (October 2007) and included as Appendix K, concludes any changes to downstream erosion potential would be negligible because of the implementation of best management practices (BMPs) and collection of runoff by an engineered conveyance system, in addition to flow control from the site. The proposed onsite BMPs for the Quarry Falls project would be designed to provide systems to serve as filtering and erosion controlling devices, ensuring the treatment of stormwater has been occurred to the maximum extent practical (MEP).</p> <p>The <i>Biological Survey Report for Quarry Falls</i>, prepared by Consultants Collaborative (September 2007) and included as Appendix E1 identifies the off-site graded drainage channel as a disturbed wetland dominated by common exotic species that have displaced the native wetland flora. This is an ACOE and CDFG jurisdictional wetland dominated by tamarisk, eucalyptus, tree tobacco, arrundo and pampas grass. This area is to be mowed which requires a CDFG 1600 permit, however, no ACOE jurisdictional impacts will be incurred as impacts are limited to the removal of vegetation only with no modification to the channel-bed itself. The mowing of the invasive species will provide improved functionality and value to the San Diego River by removing the potential for the downstream transport of exotic and/or invasive seeds.</p> <p>In summary, the project is designed consistent with the existing flow rates and capacities of the existing stormwater conveyance system. The project identifies the need to ensure periodic maintenance of the channel to ensure the stormwater conveyance system operates to meet the requirements of a 100-year event.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>January 4, 2008 Page 7</p> <p>Guideline, §15147).</p> <p>D-20 17. Under section 5.13 of the DPEIR the Department would reiterate the requirement that the bioswales should be vegetated with native plants endemic to the region and that landscaping associated with these areas does not include cultivars or exotic plant species which have the potential to spread (either through means of seed or root sprouts) to downstream water bodies.</p> <p><u>Comments on the Wetland Habitat Enhancement Plan</u></p> <p>D-21 1. The plan should clearly identify all of the existing biological resources associated with the specific enhancement area and whether there would be work restrictions (associated with indirect impacts) that the Wildlife Agencies would place on performing work within these areas. For example, there is no discussion provide within the plan as to whether there is the potential for state and federally listed species to occur within the area, subsequently it is not clear whether certain types of work activities are restricted to address indirect-related impacts.</p> <p>D-22 2. Under the heading A. Design, a condition should be added that specifies that the field layout of all container plants shall be based upon the final landscape construction drawings reviewed and approved by City staff.</p> <p>D-23 3. Under the heading 1. Weed Control, a condition should be added that "hand removal of weeds is the most desirable method of control and shall be used whenever possible".</p> <p>D-24 4. Accompanied the established success criteria the plan should also include a reference that the enhancement shall have 0 percent coverage for Cal-IPC List A and B species, and no more than 10 percent coverage for all other exotic/weed species.</p> <p>We appreciate the opportunity to comment on the DEIR for this project and to assist the City of San Diego in further minimizing and mitigating project impacts to biological resources. If you have questions or comments regarding this letter, please contact Paul Schlitt of the Department at (858) 637-5510.</p> <p>Sincerely,  Edmund J. Peit Regional Manager California Department of Fish and Game</p> <p>cc: State Clearinghouse David Zoutendyk, U.S. Fish and Wildlife Service</p>	<p>D-20. Comment noted. All bioswales would be vegetated with native species and/or non-invasive non-natives species which would preclude the potential to spread into native habitat(s). This is consistent with the project Exhibit A, the project permit conditions, and the MMRP.</p> <p>The following conditions of approval will be included in the Master PDP to ensure the design and maintenance of the bioswale for water quality purposes.</p> <ol style="list-style-type: none"> 1) For each development proposal and prior to the issuance of building permits, the applicant shall submit a report, addressing how Standard Permanent Storm Water Best Management Practices (BMPs) will be incorporated into the project. 2) Prior to the issuance of any construction permit the Subdivider shall incorporate and show the type and location of all post-construction Best Management Practices (BMP's) on the final construction drawings, in accordance with the approved Water Quality Technical Report. 3) Prior to the issuance of any construction permit, the Subdivider shall enter into a Maintenance Agreement for the ongoing permanent Best Management Practices (BMPs) maintenance. 4) The Permittee or Subsequent Owner shall ensure that all proposed landscaping, especially landscaping adjacent to native habitat, shall not include exotic plant species that may be invasive to native habitats. Plant species found within the California Invasive Plant Council's (Cal-IPC) Invasive Plant Inventory and the City of San Diego's Land Development Manual; Landscape Standards are prohibited. <p>D-21. Comment noted. In the wetland restoration plan it specifies that those areas to be enhanced are small pockets of non-native species. Therefore, these highly disturbed areas do not support the potential for state and federally listed species to occur. Furthermore, the Plan specifies that all clearing shall occur without the use of mechanized equipment to preclude indirect impacts, as well as impacts greater than proposed. These issues were reviewed and agreed upon during site visits with both CDFG staff and City staff. The specific impacts and proposed mitigation measures were subsequently confirmed via email by Kelly Fischer (CDFG) on March 29, 2007.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>D-22. The applicant would be required to comply with the MMRP for the enhancement areas which provides specific instructions regarding the preparation of the appropriate plans. Please see pages 11-12 through 11-18 of the draft PEIR MMRP. The City's MMC section oversees the process and ensures compliance with the approved Landscape Construction Documents (D sheets).</p> <p>D-23. Under the heading 1, <i>Weed Control</i>, a condition has been added that states "hand removal of weeds is the most desirable method of control and shall be used whenever possible".</p> <p>D-24. Within the established success criteria of the Wetland Enhancement Plan a requirement that the enhancement area shall have 0 percent coverage for Cal-IPC List A and B species, and no more than 10 percent coverage for all other exotic/weed species has been included.</p>

COMMENT	RESPONSE
<p>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION <small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION</small></p> <p>DEPARTMENT OF TRANSPORTATION District 11 4450 Taylor Street, M.S. 230 San Diego, CA 92110 PHONE (619) 688-6960 FAX (619) 688-4299</p>  <p><i>"Eten, state pavas" Re-evens, efferent"</i></p> <p>January 7, 2008</p> <p>Ms. Marilyn Mirrasoul City of San Diego Planning Department 122 First Avenue San Diego, CA 92101</p> <p>Dear Ms. Mirrasoul:</p> <p>The California Department of Transportation (Caltrans) appreciates the opportunity to review the Draft Environmental Impact Report (DEIR) for the proposed Quarry Falls development located near Interstate 805 (I-805), Interstate 8 (I-8), and State Route 163 (SR-163). Caltrans has the following comments:</p> <p>General Traffic Comments The stated overall Average Daily Trips (ADT) assumed to be generated by the proposed project appears reasonable. Gross trip distribution patterns are within reason.</p> <p>Freeway and Friars Road Level of Service (LOS) findings are reasonable.</p> <p>E-1 The LOS for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".</p> <p>All State-owned signalized intersections affected by this project should be analyzed using the intersecting lane vehicle (ILV) procedure from the Caltrans Highway Design Manual, Topic 406, page 400-21. Please provide to Caltrans and include as part of the EIR traffic analysis the ILV calculations.</p> <p>State Route 163 (SR-163) Caltrans in coordination with the City have been working on the Friars Road / SR-163 Interchange EIR. The EIR is scheduled to be completed in late 2008. The Friars Road / SR-163 Interchange is currently scheduled to complete project design and be ready for construction.</p> <p><i>"Caltrans improves mobility across California"</i></p>	<p>11-SD-805 PM 18.89 Quarry Falls DEIR SCH 2005081018</p> <p>E-1. Comments noted. ILVs for Caltrans facilities have been completed and the errata sheets are provided in Appendix L of the TIS. Additional calculations for interchanges have been performed using worksheets provided to the City by Caltrans.</p> <p>E-2. Comments noted.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Ms. Marilyn Mirrasoul January 7, 2008 Page 2</p> <p>sometime around 2010. However, Phase 1 construction of the Friars Road / SR-163 interchange is not fully funded.</p> <p>E-3 The Phase 1 of the Quarry Falls project is also planned for construction by 2010. Therefore, given the timing of the Friars Road / SR-163 Interchange environmental and design approval and the projected construction schedule for the Quarry Falls development, it is Caltrans preference and recommendation that the mitigation improvements identified in the Quarry Falls EIR (Phase 1 & Phase 2) be implemented in conjunction with the actual hard improvements identified in the Friars Road / SR-163 interchange EIR and be completed in a time frame consistent with the issuance of building permits for Phase 1 & Phase 2 of the Quarry Falls Transportation Mitigation Phasing Plan.</p> <p>The Friars Road / SR-163 Interchange Phase 1 Plan includes the following improvements (est. cost \$48,000,000):</p> <ul style="list-style-type: none"> • Widen Friars Road and Bridge • Improve Frazee Road and Avenida De Las Tiendas • Improve freeway ramp connections • Construct interim Southbound (SB) SR-163 auxiliary lane • Construct soundwalls • Coordinate signal timing thru Friars Road corridor <p>E-4 The Quarry Falls EIR mitigation proposes to widen Friars Road Bridge to 8 lanes. However, the Friars Road / SR-163 Interchange EIR proposes to widen the bridge to 10 lanes, which includes left-turn lanes.</p> <p>E-5 Caltrans does not concur with the payment of funds to the City in lieu of constructing actual hard improvements to the SR-163 / Friars Road Interchange. In addition, the payment amount identified in the Quarry Falls EIR of \$5,000,000 (Phase 1) and \$14,000,000 (Phase 2) should be deleted in the EIR and replaced with language associated to improvement costs identified in the Friars Road / SR-163 Interchange EIR.</p> <p>E-6 <u>Interstate 8 (I-8)</u> The Quarry Falls EIR Mitigation Phasing Plan "without Phyllis Place Road Connection" calls for improvements to I-8. However, the Quarry Falls EIR Mitigation Phasing Plan does not call for mitigation under the "with Phyllis Place Road Connection".</p> <p>E-7 Mitigation to the Qualcomm Way entrance ramp to westbound (WB) I-8, and the Mission Center Road Interchange, as well as the unmitigated impacts to I-8 / Texas Street eastbound (EB) ramps to Camino del Rio South, requires further analysis to determine the appropriate feasible mitigation. Caltrans concurs with the recommendation in Phase 2 of the Quarry Falls Mitigation Phasing Plan to provide \$1 million for a Project Study Report (PSR) for the Mission Center Road / I-8 Interchange. However, Phase 3 of Quarry Falls Mitigation Phasing Plan provides very specific lane additions and improvements to this interchange and the surrounding intersections. This assumes that the City/developer already knows the outcome of the PSR. Therefore, it seems</p> <p><small>* Caltrans improves mobility across California</small></p>	<p>E-3. The intent of the fair share payments in lieu of constructing a portion of the Friars Road/SR-163 Interchange is to enable the City of San Diego to leverage developer and other local funds in order to apply for State and Federal funding, estimated to be in excess of \$100 million, to complete a more comprehensive set of regional improvements. Providing the local match provides a substantial public benefit to the City of San Diego and the general public by accelerating the schedule for completion of the overall project. It is addressed in further detail in response to comment E-5.</p> <p>E-4. The Quarry Falls required mitigation (Appendix J, Figure T-1b of the Traffic Impact Study) is consistent with the Friars Road / SR 163 Interchange PEIR proposal to widen the bridge to 8 through lanes and 2 left turn lanes. The TIS indicates that the mitigation would widen the bridge from 6 lanes to 8 lanes, which refers to the number of through lanes only (pages 314 and 317, location 1b). Details on the number of turn lanes at each intersection are contained in the aforementioned figure in Appendix J of the Traffic Impact Study.</p> <p>E-5. Quarry Falls has identified feasible improvements to mitigate impacts to local streets and intersections that would occur in the first phase of the project; these would be implemented in two phases and assured, by bond and permit, to the satisfaction of the City of San Diego. With the proposed improvements at SR-163/Friars Road (described below) at Horizon Year the interchange would operate at a better condition (LOS C) than the condition (LOS E) without the project.</p> <p>The Phase 1 mitigation (identified as Improvement 1b in Table 5.2-9, <i>Transportation Phasing Plan</i>) improves the operation of the interchange to an acceptable level of service and mitigates not only the project's direct incremental impact, but mitigates the existing deficiency at the interchange. These improvements shall be assured prior to the issuance of the first building permit for the project. The Phase 1 mitigation includes the following:</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<ul style="list-style-type: none"> • Widen the SB approach of Ulric Street/ Friars Road by 1 right turn lane for 1 left turn, 1 shared left-thru and 1 right turn lane; • Widen the NB approach of Ulric Street (SR-163 southbound off ramp)/Friars Road by 1 right turn lane for 1 left turn, 1 shared left-thru and 2 right turn lanes; • Reconfigure the SB approach of the Friars Road/SR-163 NB ramp to provide 2 right turn lanes; • Widen WB Friars Road from Frazee Road to SR-163 NB ramps by 1 thru lane and 1 right turn lane for 3 thru and 2 right turn lanes; • Widen EB Friars Road at Frazee Road by 1 thru lanes (with widening to accept the thru lane) and 2 right turn lanes for 2 left turn, 4 thru and 2 right turn lanes. <p>The Phase 2 mitigation (identified as Improvement 1b in Table 5.2-9, <i>Transportation Phasing Plan</i>) provides additional improvements to the operation of the interchange. These improvements shall be assured prior to the issuance of any building permits that exceed 23,750 ADT in total development for the project. The Phase 2 mitigation includes the following:</p> <ul style="list-style-type: none"> • Widening the southbound approach of Friars Road/Frazee Road by one right turn lane; • Widening and lengthening of the Friars Road Bridge from 6 through lanes to 8 through lanes from Frazee Road to Ulric Street and providing 2 left turn lanes across the bridge; • Reconfiguring the SR-163 northbound off ramp by removing the free right turn and widening the existing loop off ramp to accommodate three northbound to eastbound turn lanes. <p>However, should the City decide to pursue the implementation of a more comprehensive set of regional improvements at Friars Road/SR-163, the City may exercise its discretion to accept a fair share payment to allow for the continued funding of the regional improvement, where there is an ongoing project that the lead agency (City of San Diego) has assumed responsibility.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>The intent of the fair share payment in lieu of constructing a portion of the Friars Road/SR 163 Interchange is to enable the City to leverage developer and other local funds in order to apply for State and Federal funding, estimated to be in excess of \$100 million. Funding the local match provides a substantial public benefit to the City of San Diego and the general public by accelerating the schedule for completion of the overall project. A Phase 1 and 2 fair share payment towards the total cost of the interchange improvement has been developed as an alternative to direct mitigation.</p> <p>The total fair share calculation is based upon the project’s proportion of total trips at Horizon Year, which is 41% of the total future trips. The local improvements to mitigate traffic impacts from Quarry Falls are fully included in the initial phase of the regional improvements for Friars Road/SR-163. Based upon the most recent cost estimate for the initial phase of interchange improvements of \$48 million (2009 dollars), this would result in a total fair share payment of \$19.7 million (2009 dollars). Using the Horizon Year trip generation results in a larger fair share percentage than would occur from the trip generation at Phase 2; therefore, the project is committed to making an in lieu payment that exceeds its proportion share than when the impact occurs and mitigation would be implemented.</p> <p>Should the City of San Diego require the project to contribute a fair share payment for Phase 1, This payment would be conditioned upon the issuance of the first building permit and the completion of the Final Environment Impact Report for the interchange improvements, to ensure the development of Quarry Falls is more closely tied to the implementation of the first phase of regional improvements. A fair share payment of \$5,000,000 (2007 dollars) is equivalent to the cost estimate of the improvements described as Improvement 1 (see above).</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>For Phase 2, the project would contribute \$14,000,000 (2007 dollars) for the remainder of the total fair share payment. This payment would be conditioned upon the issuance of any building permits that exceed 23,750 ADT in total development for the project. Phase 2 construction of Quarry Falls would begin in 2011; the current schedule anticipates construction of the interchange to be ready for commencement in 2010 (see Caltrans comment letter dated January 7, 2008 to the PEIR) subject to the availability of funding.</p> <p>E-6. Comment noted. It is assumed the reference is to improvements at the I-8 and Mission Center Road Interchange. The “with Phyllis Place Road Connection” analysis determined no significant impacts to this interchange, due to the redistribution of traffic to the Phyllis Place/I-805 Interchange. Therefore, no mitigation is required at this location under the “with Phyllis Place Road Connection” alternative.</p> <p>E-7. The PEIR has identified feasible mitigation measures to Friars Road (identified as a regional arterial) and the Mission Center Road/I-8 Interchange which will improve east/west circulation in Mission Valley, thereby providing a benefit to traffic on I-8. These improvements will not only mitigate the project’s incremental impact, but will lessen the delay at these locations to levels that are better than the base condition (without project). In addition, the project includes several features to encourage the use of public transportation, including the construction of a pedestrian bridge and a shuttle system to connect the project with nearby light rail stations. These features are listed in the PEIR as additional transportation mitigation measures and will provide further reductions to the average daily trips on I-8; however, because the traffic impact study did not identify a transit reduction for the project, these measures are not required mitigation for traffic impacts. The RTCIP Impact Fee Nexus Study dated September 5, 2006 was prepared for SANDAG to provide a single nexus analysis for use by all local agencies in San Diego County to fulfill their contribution towards regional improvements.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>The project will contribute over \$31 million to regional arterial system improvements, exceeding the estimated \$8 million fair share contribution (4,302 residential units X \$1,865 per multi-family unit, exclusive of affordable housing units) that would be required using the Regional Transportation Congestion Improvement Program (RTCIP) as a baseline. Quarry Falls will satisfy its contribution for fair share improvements to the regional system, including the I-8 Corridor Study, by implementation of mitigation measures to arterials, interchanges, and freeway ramps, eliminating the requirement for further fair share contributions to the system.</p> <p>Qualcomm Way entrance ramp to westbound I-8: The TIS does not identify any impacts at this ramp (pages 289 and 290); however, the TIS does identify an impact at the intersection of Qualcomm Way / I-8 westbound off ramp in Phase 4 in the PM peak hour. The project has identified feasible mitigation at this location. The TIS indicates that the mitigation would include widening the westbound approach by one lane to provide two right-turn lanes and one shared thru-left-turn lane (Appendix J Figure T-21). This improvement would mitigate the project's impact and provide a PM peak hour LOS D and ILV summary of 1157 in Phase 4 of the project (page 307), which are an acceptable LOS and a stable capacity ILV summary. It should be noted that this improvement is required to be assured prior to Phase 3 of the project.</p> <p>Mission Center Road/I-8 Interchange: The project includes feasible mitigation at this location. The project is required to provide \$1 million dollars prior to phase 2 to fund a Project Study Report (PSR) to analyze the interchange and prior to phase 3 the project is required to assure by bond and permit specific improvements (pages 314 and 315). In order to satisfy CEQA requirements, feasible improvements must be identified in order to mitigate a project impact. At the Mission Center Road/I-8 interchange the improvements specific on the aforementioned pages would mitigate the project impacts. A PSR for this improvement location is not scheduled to begin until 2010 (prior to Phase 2 of Quarry Falls).</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>I-8/Texas Street eastbound ramps: Potential feasible mitigation to address this impact has been evaluated; however, it is not feasible to add an additional lane to the onramp at this location for use as storage, as it would cause unacceptable conflicts with weaving that occurs with the off-ramp. The following figure illustrates this location.</p>  <p>© 2008 Tele Atlas © 2008 Europa Technologies Streaming 100% Google Point: 32146.01, 791 N, -112108.18, 32° W, elev: -520</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="289 232 457 289">Ms. Marilyn Mirrasoul January 7, 2008 Page 3</p> <p data-bbox="289 332 976 370">more reasonable to require fully funding the PSR before actual improvements are identified in the EIR.</p> <p data-bbox="289 394 993 511">In addition, Caltrans, SANDAG, and the City of San Diego have been working to develop an I-8 Corridor Study to evaluate the long-term needs of this corridor. Therefore, given the uncertainty of actual hard improvements on I-8 and the need for further analysis, it is recommended the EIR add mitigation language identifying a commitment of funds to assist in completing the I-8 Corridor Study. Any mitigation improvements or future fair share payments to I-8 will be based upon the outcome of the I-8 Corridor Study.</p> <p data-bbox="289 532 451 552">Interstate 805 (I-805)</p> <p data-bbox="289 557 966 613">Caltrans recognizes the sensitive community issues and potential impacts associated with the Phyllis Place connection alternative, however, the lack of this connection limits regional accessibility and exacerbates traffic conditions in the Mission Valley area.</p> <p data-bbox="289 638 987 751">In general, the Phyllis Place connection would reduce significant project impacts to the Mission Valley (I-8) area and provide more direct access to I-805. We believe that providing this direct Phyllis Place connection to I-805 is a better alternative and would assist in dispersing traffic more evenly along the regional transportation network. Although the Phyllis Place connection alternative would add more traffic to I-805, it would reduce impacts to the other freeways and is therefore more balanced and preferred by Caltrans.</p> <p data-bbox="289 776 961 849">Per Table 10-4a of the Traffic Impact Study (TIS) report, the Murray Ridge Road with the southbound (SB) I-805 and NB I-805 ramps intersections show significant impact in the AM peak hours without the Phyllis Place connection. Improving these intersections listed in the summary section of the report should mitigate this impact.</p> <p data-bbox="289 873 993 930">Per Table 10-4b of the TIS report, the Murray Ridge Road with the SB I-805 and northbound (NB) I-805 ramps intersections show significant impact in the PM peak hours without the Phyllis Place connection. Improvements are identified in the report to mitigate this impact.</p> <p data-bbox="289 954 972 1011">Per Table 15-4a of the TIS report, the Phyllis Place/Murray Ridge Road with the SB I-805 and NB I-805 ramps intersections show significant impact in the AM peak hours with the Phyllis Place connection. Improvements are identified in the report to mitigate this impact.</p> <p data-bbox="289 1036 972 1092">Per Table 15-4b of the TIS report, the Phyllis Place/Murray Ridge Road with the SB I-805 and NB I-805 ramps intersections show significant impact in the PM peak hours with the Phyllis Place connection. Improvements are identified in the report to mitigate this impact.</p> <p data-bbox="289 1117 972 1157">Provide freeway interchange mitigation proposals based upon Horizon Year 2030 with project, with and without the Phyllis Place connection to I-805.</p> <p data-bbox="289 1182 993 1222">Please provide a more comprehensive ILV analysis for improving the I-805 Phyllis Place/Murray Ridge Road interchange for 2030.</p> <p data-bbox="504 1247 745 1263"><i>"Caltrans improves mobility across California"</i></p>	<p data-bbox="1075 232 1969 678">E-8. The project is required to provide improvements to three interchanges in the Mission Valley area (SR-163/Friars Road, I-8/Mission Center Road, I-15/Friars Road). These improvements are regional in nature. The improvements required for the project at SR-163/Friars Road and I-8/Mission Center Road not only mitigate the project's incremental impact, but also lessen the delay at these locations to levels that are better than the base condition (without project). The total interchange and arterial improvements in Mission Valley that the project is providing are in excess of \$31 million and are in excess of transportation impact fees associated with the RTCIP and other in lieu payments as might be levied by the City of San Diego. No additional funding will be made for the I-8 Corridor Study due to the extensive regional arterial improvements being made by the Quarry Falls project, including the specific improvements to the Mission Center Road/I-805 Interchange. See response to comment No. E-7.</p> <p data-bbox="1075 719 1969 776">E-9. Comments noted. The improvements to these intersections mitigate project impacts to below a level of significance.</p> <p data-bbox="1075 816 1969 1263">E-10. The project has identified feasible mitigation for this location for both the "with" and "without Phyllis Place" connection. The project has identified different mitigation for the "with" and "without Phyllis Place" at this location that is appropriate for the different amount of traffic anticipated under each scenario. Mitigation at the Phyllis Place (Murray Ridge Road)/I-805 interchange is included for both with and without Phyllis Place (page 314, mitigation #5 and #6 for without Phyllis Place and pages 316-317 mitigation #5a, #5b and #6 for with Phyllis Place). The TIS understates that the mitigation proposed would increase the capacity to that of a collector. With mitigation the roadway segment would have a functional classification of a Major Road given the lack of side street friction. The intersection analysis remains unchanged; however, the roadway segment analysis shown below has been updated to account for this condition. Errata sheets have been added to revise the TIS to reflect this updated information.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<ul style="list-style-type: none"> • Without the Phyllis Place connection the interchange would operate in the horizon year (2030) as follows with the above mitigation: <ul style="list-style-type: none"> (1) Roadway segment: LOS A; (2) Phyllis Place/I-805 southbound ramp: <ul style="list-style-type: none"> ○ LOS B/C – AM/PM peak hour respectively ○ ILV 1007/1128 – AM/PM peak hour respectively (3) Phyllis Place/I-805 northbound ramp: <ul style="list-style-type: none"> ○ LOS C/D – AM/PM peak hour respectively ○ ILV 988/1367 – AM/PM peak hour respectively • With the Phyllis Place connection the interchange would operate in the horizon year as follows with the above mitigation: <ul style="list-style-type: none"> (1) Roadway segment: LOS C; (2) Phyllis Place/I-805 southbound ramp: <ul style="list-style-type: none"> ○ LOS B/B – AM/PM peak hour respectively ○ ILV 1131/1277 – AM/PM peak hour respectively (3) Phyllis Place/I-805 northbound ramp: <ul style="list-style-type: none"> ○ LOS B/D – AM/PM peak hour respectively ○ ILV 1068/1439 – AM/PM peak hour respectively <p>E-11. The Intersecting Lane Vehicle (ILV) summary is shown in response no. E-10. The ILV analysis sheets have been added to the appendix to the TIS.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Ms. Marilyn Mirrasoul January 7, 2008 Page 4</p>	
<p>E-12 TIS page 318; the projects proposed restriping of Phyllis Place/Murray Ridge Road from 2 lanes to 4 lanes does not discuss the removal of existing residential parking.</p>	<p>E-12. Murray Ridge Road is 62 feet from curb-to-curb. The restriping of Murray Ridge Road from 2 lanes to 4 lanes would provide 2 travel lanes in each direction with inside lanes of 12 feet and outside lanes of 19 feet and (Appendix J, Figure T-8). The 19-foot width of the outer lane allows for either a bike lane or parking. Alternatively, based upon recommendations by the Serra Mesa Community Planning Group, the City Council may elect to providing traffic calming measures in lieu of restriping.</p>
<p>E-13 TIS page 319; the projects proposed restriping of Phyllis Place/Murray Ridge Road does not discuss the removal of the existing bicycle lanes.</p>	<p>E-13. See response to comment E-12.</p>
<p>E-14 TIS Conceptual Improvement Plan Table 7 requires widening of Phyllis Place/Murray Ridge Road instead of just restriping. Where are the existing bike lanes? Do they get eliminated with the residential parking?</p>	<p>E-14. See response to comment E-12.</p>
<p>E-15 TIS Conceptual Improvement Plan Table 5b; the curb to curb width of the I-805/Phyllis Place/Murray Ridge Road OC structure is only 68 feet. The Conceptual Improvement Plan does not fit and does not meet Caltrans standards. Also, it does not match up to the Conceptual improvement Plan Table 8 providing 2 eastbound (EB) lanes east of I-805.</p>	<p>E-15. The project has identified feasible mitigation at this location. The curb-to-curb width of the I-805/Murray Ridge Road Interchange allows for 12-foot through lanes and 10-foot left-turn lanes and a 6-foot bike lane. This proposed improvement is consistent with the City of San Diego Street Manual widths. Caltrans requires 12-foot travel lanes and a minimum 5-foot bike lane. The proposed through lanes and bike lanes are drawn to Caltrans' standards. The proposed 10-foot left-turn lane will require a design exception.</p>
<p>E-16 EIR page 5.2-22: Mitigation Measures (MM) 5.2-1b proposes to restripe Phyllis Place/Murray Ridge Road to 4 lanes from 2 lanes or contribute \$100,000. This MM does not address loss of residential parking or existing bike lanes. Also, the conceptual improvement plan shows a need for widening. Because this street approaches an I-805 interchange, more improvements are likely required including widening of the existing OC structure.</p>	<p>The Conceptual Improvement Plan T-5b (Appendix J of the Traffic Impact Study) provides one through lane in the eastbound direction. T-5b shows one 25-foot accepting lane and a 14-foot striped median. This striped median is incorrectly drawn as it does not take into account the proposed two eastbound through lanes shown on T-8. The striped median would be restriped as a through lane transitioning to 12 feet wide as the road narrows to the east. The Conceptual Improvement Plan T-5b has been updated to reflect this.</p>
<p>E-17 TIS Appendix K: A permit for a new traffic signal at the I-805 southbound off-ramp to Phyllis Place/Murray Ridge Road has recently been approved for construction.</p>	
<p>E-18 TIS Appendix M: Fair share calculations for Caltrans interchanges will need to be based upon Caltrans approved improvements. For example, the I-805/Phyllis Place/Murray Ridge Road OC structure may need to be widened with or without the Phyllis Place connection.</p>	
<p>E-19 <u>Interstate 15 (I-15)</u> The constraints associated with the unmitigated conditions for impacts to the Friars Roadway Segment crossing I-15 should be clearly documented in the Overriding Conditions in the EIR.</p>	
<p>E-20 Clearly documenting the constraints by which an impact is determined unmitigatable should also clearly be identified in the Quarry Falls EIR for the I-15 / Friars Road NB & SB (I-8 Bypass) ramps.</p>	
<p>E-21 Triple left turns are required to be placed at the SB off ramp from I-15 to EB Friar's Road (phase 2 impact). There is no documentation within the traffic study to show the need for these improvements. Before Caltrans can accept triple left (or right) turns into our facilities, we should be assured of the following:</p> <ul style="list-style-type: none"> • The improvements are built to full standards • Sufficient length is provided on the approach to allow for full queuing on all three lanes (95th percentile) 	<p>E-16. See response to comment no. E-12 and E-15.</p> <p>E-17. Comment noted.</p> <p>E-18. Unless otherwise noted, the TIS uses the City of San Diego fair share calculation method. The fair share calculations at interchanges and other Caltrans facilities have been added to Appendix M of the TIS.</p>
<p style="text-align: center;"><i>"Caltrans improves mobility across California"</i></p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>E-19. The TIS contains a feasibility analysis in Appendix J of the Traffic Impact Study. The Regional Transportation Plan (2007) Revenue Constrained Scenario indicates that the existing carpool (HOV) lanes will be extended south to the southern extent of Interstate 15. Future freeway improvements are considered regional improvements and beyond the scope of any one project. The San Diego Association of Governments (SANDAG) is the agency responsible for providing the RTP. Funding for the buildout of this plan comes from a voter-approved sales tax named TransNet and is usually supplemented by other state and federal sources.</p> <p>The I-15 HOV project is currently under design. At the time of the preparation of the TIS, during phone correspondence, Caltrans acknowledged that the widening needed for the HOV lanes would require lengthening the bridge abutments at the Friars Road/Interstate 15 interchange. At the time of this widening any necessary operational improvements at the interchange would be addressed as part of the design and construction of the I-15 HOV project. Therefore, no improvements are recommended.</p> <p>E-20. I-15 NB at Friars Road: Currently there are three lanes at the I-15 NB on ramps at Friars Road, which is the maximum number of lanes that can be provided at an onramp.</p> <p>I-15 SB at Friars Road (I-8 bypass): Existing ramp meter conditions were observed for the I-8 bypass ramp. Currently this ramp is a one lane ramp with a ramp meter located approximately 1,100 feet down the ramp that operates in the PM peak hour. The existing observed queue (page 51 of the Traffic Impact Study) was 125 feet, and the existing maximum observed delay was approximately 2 minutes, both significantly less than the calculated values, so the calculated values appear to overstate actual delay and queue at this location. As noted in the traffic study (Tables 4-4 and 6-5a), the demand at this location would be expected to increase from 770 vehicles in the peak hour to 838 vehicles in the peak hour between existing and Phase 1 conditions, with a corresponding calculated increase in queue length and delay of approximately twenty-five percent. Between existing and Horizon Year (Table 10-5a), the increase in queue length and delay would be approximately eighty-five percent.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Doubling the existing delay and queue length would yield approximately 4 minutes of delay and 250 feet of queue, which would be accommodated within available storage, thus the calculated impact would not require mitigation.</p> <p>E-21. The project has identified feasible mitigation at this location. The City of San Diego has concluded that adding capacity to the southbound left-turn movement will enable a modification to signal timing that will also increase the capacity of the Friars Road segment in the vicinity of the interchange. This improvement may require a design exception from Caltrans if it is determined that four accepting lanes are needed.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Ms. Marilyn Mirrasoul January 7, 2008 Page 5</p> <ul style="list-style-type: none"> • Sufficient length is provided down stream before any decision points to allow for weaving between left and right turn moves • At least four down stream lanes to accept turning traffic. <p>E-22</p> <p><u>Pedestrian and Transit</u> Caltrans recognizes that there is a strong link between transportation and land use. In particular, the pattern of land use can affect both total vehicle miles traveled and the number of trips per household. In order to create more efficient and livable communities, Caltrans encourages local agencies to work towards a safe, functional, interconnected, multi-modal system integrated with "smart growth" type land use planning.</p> <p>Caltrans supports the concept of a local circulation system which is pedestrian, bicycle, and transit-friendly in order to enable residents to choose alternative modes of transportation. As a result, potential transit mitigation for development impacts should also be analyzed, such as improved transit accommodation through the provision of park and ride facilities, bicycle access, signal prioritization for transit, or other enhancements which can improve mobility and alleviate traffic impacts to State facilities.</p> <p>E-23</p> <p><u>Environmental</u> The following comments refer only to transportation improvements that will take place within Caltrans Right-of-Way.</p> <p>E-24</p> <p><u>Cultural Resources:</u> A geomorphological assessment should take place to determine the likelihood of buried cultural deposits. Subsurface sampling may be necessary for addressing buried resources.</p> <p>A paleontological assessment of the project area would need to be conducted in order to determine where monitoring is to be conducted.</p> <p>E-25</p> <p><u>Biological Resources:</u> A species list shall be acquired from the Fish & Wildlife Service and shall be referenced in the EIR before the EIR is finalized.</p> <p>E-26</p> <p>Indirect noise impacts to threatened or endangered species should be analyzed, especially to areas where traffic impacts will increase due to transportation improvements.</p> <p>E-27</p> <p><u>Hazardous Waste:</u> An Initial Site Assessment for hazardous waste issues/materials of Caltrans right-of-way as well as the entire project footprint is recommended to evaluate the presence or lack of hazardous waste issues/materials.</p> <p>E-28</p> <p><u>Noise:</u> The traffic noise analysis in Section 5.5 does not address the impacts associated with the proximity to Interstate 805. Caltrans recommends that the traffic noise analysis include impacts</p> <p style="text-align: center;"><i>"Caltrans improves mobility across California"</i></p>	<p>E-22. Both SANDAG (letter dated December 14, 2007, to Ms. Jeanette Temple at the City of San Diego) and Caltrans (letter dated January 7, 2008, to Marilyn Mirrasoul at the City of San Diego) provided comments on the Quarry Falls Draft PEIR regarding the relationship and effect of the project on the transit system. In the development of the parameters of the traffic study, the lead agency (City of San Diego) concluded the traffic study should be prepared assuming no trip reduction for proximity to transit -- in other words, that zero occupants of the project would use transit. This is a very conservative assumption, as the project is specifically designed to facilitate the use of transit, including the nearby trolley. The City of San Diego has no standards or significance thresholds for transit analysis.</p> <p>Even though the EIR assumes no transit ridership and the City is not aware of any significance thresholds for impacts to transit systems, as a response to the commenter's request, KOA Corporation has prepared a transit analysis which is included as an appendix to the TIS included in Appendix B to the PEIR. The transit analysis demonstrates the existing system has adequate capacity for any additional ridership generated from Quarry Falls. The analysis reflects growth in the bus and light rail systems using SANDAG data for the transit system. The background growth rate for bus ridership is estimated to increase by 14% from 2007 to 2030. Background ridership on the trolley is projected to increase more than twofold by 2030. The headway for the Green Line is forecasted to increase from a 15-minute headway to 7.5-minute headway in the future. Transit ridership for Quarry Falls was estimated at a combined 4% of total ADT for both bus and light rail trips. For the Green Line, the addition of Quarry Falls transit ridership to projected system growth would increase total ridership to approximately 54% of peak hour maximum capacity; therefore, there is adequate capacity in the light rail system.</p> <p>The project proposes a number of features to facilitate alternative modes of transportation (public transit, bicycling, car-sharing, and shuttle service) and walkability, such as the construction of a pedestrian bridge linking the mixed use core of the development south across Friars Road to the existing Trolley station at Rio Vista. This pedestrian bridge will reduce the distance to this Trolley station by approximately 33% from 0.6 miles to 0.4 miles with the pedestrian bridge.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Additionally, kiosks in central locations will be provided to encourage alternative transportation programs, a TDM association/ coordinator will be identified, bike lockers and showering facilities will be provided in order to promote biking and priority parking spaces will be provided for carpools at the office centers.</p> <p>A shuttle system will also be implemented by the project to connect to nearby LRT stations. The details of the operation of the shuttle will be determined as part of the implementation of the Transportation Demand Management Program.</p> <p>E-23. This comment refers to transportation improvements that will take place in Caltrans right-of-way. A description and aerial map of individual improvements is included in Appendix J – <i>Conceptual Improvement Plans & Feasibility Analysis</i> of the TIS. Transportation Phasing Plan Improvements 1a, 1b, 5, 6, 8, 15b, 19, and 21 propose improvements within Caltrans right-of-way; however, Projects 5, 6, and 8 would be completed within existing right-of-way with little or no excavation. Projects 1a, 1b, 15b, and 21 require new right-of-way, excavation, and utility relocation.</p> <p>E-24. Mitigation measures for historical and paleontological resources, as shown in the Executive Summary (Table ES-1) of the draft PEIR were intended to also apply to any off-site project improvements which would include those that occur within Caltrans’ rights-of-way. The MMRP has been modified to reflect this intention.</p> <p>E-25. A complete description of the observed plant/animal species on- and off-site, as well as a list delineating the observed species, has been completed and submitted to the Wildlife Agencies as part of the Biological Technical Report. The Agencies do not issue specific property species lists, as they depend upon the project biologist to complete this task. Both potential direct and indirect impacts associated with the proposed project have been analyzed (on and off-site). For those impacts that have been deemed potentially significant, mitigation has been required that would reduce those potentially significant impacts to a level below significance.</p> <p>Additional analysis has been provided within the Biological Survey Report regarding the off-site impacts to biological resources.</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE												
	<p>E-26. The Noise section of the PEIR, Section 5.5, also addresses noise impacts associated with the project, both on- and off-site. Relative to on-site noise, there are no threatened or endangered species that would be affected by increase in noise level. As presented in Section 5.5, Noise, the project has the potential to contribute traffic to off-site areas which, when considered with projected traffic volumes, could result in cumulative noise impacts. These off-site areas include: Qualcomm Way between Friars Road and Rio San Diego Drive, and Fenton Parkway between Friars Road and Rio San Diego Drive. No threatened or endangered species would be affected by the proposed project's off-site transportation improvements.</p> <p>E-27. Based upon the criteria found in the Caltrans Initial Site Assessment (ISA) checklist, a visual inspection of these locations was performed that did not identify any conditions that would indicate the potential for hazardous materials. EnviroFacts web page was reviewed and did not identify these locations as containing hazardous materials. An Initial Site Assessment (ISA) checklist will be completed at such time each of these improvements proceeds to confirm the initial findings that no known or potential hazardous waste problems exist within or near the proposed project. Should further analysis determine the existence of hazardous materials, removal and remediation will be performed consistent with Caltrans and other regulatory standards.</p> <p>A Hazardous Materials Search was conducted utilizing the County of San Diego Hazardous Materials Search website (http://www.co.san-diego.ca.us/deh/doing_business/hazmat_search.html) for off-site roadway improvements for the Quarry Falls project. The search included establishments with hazardous waste, hazardous inventory, and/or hazardous tanks. The search yielded two addresses (one with multiple tenants, see table below); both addresses are existing buildings not located within roadway or freeway improvement right-of-way. Therefore, no hazardous materials are anticipated from roadway improvements.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 33%;">Address</th> <th style="width: 33%;">Name</th> <th style="width: 34%;">Comment</th> </tr> </thead> <tbody> <tr> <td rowspan="4" style="vertical-align: top;">2333 Camino del Rio South</td> <td>Chiropractic Sports and Injury</td> <td rowspan="4" style="vertical-align: top;">Address is located within an existing building, not in the right-of-way for Quarry Falls roadway improvements.</td> </tr> <tr> <td>Thomas L Roderick DDS</td> </tr> <tr> <td>Beijing Acupuncture Clinic</td> </tr> <tr> <td>Graham Simpson DDS</td> </tr> <tr> <td style="vertical-align: top;">2615 Camino del Rio South</td> <td>Stern Chiropractic Center</td> <td></td> </tr> </tbody> </table>	Address	Name	Comment	2333 Camino del Rio South	Chiropractic Sports and Injury	Address is located within an existing building, not in the right-of-way for Quarry Falls roadway improvements.	Thomas L Roderick DDS	Beijing Acupuncture Clinic	Graham Simpson DDS	2615 Camino del Rio South	Stern Chiropractic Center	
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LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>E-28. As presented in Section 5.5, build-out traffic noise levels would exceed City standards for useable outdoor space. If private open space areas are used to meet City requirements for open space, noise levels for private open space that abuts Quarry Falls Boulevard, Via Alta or Franklin Ridge Road (internal roadways), or <u>abuts I-805</u>, Friars Road, or Mission Center Road (external perimeter roads) would exceed City standards. The PEIR requires that Mitigation Measure 5.5-2 be implemented to reduce noise levels to below a level of significance.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Ms. Marilyn Mirrasoul January 7, 2008 Page 6</p> <p>associated with Interstate 805 and recommend proposed abatement in accordance with Caltrans Traffic Noise Analysis Protocol.</p> <p>E-29 The applicant must be made aware of 23 CFR 772 and the requirements with regard to future noise impacts on currently undeveloped lands. This project may not be a Type 1 project but could be considered a Type 2 project that would not be eligible for federal participation in accordance with 23 CFR 772.13(b). Caltrans will not be responsible for existing or future traffic noise impacts associated with I-805.</p> <p>E-30 <u>Air Quality:</u> Caltrans recommends that the Quarry Falls development follow the recommendations in the Air Quality and Land Use Handbook (April 2005) published by the California Environmental Protection Agency and California Air Resources Board with regards to avoiding siting new sensitive land uses within 500 feet of a freeway. The Handbook characterizes sensitive land uses by using the example of residences, school, day care centers, playgrounds and medical facilities. However, many land use types are encompassed.</p> <p>E-31 <u>Environmental Stewardship:</u> Along with USACE & CDFG permits for wetlands that may be impacted as a result of transportation improvements, 401 permits shall be acquired from the Regional Water Quality Control Board (RWQCB).</p> <p>E-32 An encroachment permit will be required for any work within the Department R/W prior to construction. As part of the encroachment permit process, the applicant must provide appropriate environmental review and documentation regarding the potential for environmental impacts within Caltrans R/W. Identification and completion of appropriate mitigation measures will be a condition of encroachment permit approval as well as procurement of any necessary regulatory and resource agency permits.</p> <p>If you have any questions regarding this project please contact Trent Clark, Development Review Branch, at (619) 688-3140.</p> <p>Sincerely,</p>  <p>Jacob Armstrong, Chief Development Review Branch</p> <p>Cc: Scott Morgan (State Clearinghouse) Travis Cleveland (SANDAG)</p> <p><i>"Caltrans improves mobility across California"</i></p>	<p>E-29. Comment noted.</p> <p>E-30. The Air Quality and Land Use Handbook provides recommendations, but also states that any recommendations or considerations contained in the Handbook are voluntary and do not constitute a requirement or mandate for either land use agencies or the local air districts. Restricting development within 500 feet of existing freeways may be in conflict with the goals of the land use agency to approve in-fill projects that have access to transportation corridors. Furthermore, many existing developments and sensitive land uses are already sited within 500 feet of existing freeways.</p> <p>A health risk analysis was conducted for the Quarry Falls project in response to this comment to evaluate potential health risks to residents in the development living in proximity to the I-805 freeway. The analysis was based on an evaluation of diesel emissions on the 805 freeway. Truck traffic was based on data obtained from Caltrans for the portion of the 805 freeway between I-8 and State Route 163, which provides a breakdown of trucks by axles. Data from the five year period 2002 through 2006 indicates that truck traffic volumes did not increase over that time period; therefore, projecting trends based on the most recent five years would indicate steady traffic over the exposure period. For conservative purposes, it was assumed that truck traffic would increase by 2 percent per year. Diesel particulate emission factors were obtained from the EMFAC2007 model and were averaged over the exposure period evaluated. As recommended by the California Office of Environmental Health Hazard Assessment, 70-year exposure, 30-year exposure, and 9-year adult and child exposure scenarios were addressed. The 70-year exposure period represents a lifetime of exposure and assumes that a resident would be present at the same location 24 hours per day, 7 days per week, for 70 years.</p> <p>The 30-year exposure period is based on the U.S. EPA's recommended reasonable maximum exposure, which assumes that a reasonable maximum time for an individual to live in one location would be 30 years. The 30-year exposure scenario also assumes 24 hours per day, 7 days per week of exposure. The 30-year residential duration for carcinogenic effects is a composite of exposure assumptions for six years as a child and 24 years as an adult, assuming that an individual could live in one location during childhood to adulthood.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>The 9-year adult and child exposure scenarios are based on the U.S. EPA's recommended average exposure, which assumes that a resident will, on average, reside in the same location for 9 years.</p> <p>The portion of the Quarry Falls development that is nearest the 805 freeway will be constructed in Phases 3 and 4 of the development. Thus that portion of the community would not be fully occupied until 2014 at the earliest; certain portions of the development in the upper northwestern portion of the site would likely not be occupied until 2022. This was taken into account in the estimates of diesel particulate through the use of EMFAC2007 emission factors that represent the exposure period.</p> <p>Based on a 70-year exposure scenario, the excess cancer risk to a resident at the point of maximum exposure (i.e., the location within the Quarry Falls development located within 300 feet of the freeway that is predicted to experience the highest risk; other locations within the development would have a lower risk than the point of maximum exposure) would be 129 in a million. This figure represents the increased probability of an individual living in that location for 70 years, 24 hours per day, 7 days per week, of contracting cancer due to exposure to diesel particulate from the freeway. The exposure scenario assumes that the occupant is fully exposed to emissions (for example, the occupant would not close windows in their residence at any time). The excess cancer risk does not represent the number of individuals in an area that are anticipated to be at risk for cancer.</p> <p>Based on a 30-year exposure scenario, the excess cancer risk to a resident at the point of maximum exposure would be 66.5 in a million. For the 9-year exposure scenario, the adult excess cancer risk would be 20.1 in a million, and the child excess cancer risk would be 29.7 in a million. Again, these risk estimates are based on assuming that an individual lives in that location for the duration of the exposure period without any barrier to exposure to emissions.</p> <p>Based on the 2005 Almanac, the California Air Resources Board estimates that the background excess cancer risk within the County of San Diego in the year 2000 was 607 in a million, with 420 in a million attributable to diesel particulate matter. These estimates were based on monitoring data collected at two monitoring stations within the County. Actual risks may be higher or lower at various sites within the County; however, these values are based on</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>measurements collected at the monitoring stations. The risks due to exposure to diesel particulate predicted by the modeling conducted for the Quarry Falls residents would be 3.26 times lower than the background risks in the County due to exposure to diesel particulate.</p> <p>In developing their Air Quality and Land Use Handbook, ARB recognized that diesel particulate contributes to potential health effects and indicated that “Reducing diesel particulate emissions is one of ARB’s highest public health priorities and the focus of a comprehensive statewide control program that is reducing diesel PM emissions each year. ARB’s long-term goal is to reduce diesel PM emissions 85% by 2020.”</p> <p>A number of programs and strategies to reduce diesel particulate matter are in place or are in the process of being developed as part of the ARB’s Diesel Risk Reduction Program. Some of these programs and strategies include the following:</p> <ul style="list-style-type: none"> • In 2001, the ARB adopted new particulate matter and NOx emission standards to clean up large diesel engines that power big-rig trucks, trash trucks, delivery vans and other large vehicles. The new standard for particulate matter takes effect in 2007 and reduces emissions to 0.01 gram of particulate matter per brake horsepower-hour (g/bhp-hr.) This is a 90 percent reduction from the existing particulate matter standard. New engines will meet the 0.01 g/bhp-hr particulate matter standard with the aid of diesel particulate filters that trap the particulate matter before exhaust leaves the vehicle. • ARB has worked closely with the United States Environmental Protection Agency (U.S. EPA) on developing new particulate matter and NOx standards for engines used in offroad equipment such as backhoes, graders, and farm equipment. U.S. EPA has proposed new standards that would reduce the emission from off-road engines to similar levels to the on-road engines discussed above by 2010 – 2012. These new engine standards are expected to become final in 2004. Once approved by U.S. EPA, ARB will adopt these as the applicable state standards for new off-road engines. These standards will reduce diesel particulate matter emission by over 90 percent from new off-road engines currently sold in California.

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>The ARB has adopted several regulations that will reduce diesel emissions from in-use vehicles and engines throughout California. In some cases, the particulate matter reduction strategies also reduce smog-forming emissions such as NOx. These regulations include:</p> <ul style="list-style-type: none"> ○ <i>Waste Collection Trucks (adopted 2003):</i> The waste collection vehicle rule offers a variety of strategies that owners must select and apply to each truck in a phased-in schedule from 2004 through 2010 to achieve particulate matter reductions of up to 85 percent. The rule includes compliance flexibility. A key benefit of the rule is the reduction of particulate matter emissions in residential neighborhoods. ○ <i>Fleet Rule for Transit Agencies (adopted 2000):</i> This regulation cuts NOx and particulate matter emissions from about 10,000 buses operated by transit agencies. The fleet rule for transit agencies moves forward in steps over 10 years, requiring cleaner engines, cleaner fuel, and retrofitting of older buses. Amendments proposed for 2004 will require transit agencies to clean up the buses that had not been covered in the original rule. ○ <i>School Bus Idling Restrictions (adopted 2002):</i> To reduce the exposure of children to toxic particulate matter emissions, ARB enacted a rule to stop the prolonged idling of diesel school buses and other diesel vehicles near schools. Buses and commercial diesel vehicles are required to turn off their engines after arriving at a school and are allowed to start the engine no more than 30 seconds before departing, unless required for safety or work. ○ <i>Transport Refrigeration Units (adopted 2004):</i> Transport Refrigeration Units (TRUs) are diesel-powered refrigeration units that cool temperature-sensitive products while they are being shipped in trucks, trailers, shipping containers and rail cars. Although the diesel engines powering TRUs tend to be relatively small, there are about 40,000 of them operating in California. Their particulate matter emissions will be reduced by 65 percent by 2010 and by 92 percent by 2020.

LETTERS OF COMMENTS AND RESPONSES


COMMENT	RESPONSE
	<p>As an ongoing process, the ARB reviews air contaminants and identifies those that are classified as TACs. The ARB also continues to establish new programs and regulations for the control of TACs, including diesel particulate matter, as appropriate. The ARB continues to set forth increasingly stringent emission standards for vehicles in their goal to reduce diesel particulate emissions and achieve the goal of 85% reduction in diesel particulate emissions by the year 2020. It should be noted that no additional emission reductions beyond those accounted for within the EMFAC2007 model (which includes existing regulatory requirements and programs but does not account for potential future regulatory actions) to estimate diesel particulate emissions; it is likely that diesel particulate emissions will decrease in the future based on ARB's programs to reduce emissions.</p> <p>The Air Quality and Land Use Handbook provides recommendations for land use siting, and in Table 1-2 of the handbook, provides a Summary of Basis for Advisory Recommendations. It is important to note that the basis for the advisory recommendations for siting of land uses near freeways and high-traffic roads indicates that: "In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70% drop off in particulate pollution levels at 500 feet." Thus the handbook based its recommendation not on excess cancer risk results, but on non-cancer risks. The range of relative risk identified in the Air Quality and Land Use Handbook for a 70-year residential exposure scenario is shown in Table 1-2 as "300 – 1,700" in a million. The risks predicted for residential exposure at the Quarry Falls development, based on a 70-year residential exposure scenario, is 129 in a million, lower than the lowest level of relative risk reported by the ARB in their handbook.</p> <p>The State of California has also identified diesel particulate as a pollutant with potential non-cancer health effects, and has established a reference exposure level for diesel particulate of 5.0 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). The risk assessment also provided estimates of the hazard index, which is a measure of how much above or below the reference exposure level an individual's exposure would be at a given location. If a hazard index is above 1.0, that indicates that the individual could be exposed to a toxic air contaminant in quantities that are above the reference exposure level and could potentially experience adverse health effects.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Based on the health risk analysis, the highest hazard index predicted for the point of maximum exposure was 0.112, which is nearly an order of magnitude below the level at which an individual would be anticipated to experience adverse health effects, based on the California Office of Environmental Health Hazard Assessments reference exposure level for diesel particulate matter.</p> <p>The Quarry Falls development is proposing to build residential units within 300 feet of the I-805 freeway; however, in the vicinity of the project, the freeway is elevated, and prevailing winds are westerly, thus transporting pollutants away from the receptors the majority of the time. Caltrans also follows guidance from the Federal Highway Administration (FHWA) regarding conducting Mobile Source Air Toxics (MSAT) analyses for its projects. The FHWA's Interim Guidance on Air Toxic Analysis in NEPA Documents (FHWA Memorandum, February 3, 2006, at http://www.fhwa.dot.gov/environment/airtoxic/020306guidmem.htm), acknowledges uncertainties in conducting health risk assessments for highways and indicates that if a project would not be anticipated to increase MSAT emissions or would not result in increases in intermodal freight, no MSAT analysis would be required. The 805 freeway does not have a disproportionately high number of diesel truck traffic which, if present, would warrant analysis under the FHWA's Mobile Source Air Toxics guidance.</p> <p>According to the Air Quality and Land Use Handbook, the recommendation for siting land uses is based on traffic-related studies, in which the additional non-cancer health risk attributable to proximity was strongest within 300 feet. Also according to the Handbook, a southern California study (Zhu, 2002) showed measured concentrations of vehicle-related pollutants, including ultra-fine particles, decreased dramatically within approximately 300 feet of the 710 and 405 freeways. Cancer risks on the downwind side of the freeway were higher; the cancer health risk at 300 feet on the upwind side of the freeway was much less. In all the analyses the relative exposure and health risk dropped substantially within the first 300 feet. The majority of residences located in the eastern portion of the Quarry Falls development are 300 feet from the I-805 travel lanes, and upwind of the freeway.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>It should also be noted that the U.S. EPA bases risk management decisions for risks between 1 in 1 million and 100 in 1 million on feasibility and cost effectiveness criteria. In the EPA's Office of Solid Waste and Emergency Response (OSWER) Directive 9355.0-30 (U.S. EPA 1991), U.S. EPA indicates that when cumulative carcinogenic risk based on a reasonable maximum exposure is less than 100 in a million, and non-cancer hazard is less than 1.0, further action (i.e., risk reduction or cleanup) is not generally warranted unless there are adverse environmental impacts. As stated above, the U.S. EPA's reasonable maximum exposure scenario would account for an exposure duration of 30 years; therefore, calculated risks based on this scenario would be below both the carcinogenic risk level and the non-cancer hazard level at which further action is warranted.</p> <p>E-31. The project will not require a permit from the U.S. Army Corps of Engineers (USACOE), as no waters of the U.S. will be affected by the project. Similarly, the project will also not require a Section 401 certification from the Regional Water Quality Control Board</p> <p>E-32. The requirements for an encroachment permit from Caltrans are clearly stated in Section 3.10.9 (pages 3-74 through 3-75 of the draft PEIR), <i>State and Federal Permits and Other Agency Coordination</i>.</p>

COMMENT	RESPONSE
 <p>401 B Street, Suite 800 San Diego, CA 92101-4291 (619) 699-1900 Fax (619) 699-1905 www.sandag.org</p> <p>December 14, 2007</p> <p>File Number 7000300</p> <p>Ms. Jeanette Temple, Project Manager Development Services City of San Diego (MS #501) 1222 First Avenue San Diego, CA 92101</p> <p>Dear Jeanette:</p> <p>Subject: QUARRY FALLS, PTS # 49068</p> <p>Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Quarry Falls project. Overall, this project is a very good example of how a site can be redeveloped to provide additional housing opportunities and to take advantage of existing urban infrastructure. As the Regional Transportation Planning agency, Regional Clearinghouse, and Congestion Management Agency for the San Diego region, we offer the following comments:</p> <p>Smart Growth Incentive Program</p> <p>The Quarry Falls project is located within a SANDAG-designated Smart Growth Area, Urban Center MV-3.</p> <p>The <i>TransNet</i> sales tax includes a \$280 million Smart Growth Incentive Program (SGIP) to be allocated over 40 years (between 2008 and 2048). This results in the availability of approximately \$6-\$7 million of smart growth incentives per year, which can be leveraged with local matching funds or other state and federal funds to augment the total amount of funding available. The guidelines and criteria are in the process of being developed, but based on the principles for smart growth incentives in the Regional Comprehensive Plan (RCP); we anticipate that in order to be eligible to compete for these funds, an area must be designated on the Smart Growth Concept Map.</p> <p>Projects in Urban Center MV-3 may be eligible to compete for both infrastructure and planning grants from the SGIP. Infrastructure grants could include streetscape or sidewalk enhancements, transit station improvements, traffic calming measures, or other quality of life amenities that support smart growth in that area.</p> <p>MEMBER AGENCIES</p> <ul style="list-style-type: none"> Cities of Carlsbad Chula Vista Coronado Del Mar El Cajon Encinitas Escondido Imperial Beach La Mesa Lemon Grove National City Oceanside Poway San Diego San Marcos Santee Solana Beach Vista and County of San Diego <p>ADVISORY MEMBERS</p> <ul style="list-style-type: none"> Imperial County California Department of Transportation Metropolitan Transit System North San Diego County Transit Development Board United States Department of Defense San Diego Unified Port District San Diego County Water Authority Mexico 	<p>F-1. Comments noted. No responses are necessary.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>F-1 It is anticipated that the SANDAG Board will make the final decision on the criteria and guidelines in early 2008. Please contact Stephan Vance (619.699.1924, sva@sandag.org) for more information. This project could be eligible for funds to improve pedestrian access and other smart growth uses.</p> <p>Land Use</p> <p>F-2 Smart growth and transit-oriented development principles dictate that the highest-density residential development should take place closest to a transit station. However, the "Mixed-Use" area closest to the trolley stop at Rio Vista West (Village Walk District and the Creekside District East) does not require residential development. Housing is allowed in the proposed zone, but it is not required by the plan and does not need to be constructed if approved.</p> <p>SANDAG is therefore concerned that this area nearest the trolley stop may not be developed with residential uses that are dense enough to support transit use a walkable distance away from the stop. The northern reaches of the project are too far from transit to be considered walkable without an internal shuttle. SANDAG is concerned that although there is a great potential for pedestrian and transit options in this development, this potential may not be maximized as the project gets built.</p> <p>As we are greatly concerned with the above, SANDAG requests the following modifications to the project:</p> <p>F-3 1. Requiring (rather than just allowing) residential development at transit-supportive densities in the Village Walk District and the Creekside District East to facilitate transit use by residents of the project.</p> <p>F-4 2. Please consider shifting the location of higher-density residential to provide a more transit-supportive product mix.</p> <p>F-5 3. Recognizing that cost is a factor, a second footbridge should be considered. The project is located near many transit options, but it has a long frontage on Friars Road, and a single pedestrian crossing does not provide optimal pedestrian access to the other side of the road. The design of Friars Road (curving northward away from the trolley stop as you walk east) and the orientation of the pedestrian bridge away from planned dense residential areas (Creekside Central and West) could result in a circuitous route for residents who may wish to use the trolley. SANDAG is not aware of plans for at-grade crossings at this time. These crossings could alleviate the need for a second footbridge.</p> <p>F-6 If the project qualifies, it could compete for Smart Growth Incentive Program funds when they become available to help fund this and other improvements.</p> <p>Traffic</p> <p>SANDAG, as the designated Congestion Management Agency (CMA) for the San Diego region, must develop, adopt, and regularly update a Congestion Management Program (CMP). One of the</p>	<p>F-2.The Specific Plan calls for increased densities closest to the commercial district and trolley station and includes the potential of up to 567 units (representing over 12% of the project total at a density of 29 dwelling units per acre) within the Village Walk District. Although there is no minimum requirement for residential units in this District, the current targeted density of 327 units takes into consideration the location and design of the Village Walk District as integral to the high priority of creating an internal walkable community for residents to live, work and play within. Further, the location of the retail and office components of the project within 2,000 feet of the trolley station creates additional non-residential ridership opportunities. Over three fourths of the average daily trips, which includes the highest residential densities and all of the commercial and office development, are located within a ten-minute walk from the trolley station providing a convenient option and reducing dependency on vehicular trips. An internal shuttle system that connects to nearby light rail stations is a requirement of the Transportation Demand Management Program.</p> <p>F-3.Please see response to comment no. F-2.</p> <p>F-4.Please see response to comment no. F-2.</p> <p>F-5.Quarry Falls includes pedestrian improvements to Qualcomm Way and Mission Center Road to encourage the use of multiple routes to bus and light rail stops south of Friars Road. The proposed location of the pedestrian bridge is central to the project and provides the most direct route to the Rio Vista LRT station; in addition the southern property is under the control of the developer which will facilitate the location of the southern landing of the bridge and the pedestrian path through the commercial project. Finally, the ability to locate a second bridge between Mission Center Road and the proposed pedestrian bridge is highly constrained due to the need to acquired access rights from a different private property owner and the existing residential project that has restricted access due to fencing.</p> <p>F-6.Comment noted.</p>


LETTERS OF COMMENTS AND RESPONSES


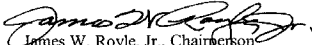
	COMMENT	RESPONSE
	<p>requirements of the CMP is that local jurisdictions implement a CMP Land Use Analysis Program requiring enhanced CEQA reviews for large projects. A large project is defined as:</p> <p style="padding-left: 40px;"><i>"...a project that upon completion would be expected to generate either an equivalent of 2,400 or more average daily vehicle or 200 or more peak-hour trips."</i></p> <p>The Quarry Falls project is projected to generate over 66,000 daily trips by completion of Phase 4 and is clearly a large project that merits serious mitigation consideration.</p>	
F-7	<p>SANDAG agrees with the DEIR's conclusion that the Quarry Falls project will result in significant impacts to the existing or planned regional transportation network, including the freeway and transit system. The DEIR states that the project will have significant impacts to various freeway ramps and segments of Interstates 8 and 15 and State Route 163. All of these segments are on the CMP system. SANDAG policy requires that all segments that operate at LOS F are subject to deficiency plan requirements. SANDAG encourages local jurisdictions, through the CMP Land Use Analysis Program, to mitigate the impacts of new development on the CMP system as one means to minimize future congestion on the CMP system.</p>	<p>F-7. The project has identified approximately 30 locations where required mitigation would improve operations.</p>
F-8	<p>Additionally, SANDAG, Caltrans, and the City of San Diego have been working to develop an I-8 Corridor Study to evaluate the long-term needs for this corridor. As such, proposed mitigation measures should be implemented using appropriate fair share funding and by coordinating with Caltrans and SANDAG using previously approved improvements identified in the RTP, as may be further refined in the future I-8 Corridor Study. SANDAG believes that additional language should be added to commit the applicant to assist in funding the I-8 Corridor Study and to pay for their fair share of required transportation improvements to the regional network to mitigate the direct and cumulative impacts of the project.</p>	<p>F-8. See response no. E-8.</p>
F-9	<p>A vehicular connection to Phyllis Place would enable more direct access to I-805, which would serve to disperse traffic from the project and reduce the effects on other roads. SANDAG recognizes that this is a sensitive community issue, but the lack of this connection limits options for traffic and transit and forces additional traffic onto Friars Road and Mission Center Road.</p>	<p>F-9. Comments noted. The PEIR includes an alternative – <i>Alternative 4 – Road Connection to Phyllis Place</i> - which would provide a connection between Friars Road and Phyllis Place, through the Quarry Falls project. The discussion under Alternative 4 addresses traffic circulation impacts that would result from this road connection. As presented in the PEIR, traffic impacts under this alternative would occur at different locations; in other locations, impacts would be avoided. Although significant impacts are comparable, in general the redistribution of traffic to the Phyllis Place/I-805 interchange is beneficial to existing Mission Valley circulation streets where total vehicular trips are reduced, such as for Friars Road between SR-163 and I-15; Mission Center Road from Friars Road to I-8; and Qualcomm Way from Friars Road to I-8.</p>
F-10	<p>The applicant should continue to work with SANDAG and Caltrans to ensure that impacts to the regional highway system have been adequately assessed and mitigated.</p>	<p>F-10. The applicant has coordinated with SANDAG and Caltrans throughout the project development and review process. This process has resulted in defining the parameters of the traffic study and including necessary mitigation measures for impacts to the regional circulation system. As lead agency, the City of San Diego will coordinate the participation of SANDAG and Caltrans.</p>
F-11	<p>Pedestrian Orientation and Transit</p> <p>SANDAG recognizes and appreciates the effort the applicant has made in developing a transportation system that provides for alternative modes of transportation. In particular, we wish to commend the project's internal pedestrian and bicycle circulation systems as being of great benefit to residents of the project.</p>	<p>F-11. Comments noted.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>We have the following comments:</p> <p>F-12 Transit impacts were not assessed in the EIR and traffic study. Transit impacts are environmental effects under CEQA and should be discussed. Please prepare a transit impact analysis to include the following:</p> <ol style="list-style-type: none"> 1. Transit mode share as a share of total project trips 2. Proposed transit trip generation rates of individual land uses 3. Proposed bus stop locations within the project 4. Effects of an internal shuttle on transit use (see below) <p>This analysis should consider the walking distance to transit as a factor affecting transit use. If the outcome of this analysis indicates negative impacts on the public transit network, SANDAG may request fair-share mitigation for effects of these impacts on the transit system.</p>	<p>F-12. See response no. E-22.</p>
<p>F-13 As the project progresses, please consult with SANDAG and the Metropolitan Transit System (MTS) to further explore transit impacts and the possibility of service to this location. Bus routes could potentially be restructured to serve the project, if this were feasible. MTS has previously indicated that they would be willing to evaluate the re-routing of the Mission Valley-Serra Mesa bus (Route 928) through Quarry Falls if the connection at Phyllis Place was made. Since the EIR states that the current project plan is to <u>not</u> complete that connection on the north end, analysis would probably not support routing existing service through Quarry Falls.</p>	<p>F-13. As a condition of the Master Planned Development Permit, the project applicant will continue to coordinate with SANDAG and MTS as the project develops.</p>
<p>F-14 According to Denis Desmond of MTS, the applicant should directly fund service, either MTS service or a private shuttle. It is SANDAG's and MTS's current understanding that the applicant is developing a plan for a privately funded shuttle. The EIR, as well as various project proposals and public relations materials, states that an internal shuttle will be a part of the project. Please detail plans for this shuttle, including stops, routing, and scheduling. This shuttle, and plans for it, can be an important part of Transportation Demand Management (TDM) for this project. Effects of this shuttle should be included in the transit analysis requested above.</p>	<p>F-14. As a component of the project's TDM program, the project will implement a shuttle, which will operate between Quarry Falls and transit stations in Mission Valley. The details of the shuttle (including stops, routing, and scheduling) will be developed in the future and in concert with the City, SANDAG, and MTS.</p>
<p>F-15 MTS has previously recommended that the project include the bus stop facilities as detailed in the specific plan, including a plan for constructing and maintaining those facilities, in the event that future services are ever implemented through Quarry Falls, either MTS service or private service.</p>	<p>F-15. As identified in the Quarry Falls Specific Plan, Section 4.3.1 – <i>Mass Transit</i>, the project has planned for the inclusion of bus and shuttle stops within the site. As a condition of the Master Planned Development Permit, the location and design of these facilities will be coordinated with SANDAG and MTS at the time of the design of public improvements.</p>
<p>F-16 MTS also recommended paying special attention to pedestrian movements, including design of the pedestrian bridge over Friars Road. People within a 1/3 to a 1/2 mile of the Rio Vista Trolley Station would more likely walk than wait for any shuttle or bus. They will be more likely to do so if the pedestrian environment is conducive: the path of travel direct, safe, secure, accessible, and attractive.</p>	<p>F-16. Quarry Falls has been designed with a focus on the pedestrian. Internal pedestrian circulation includes not only sidewalks separated from streets with attractive parkways, but also paths and trails that further enhance the pedestrian experience. Pedestrian access has been designed to connect development areas with parks and other amenities planned for Quarry Falls, as well as with off-site pedestrian accessways connecting to bus stops and trolley stations.</p>
<p>F-17 <u>The applicant should continue to work with SANDAG and MTS to assess options for transit service and to ensure that impacts to the transit system have been adequately assessed.</u></p>	<p>F-17. The applicant's on-going coordination with SANDAG and MTS will provide opportunities to assess transit options and make necessary adjustments to ensure that transit remains an important component of the project.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="121 256 199 295">F-18</p> <p data-bbox="220 256 955 381">SANDAG is interested in the creation of a Transportation Demand Management (TDM) program for Quarry Falls and would like to participate. SANDAG can be a valuable resource for TDM strategies. The proposed internal shuttle would be an excellent TDM opportunity. We appreciate and encourage the inclusion of a TDM-related condition in the final permit. Please involve SANDAG in all plans for TDM and replace "MTS" with "MTS and SANDAG" anywhere the creation of a TDM program is referenced in the text.</p> <p data-bbox="220 402 955 441">Thank you for the opportunity to comment on Quarry Falls. We look forward to further review of this project. Please send the next draft of the EIR to:</p> <p data-bbox="262 462 588 587">Travis Cleveland, Assistant Regional Planner Intergovernmental Review SANDAG 401 B Street, Suite 800 San Diego, CA 92101 tcl@sandag.org, City Mail Stop 980</p> <p data-bbox="220 609 955 647">SANDAG staff is available to meet with City staff, the applicant, and any other interested party as necessary.</p> <p data-bbox="220 669 294 688">Sincerely,</p>  <p data-bbox="220 763 420 802">TRAVIS CLEVELAND Assistant Regional Planner</p> <p data-bbox="220 823 273 842">TC/sgf</p> <p data-bbox="220 863 934 966">cc: SANDAG: Daniel Levy, Stephan Vance, Coleen Clementson, Heather Werdick City of San Diego, Development Services: Gary Geiler, George Ghossain, Marilyn Mirrasoul City of San Diego, City Planning & Community Investment: Brian Schoenfisch MTS: Conan Cheung, Denis Desmond Caltrans: Jacob Armstrong, Chief, Development Review Branch, District 11</p>	<p data-bbox="1081 256 1974 495">F-18. As a condition of development, a comprehensive Transportation Demand Management Program will be developed prior to the issuance of any building permits for Phase 1 of the project. This and other features are listed in the PEIR as additional transportation mitigation measures and will provide further reductions to average daily trips; however, because the TIS did not identify a transit reduction as a credit for these measures, they are not required mitigation for traffic impacts. As the lead agency, the City of San Diego will coordinate the participation of SANDAG and MTS.</p>

COMMENT	RESPONSE
<p data-bbox="195 261 386 440"></p> <p data-bbox="411 329 976 357">San Diego County Archaeological Society, Inc.</p> <p data-bbox="464 380 705 396">Environmental Review Committee</p> <p data-bbox="516 415 653 431">26 November 2007</p> <p data-bbox="275 493 630 584">To: Ms. Marilyn Mirrasoul Development Services Department City of San Diego 1222 First Avenue, Mail Station 501 San Diego, California 92101</p> <p data-bbox="275 605 630 662">Subject: Draft Environmental Impact Report Quarry Falls Project No. 49068</p> <p data-bbox="275 699 420 716">Dear Ms. Mirrasoul:</p> <p data-bbox="142 751 191 776">G-1</p> <p data-bbox="275 735 863 776">I have reviewed the historical resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.</p> <p data-bbox="275 794 877 833">Based on the information contained in the DEIR and its Appendix F, we agree with the impact analysis and mitigation measures for historical resources included in the DEIR.</p> <p data-bbox="275 850 852 889">Thank you for providing this project's environmental documents to SDCAS for our review and comment.</p> <p data-bbox="638 906 709 922">Sincerely,</p> <p data-bbox="617 930 926 997"> James W. Royle, Jr., Chairperson Environmental Review Committee</p> <p data-bbox="275 1057 457 1114">cc: ASM Affiliates SDCAS President File</p> <p data-bbox="401 1260 772 1276">P.O. Box 81106 • San Diego, CA 92138-1106 • (858) 538-0935</p>	<p data-bbox="1083 732 1346 760">G-1. Comments noted.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;">Serra Mesa Planning Group A Recognized San Diego City Planning Group – Serving the Citizens of Serra Mesa Post Office Box 23315 San Diego, CA 92193</p> <p>January 6, 2008</p> <p>Marilyn Mirrasoul Environmental Planner City of San Diego Development Services 1222 First Avenue, MS 501 San Diego, CA 92101-4155</p> <p>Subject: Quarry Falls, Project No. 49068/SCH No. 2005081018</p> <p>Dear Ms. Mirrasoul:</p> <p>The Serra Mesa Planning Group (SMPG) discussed the Quarry Falls Draft Program Environmental Impact Report (Program EIR) at special public meetings on December 13, 2007 and January 3, 2008. We appreciated the presence of staff, Maxx Stalheim, Long Range Planning, and Jeanette Temple, Development Services, at our December meeting and were disappointed by their absence at our January meeting.</p> <p>The representatives from Sudberry Properties have shown professionalism, readily provided information and assistance, and been sensitive to Serra Mesa concerns.</p> <p>On January 3, 2008 SMPG passed the motion (9/1/0) that “The Serra Mesa Planning Group renews our support of our existing community plan in its lack of a road connection between Phyllis Place/Abbots Hill and Mission Valley. In keeping with that support we strenuously oppose Alternative 4 proposed in the Draft PEIR for Quarry Falls and any other proposal that includes a road connection.”</p> <p>Also, SMPG unanimously passed the motion that “as a recognized planning group, SMPG submit to the City the comments we have assembled regarding the Quarry Falls DEIR.” These comments are listed below.</p> <p>Air Pollution If the Phyllis Place connection were implemented, vehicles would be traveling uphill on a steep grade. There is a Senior Citizen housing complex located across the street from this connection, and senior housing proposed as part of the first phase of Quarry Falls. Vehicles traveling up this connection, and idling in queue at the traffic signal, must affect air quality. This impact is not addressed in the Draft PEIR.</p> <p>Alternative The following statement, found in both the Conclusion and Executive Summary sections, “This alternative would impact roadway segments and intersections similar to the proposed project” trivializes the impacts the Phyllis Place connection would have on Serra Mesa and contradicts the findings in the report. The total ADTs for Phase 4 without the Phyllis Place connection south of the I-805 ramp is 3,056; with the Phyllis Place connection, 29,060. This is an increase of 951%. Page 10-31 indicates that “1/3 of the project traffic would be expected to use the road connection to go to I-805 and beyond.” This is a significant impact to the Serra Mesa area and should be reflected in the Conclusion and Executive Summary sections when discussing the Phyllis Place connection. Also Table 10-1 states that the impact on Murray Ridge Road will be fully mitigated with the road connection. We question whether that conclusion is justified given the tremendous increase in traffic and the physical limitations of Murray Ridge Road over I-805 (e.g., bridge width).</p> <p>Other If the Phyllis Place road connection is implemented, the character of the Serra Mesa community will be changed as the residents in Abbots Hill would most likely become more isolated from Serra Mesa, cut off by the massive increase in traffic at the I-805 interchanges, and closely aligned to Mission Valley due to proximity and ease of travel (fewer stop lights). Serra Mesa already experiences challenges adequately representing this area, as well as the Birdland area (similarly isolated by the construction of I-805) and Hve Park. An objective stated in the Serra Mesa Community</p>	<p>H-1. Comments noted. No responses are necessary.</p> <p>H-2. The CO “hot spots” analysis was conducted for both with and without the Phyllis Place road connection alternatives in accordance with Caltrans guidelines, and addresses the potential for adverse air quality impacts at intersections where significant cumulative traffic impacts were predicted. The EMFAC2007 model calculates emission factors in grams per mile based on vehicle speed. For CO emissions, the lower the speed, the higher the emissions predicted by the model. For conservative purposes, the analysis was run using an estimated speed of 1 mile per hour so that emissions would be the highest and vehicle travel in conditions such as uphill travel or queuing would be accounted for in a conservative manner. The analysis demonstrated that no CO “hot spots” would be anticipated from the project with or without the road connection.</p> <p>H-3. The project has identified feasible mitigation for this location. The curb-to-curb width of the I-805/Murray Ridge Road Interchange allows for restriping to provide for additional lanes to increase roadway capacity. This proposed improvement is consistent with the City of San Diego Street Manual widths and the proposed through lanes and bike lanes are drawn to Caltrans’ standards. The impacts and mitigation measures and their effectiveness are addressed for each alternative of the project and for each phase in the reports. The project has identified feasible mitigation for this location. The TIS understates that the mitigation proposed would increase the capacity to that of a collector. With mitigation the roadway segment would have a functional classification of a Major Road given the lack of side street friction.</p> <p>Without the Phyllis Place connection the interchange would operate in the horizon year (2030) as follows with mitigation:</p> <ul style="list-style-type: none"> • Roadway segment: LOS A • Phyllis Place/I-805 southbound intersection: LOS B/C AM/PM peak hour respectively • Phyllis Place/I-805 northbound intersection: LOS C/D – AM/PM peak hour respectively

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>With the Phyllis Place connection the interchange would operate in the horizon year as follows with mitigation:</p> <ul style="list-style-type: none"> • Roadway segment: LOS C • Phyllis Place/I-805 southbound intersection: LOS B/B – AM/PM peak hour respectively • Phyllis Place/I-805 northbound intersection: LOS B/D – AM/PM peak hour respectively <p>H-4. The Alternative 4 – <i>Phyllis Place Connection</i> alternative, including its required mitigation, would result in both the roadway segment of Phyllis Place and the I-805/Phyllis Place interchange operating at an acceptable level of service. Therefore, it is not anticipated that the Abbots Hill neighborhood would be more isolated from Serra Mesa.</p> <p>Potential impacts to the physical environment, visual appearance, safety, identity and character of the Serra Mesa community resulting from the Phyllis Place road connection were analyzed in the draft PEIR within the discussion of Alternative 4 (pages 10-30 through 10-39 of the draft PEIR) and which also referenced the analysis of the Quarry Falls project without the road connection. For example, on page 10-35 the PEIR states: <i>“Development of the project site as envisioned under this alternative [Alternative 4] would result in slightly greater impacts to biological resources than the proposed project, because this alternative would require additional grading associated with the road connection to Phyllis Place.”</i> Relative to visual quality and aesthetics, that PEIR states: <i>“This alternative would result in similar impacts associated with visual effects and neighborhood character as the proposed project, because the same development would occur. This alternative would allow for a connection through Quarry Falls, between Friars Road and Phyllis Place, providing an additional travelway for motorists traveling to/from the Mission Valley area. However, the connection of the roadway would not significantly affect the visual environment beyond what is addressed in the Program EIR.”</i></p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>This alternative is consistent with the Serra Mesa recommendation regarding “careful urban design”, since the roadway would connect with Phyllis Place in an area where no single family residential units occur and to the west of the Assembly of God Church and associated senior housing (located immediately north of Quarry Falls across Phyllis Place). Both the I-805 freeway interchange and the Phyllis Place bridge over I-805 occur east of the church and senior housing. Creating a road connection at this location would not be disruptive to the physical arrangement of the community and would appear as another surface street in the community. Neither the Quarry Falls project nor a connection to Phyllis Place through Quarry Falls would result in dividing an established community. However, the PEIR also states on pages 10-31 and 10-39 that Alternative 4 would be in conflict with the Serra Mesa Community Plan, which does not include a road connection between Friars Road and Phyllis Place.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Plan is "to preserve and enhance the physical environment, visual appearance, safety, identity and character of the Serra Mesa community through aesthetic improvement and careful urban design." This impact is summarily dismissed as insignificant on page 10-35 of the Draft PEIR, with no evidence to support the conclusion, which the SMPG believes is false. How would the road connection impact this Community Plan objective and the quality of life of Serra Mesa residents?</p>	<p>H-5. The City's Trip Generation Manual estimates traffic based on land use type. For residential land uses, the Trip Generation Manual assigns a trip generation rate of 9 trips/single family unit (urbanized areas); 10 trips/single family unit (urbanizing areas); 8 trips per multi family units, if the density is less than 20 dwelling units/per acres; and 6 trips per dwelling units. If the density is more than 20 units per acre. These rates apply no matter what the bedroom count might be. Population estimates are based on SANDAG's estimate of 1.74 people per household for Mission Valley.</p>
<p>H-5</p> <p>Population Is the estimated population figure cited in the Draft PEIR accurate? The project specifies the number of dwelling units but not the number of bedrooms/unit. Any change in population would impact traffic. The Program EIR should reflect any foreseeable range in population, and take this into account with all traffic projections and other impacts.</p>	
<p>H-6</p> <p>Review – Program Once the project is approved will changes be accepted through substantial conformance? Will there be any additional environmental review? We're concerned that sections of the project could change substantially and environmental reviews would not be required.</p>	<p>H-6. The draft PEIR describes the development review process for the subsequent Quarry Falls projects on pages 3-52 through 3-57. Applications for future construction and development permits within Quarry Falls would be acted on in accordance with one of five decision processes established in Division 5, Article II, Chapter 11 of the City's Land Development Code (LDC). Applications for construction permits, which are consistent with the LDC base zone use categories, development regulations applied to the district or subdistrict by the Quarry Falls Specific Plan, and setback deviations as described in the Specific Plan would be processed pursuant to Process One, <i>Substantial Conformance Review (SCR)</i>. Those projects would be in accordance with all approvals for the project that were evaluated in the PEIR; no further environmental review would be necessary [see CEQA Guidelines Section 15152(f)(3)(B)]. Projects that are consistent with the additional land use designations included in the Specific Plan, require a transfer of trips between districts or land uses, and/or deviations in height as described in the Specific Plan shall be processed pursuant to Process Two, <i>Substantial Conformance Review (SCR)</i>. Process Two SCR's require subsequent review by staff to determine if the project is consistent with the project analyzed within the PEIR and if additional environment review would be required.</p>
<p>H-7</p> <p>School Analysis Would the school district reconsider the need for a school if the number of bedrooms/unit were specified?</p>	
<p>H-8</p> <p>Traffic The timeline and detailed description for the "more regional set of improvements" to the Friars Road/SR-163 Interchange discussed in sections 5.2 and 11.3 as an alternative to the applicant completing improvements, at the City's option, as well as any improvements to be made to freeways and other freeway interchanges, are not presented. The freeways will be impacted by the project. Until scheduled improvements to freeway interchanges are completed, surface streets such as Mission Center Road and Murray Ridge Road will experience significantly more traffic. This should be noticed in the Program EIR. What will be done to mitigate the impacts and when will the mitigations occur? Details on these projects need to be included in the Program EIR.</p>	
<p>H-9</p> <p>Traffic impact thresholds are being used which are lower than the new threshold requirements that were published in January 2007. If the new thresholds were used, would there be greater impacts and greater mitigations? Additionally, the data used for the traffic study was collected in 2005. The PEIR should include information on changes in traffic conditions in the last three years, and how that affects the baseline and future projections</p>	
<p>H-10</p> <p>A cumulative analysis was not conducted. Cumulative projects listed in the Draft PEIR (Table 5.1 in Appendix) did not include the Mission Village Shopping Center. What would be the impact if the Mission Village Shopping Center was included? If a cumulative analysis was conducted, what would be the impacts? These should be included in the Program EIR.</p>	
<p>H-11</p> <p>No discussion of impact of Friars Road travelers –those traveling to and from the Fenton Parkway and Rio San Diego shopping centers – that would use the "shortcut" to I-805 from the Qualcomm Way intersection to Phyllis Place along the project's proposed Franklin Ridge, is included in the analysis of Alternative 4. With 15,000 people already living in Mission Valley, this should be discussed in the Program EIR.</p>	
<p>H-12</p> <p>Traffic – Bridge "The acceptable LOS for roadways and intersections in San Diego is LOS D, except for undeveloped locations where the goal is to achieve LOS C", 5.2 Transportation (page 5-2-5). Table 5.2-1 uses LOS E capacity. If the table used the LOS D capacities, what would be the results? Since this is an undeveloped location, should the table use LOS C?</p>	
<p>H-13</p> <p>Mitigations include installing traffic signals at the intersection of Murray Ridge/Mission Center and on each side of the Murray Ridge Rd. bridge over I-805. These signals need to be carefully coordinated to avoid chaos. Mission Center Road is very steep, and backups occur down this road at least as far as the I-805 overpass during afternoon rush hour even today. With the addition of three new traffic signals, within a distance of about a third of a mile, coordination is mandatory. A detailed procedure for this should be included in the Program EIR.</p>	
<p>H-14</p> <p>The location of the freeway ramp meters on both the northbound and southbound ramps onto I-805 from Murray Ridge Road need to be analyzed. Existing conditions are not conducive to merging with freeway traffic. With greatly increased traffic, their locations become more important.</p>	<p>In the event that any future actions require discretionary review, in accordance with CEQA Guidelines Sections 15168(c) and 15162 through 15164, those projects would be examined in light of this Program EIR to determine whether an additional environmental document must be prepared. The Quarry Falls Specific Plan outlines three other approval processes, based on Division 5, Article II, Chapter 11 of the LDC, that could occur with future construction projects. Separately regulated uses as defined in the LDC (effective May 17, 2005) and identified in the Specific Plan would be processed as a Process Three discretionary approval – <i>Hearing Officer action</i>.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Applications which are not consistent with the Master PDP approved in concert with the Quarry Falls Specific Plan but would meet the intent of the design guidelines presented in the Specific Plan would require approval of a separate Site Development Permit (SDP), PDP, or amendment to the Master PDP, and would be processed pursuant to Process Four - <i>Planning Commission action</i>.</p> <p>For projects which require a subsequent rezone or which are not consistent with the Specific Plan land use designation and/or development intensity, an amendment to the Specific Plan and/or Rezone would be required. A Specific Plan Amendment and Rezone are actions processed in accordance with Process Five – <i>City Council action</i>. All of these processes are discretionary and require that the City evaluate the proposals against the project analyzed within the PEIR and determine if subsequent environmental review is required.</p> <p>The PEIR fully analyzes environmental impacts for the proposed project and provides an implementation process for the development of individual parcels and phases. In response to comments that raise the possibility of the project exceeding the Target Density as presented in Table 3-1, <i>Quarry Falls Land Use Summary</i>, the Specific Plan has been revised to identify the maximum cap for development in each of the land use categories. Specifically, residential development will be limited to a maximum of 4,780 units, retail commercial development will be limited to a maximum of 603,000 square feet, and office development will be limited to a maximum of 620,000 square feet. In order to respond to any future projects that propose development which would exceed the overall development cap in any land use category, the following modification has been made to the implementation review process:</p> <ul style="list-style-type: none"> • Project Review Category 5. For projects which require a subsequent rezone or which are not consistent with the Specific Plan Land Use designation and/or development intensity, an amendment to the Specific Plan and/or Rezone would be required. A Specific Plan Amendment and Rezone are actions processed in accordance with Process Five, <i>City Council</i> approval. Additionally, for projects which exceed the maximum development cap as established in the Quarry Falls Specific Plan, an amendment to the Specific Plan and Master Planned Development Permit would be required.

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>H-7. Schools services are evaluated in the PEIR (see Section 2.6.5) and are based on demographics of the Mission Valley community. The analysis in the PEIR is based on discussions and correspondence with the San Diego Unified School District, which determined adequate capacity in existing schools in surrounding communities to serve the project. The school district’s estimate of student generation is on a per-unit basis, depending on the residential unit type (e.g., single family or multi family) and general trends in the area, without regard to number of bedrooms.</p> <p>The proposed project is providing a site for a future school, and the developer has engaged in an agreement with High Tech High to locate a Charter School within Quarry Falls. The San Diego Unified School District has approved a charter for High Tech High to operate a K – 8 school on approximately three acres in Quarry Falls.</p> <p>Additionally, the developer would be required to pay school fees in accordance with SB 50. Developer fees collected pursuant to SB 50 are “deemed to be full and complete mitigation” for impacts related to the provision of adequate school facilities. (Gov. Code, §65995, subd. (h).) SB 50 also prohibits local agencies from denying land use approvals on the basis of inadequate school facilities, so long as the project proponent, if required to do so, pay the statutorily-capped developer fees. (Gov. Code, §65995, subd. (I).)</p> <p>H-8. The phasing of improvements to the Friars Road/SR-163 Interchange are included in the Transportation Phasing Plan and will be provided as described in the TIS (pages 314-317), which calls for mitigation to be implemented in Phase 1 and Phase 2 of the project. Should the City require a fair share payment in lieu of constructing the mitigation improvements, the current schedule anticipates construction to be ready for commencement in 2010 (see Caltrans comment letter dated January 7, 2008 to the PEIR).</p> <p>The SR-163/Friars Road interchange includes three phases of work. Phase 1 will include widening Friars Road and bridge, improving Frazee Road and Avenida de las Tiendas, coordinating signal timing through the Friars Road corridor, improving freeway ramp connections, and constructing soundwalls. Phase 2 will include constructing a new collector bridge, new flyover bridge from Ulric Street, and constructing a portion of the new Friars Road off-ramp.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Phase 3 will include constructing permanent southbound auxiliary lanes and constructing a new northbound on ramp with auxiliary lanes.</p> <p>The Quarry Falls project intends to contribute substantially to help make this project eligible for funding. Other improvements to Mission Center Road, Murray Ridge Road, and Phyllis Place would be implemented in the initial phases of the project that would ensure an acceptable level of service at these locations.</p> <p>H-9. As required by the City, the PEIR uses the Traffic/Parking thresholds from the City's current Development Services Department, Significance Determination Thresholds, dated January 2007 for projects deemed complete prior to January 1, 2007 (page 73). This project was deemed complete on May 11, 2005.</p> <p>KOA Corporation has reviewed year 2007 counts conducted for the Hazard Center project and compared them to counts taken for the Quarry Falls. This comparison shows that traffic patterns have not changed in a way that would affect the baseline conditions. The data was collected within the suggested timeline by the City of San Diego (no longer than two years) based on the study's submission date. Additionally, future baseline traffic volumes were increased to account for local and regional growth based on forecast projections from the SANDAG model.</p> <p>H-10. A cumulative analysis was conducted as part of the TIS. Numerous cumulative projects were included in the analysis and allowances were made for the possible effect of other, unforeseen projects and growth. The forecasting system and models developed by SANDAG and the City also allow for the mature development of communities above and beyond the explicit inclusion of projects based on land used in the Community and General Plans.</p> <p>The Mission Village Shopping Center project has changed from commercial to residential uses, which represents a decrease in the projected traffic trips. Therefore, in order to be conservative (because the new project would generate less average daily trips than included in the baseline traffic model), the reduction in trips due to the Mission Valley Shopping Center was not included.</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>H-11. Traffic volumes and the conditions of roads and intersections throughout the study area are addressed in the TIS. Under Alternative 4, Franklin Ridge Road would experience LOS E. However, in order to maintain a pedestrian friendly environment, traffic calming measures (fewer and narrower lanes) have been proposed as part of the project design. The traffic modeling performed as part of this analysis accounts for “cut-through” traffic associated with Serra Mesa trips traveling through the project to access the valley under the “with Phyllis Place” alternative.</p> <p>H-12. The City of San Diego bases their roadway level of service on tables found in their Traffic Impact Study Manual. Quarry Falls is considered an infill site subject to LOS D for developed locations. The LOS E capacity in Table 5.2-1 represents the capacity for an unacceptable level of service for a developed location.</p> <p>H-13. A condition of the project’s permit would require the applicant to install traffic signal interconnect among these signals, allowing coordination to be implemented successfully.</p> <p>H-14. Acceleration requirements can be found in the Caltrans Design Manual 6th Edition in sections 504.2(2) and 504.3(2). The I-805 Northbound on-ramp from Phyllis Place provides sufficient acceleration distance for the ramp meter and merge configuration. The I-805 Southbound on-ramp from Phyllis Place also provides sufficient acceleration distance for the ramp meter and merge configuration. This meter location may be re-positioned, if determined necessary by Caltrans.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>H-15 Traffic – Mission Village An increase in traffic on Friars Road could result in additional traffic on Mission Village Drive. For example, the development of Stonecrest resulted in additional traffic on Mission Village Drive. The traffic impact on Mission Village Drive wasn't included in the study, and needs to be included in the Program EIR.</p>	<p>H-15. The traffic study, approved by the City, presents conditions on roadways and intersections deemed to be meaningfully affected by the project using guidelines published by the City. The threshold for analysis is 50 peak hour trips in the peak direction. Quarry Falls will contribute less than two-percent of its trips to Mission Village. The traffic distribution to Mission Village Drive was below the threshold for analysis. See response to comment no. H-10 regarding cumulative analysis. The Mission Village Shopping Center project has changed from commercial to residential uses, which represents a decrease in the projected traffic trips. Therefore, the analysis in the TIS is conservative, because the new project would generate less average daily traffic than included in the baseline traffic model.</p> <p>H-16. The restriping of Murray Ridge Road from 2 lanes to 4 lanes would provide 2 travel lanes in each direction as identified in the Serra Mesa Community Plan. This would result in either loss of parking or loss of a bike lane; however, there is no environmental impact from either the loss of parking or the loss of the bike lane. The street is fronted by single family residences for which on-street parking was not required to serve the individual residences; and the Class II Bike Lane will be replaced by a Class III Bike Lane to provide bicycle circulation. Maintaining on street parking is a significant convenience to residents, however widening the street to accommodate both parking and the Class II Bike Lane would be less desirable as it would disrupt the residential character of the neighborhood due to the loss of front yards to the single family residences facing the street. Alternatively, the City Council may decide that the project provide traffic calming in the Serra Mesa community in lieu of the restriping. If the City Council chooses to implement traffic calming then the Class II bike lane and parking would remain.</p> <p>H-17. Maintenance of streets is not considered an environmental issue. The standard maintenance of streets is part of the general services provided by the City of San Diego for all public streets. The City maintenance schedule does not include LOS as a factor for the purpose of establishing the maintenance and repair schedule.</p>
<p>H-16 Traffic – Murray Ridge The environmental impact of proposed mitigation for Murray Ridge Road (e.g., re-stripe to four lanes) has not been studied. What would be the impact on the community if this mitigation was implemented? If the community does not want the road to be re-striped, will the City honor the community's desire? Can this mitigation stand by itself over time, or will other sections need to be re-striped to four lanes also, specifically that section north of the Murray Ridge Rd/Mission Center Rd. intersection? This needs to be included in the Program EIR.</p>	
<p>H-17 The traffic study indicated the amount of traffic that will be using Serra Mesa roads but not the impact it will have on Serra Mesa roads (e.g., wear and tear on the road). This needs to be included in the Program EIR. Given the existing condition of major roads in Serra Mesa, it is likely that increased traffic will necessitate resurfacing or more major repairs. This mitigation should be included in the PEIR.</p>	
<p>H-18 What will be the impacts of installing a traffic signal on Murray Ridge (e.g., result in people using alleyway between Murray Ridge Rd. and Greyling Dr.)? For instance, a stop sign added on Greyling Drive near Jones Elementary School has produced increased traffic in the alley and illegal u-turns on Greyling to avoid the stop sign, right in front of an elementary school. Considerations as to what drivers might do to avoid traffic delays needs to be included in the Program EIR.</p>	
<p>H-19 View Impact Simulations are usually done from key observer viewpoints surrounding a project to show visual impacts, if any, for all project alternatives. These viewpoints are typically publicly accessible locations. Currently there are no simulated views of the project area from the north, or of the southeast corner of the site looking from the east, and none from the Serra Mesa area. There should be a simulation included in the PEIR for each of the project alternatives as seen from Phyllis Place, a public right of way.</p>	
<p>H-20 Water The City does not currently have a reclaimed water pipeline to service the project site. This is a significant impact on water resources and is not addressed in the Draft PEIR. Water use for landscape irrigation is the number one use of water in San Diego, and using reclaimed water for landscape irrigation is standard and required practice for most cities in San Diego County. How will this issue be addressed, and what is the timeline for connecting this project to the reclaimed water system?</p> <p>In light of recent court rulings and policy changes on the availability of water supplies from the State Water Project and the Metropolitan Water District, including the status of the Delta Smelt, the City must re-analyze its estimated future capacity, and the impact of this project must be re-evaluated before the publication of the PEIR.</p> <p>For further information or questions, please contact me at doug@wescotts.org, or 858-361-8462.</p> <p> </p> <p>/s/ Doug Wescott Chair, Serra Mesa Planning Group</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>H-18. The signals along Murray Ridge Road would operate at LOS C or better, and therefore should not result in a significant diversion of traffic to side streets.</p> <p>H-19. The Draft PEIR includes photo simulations for the project in Section 5.3, <i>Visual Effects and Neighborhood Character</i>. Cross sections of the site from Phyllis Place looking towards the southwest and southeast are also depicted in Figure 5.3-8, <i>View Looking South from Phyllis Place</i> which concludes the maximum elevations of all buildings are lower than the elevation of Phyllis Place. A photo simulation of the view south from Phyllis Place has been prepared to supplement this analysis and is included in the Final EIR as a courtesy to the commenters.</p>  <p><i>Photo Simulation – View from Phyllis Place</i></p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Views from the east of the southeast corner of the site are visible from Friars Road, however, there are no public views, significant visual landmarks, scenic vistas, or view corridors to the west that would be blocked by the development of Quarry Falls; therefore, this vantage point does not meet the criteria for evaluating visual effects. A photo simulation of the pedestrian bridge, looking from the east along Friars Road, was included in the Draft PEIR as Figure 5.3-10 – <i>Photo Simulation – Views Traveling West on Friars Road</i>.</p> <p>H-20. The Quarry Falls project is located in the City Water Department’s Central Service area, which is not served by reclaimed water. At this point in time, the City has no plans to serve the area with reclaimed water, although in 2007 the City Council directed the Water Department to conduct a comprehensive study of recycled water opportunities in the City as a source of future supply for San Diego water needs. Accordingly, at this time, the Quarry Falls project does not include reclaimed water infrastructure, with the exception of reclaimed water piping for landscaping purposes.</p> <p>The Water Supply Assessment prepared in October 2007 (referenced in Appendix L) confirmed that there are sufficient water supplies to serve existing demands, estimated demands of the Quarry Falls project, and future water demands within the Water Department’s service area in normal and dry year forecasts, over the required 20 year planning horizon. The Quarry Falls project includes reclaimed water piping for landscaping purposes should reclaimed water infrastructure be installed to serve the project. If the Quarry Falls Project is connected to reclaimed water in the future, it will only improve the reliability of the City’s water supply.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Bruce Warren made a motion to recommend that the MVUPC find that the DEIR is flawed and inadequate due to following reasons...</p> <p>I-1</p> <ul style="list-style-type: none"> CEQA requires identification of an "environmentally superior alternative". The most obvious alternative is the community plan intensity with the Phyllis Place connection. The EIR does not include this alternative. A side-by-side analysis of the Quarry Falls proposal and the community plan alternative is necessary. <p>I-2</p> <ul style="list-style-type: none"> A private traffic consultant sampled 7 of the 68 intersections analyzed in the EIR and analyzed the traffic impacts at the community plan intensity (with Phyllis Place connection). The Level of Service is improved at 3 of those 7 intersections: <ol style="list-style-type: none"> Friars/SR-163 Friars/Frazee I-8/Mission Center <p>The EIR should analyze all 68 of the intersections to determine which are improved and fairly compare the Quarry Falls proposal with the community plan intensity.</p> <p>I-3</p> <ul style="list-style-type: none"> The traffic analysis is based upon the City's traffic significance thresholds dated July, 2004. In January, 2007 the City updated those thresholds and made them more stringent, but did not require the Quarry Falls project to utilize them. If the current thresholds are used the traffic impacts would change from "not significant" to "significant" at several intersections, including: <ol style="list-style-type: none"> SR-163/Friars I-8/Mission Center I-15/Friars Friars/Mission Gorge <p>No mitigation is offered, because no impacts were identified. The EIR's traffic analysis should be revised to utilize the 2007 thresholds.</p> <p>I-4</p> <ul style="list-style-type: none"> The EIR assumes that 21% of the traffic generated by Quarry Falls will remain internal to the project. Is there any project in San Diego which captures so many trips internally? The EIR seriously underestimates the project's actual traffic impacts. <p>I-5</p> <ul style="list-style-type: none"> Adequacy of Public Services is not addressed in the EIR. There is inadequate capacity at elementary and high schools. 23 additional police officers required, but not provided. The impact of the project upon these services and to the existing residents of Mission Valley is not analyzed. <p>I-6</p> <ul style="list-style-type: none"> The Growth Inducement section of the EIR provides no rationale to explain or support the doubling of the community plan intensity. With Quarry Falls as a precedent the EIR should analyze the impacts to traffic and public services which would result if all undeveloped properties in Mission Valley were to develop to a similarly doubled intensity. <p>I-7</p> <ul style="list-style-type: none"> The EIR is inadequate and should be returned to the developer and the City to be made more complete and accurate, before it is considered by the MVUPC. <p>and therefore cannot be used to make an informed decision on the proposed project. It should be substantially revised to correct its deficiencies and re-circulated for public comment before the MVUPC takes a position on the project. The revised DEIR should focus particular attention to more fully analyzing Alternatives 2 and 3 (lower density alternatives); should be consistent with the naming of the individual phases; and a more rigorous relationship should be established between the allowed</p>	<p>I-1. The "Environmentally Superior Alternative" is the title of Section 10.3, and the environmentally superior alternative is identified on page 10-43 of the draft PEIR. According to the analysis, the "Reduced Density Project" alternative is considered the environmental superior alternative. The PEIR addresses the build-out under the existing community plans (Alternative 2) as well as an alternative which would provide a connection to Phyllis Place (Alternative 4) and a side-by-side comparison is shown on pages 10-40 through 10-42. The Community Plan alternative did not include a comparison of the with and without road connection due to the fact that the road connection is inconsistent with the Serra Mesa Community Plan and would therefore not be an alternative that was feasible under the existing proposal. At the request of the Mission Valley Unified Planning Committee, a comparison of the with and without road connection has been included in the Final PEIR Section 10, <i>Alternatives</i> for both the Community Plan and Reduced Density alternatives. That analysis has also been included in the appendix of the TIS.</p> <p>I-2. The analysis of the Phyllis Place Road Connection Alternative analyzed all 68 intersections and identified fewer unmitigated impacts and a lessening of overall traffic volumes in the local Mission Valley circulation network which is consistent with the conclusions of the third party traffic consultant. Traffic impacts are determined by significance thresholds, rather than any change in level of service (unless the roadway currently operates acceptably and the project traffic causes the roadway to operate unacceptably); therefore, there is no change to the conclusions of analysis prepared by KOA, Corporation. A discussion of the Community Plan Alternative with and without the road connection is included in Section 10.0 of the Final PEIR. Tables 10-1 thru 10-5 include a summary of traffic impacts at project build-out for each alternative with and without the road connection.</p> <p>I-3. See response to comment letter no. H-9. The City of San Diego requires projects deemed complete after January 1, 2007 to be analyzed under the new significance thresholds. Quarry Falls was deemed complete on May 17, 2005; therefore, it was reviewed using the July 2004 significance thresholds. Regarding the intersections identified above, mitigation has been identified to reduce impacts to below a level of significance at each location with the exception of Friars Road/Mission Gorge Road (see Table 5.2-8c, Project Phase 1 Through Horizon Year Traffic Impacts Summary – Intersections). At this intersection the LOS does not exceed "D" and therefore the impact is below a level of significance.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Quarry Falls ADTs and the actual completion of SR-163 and Friars Road interchange. Jason Broad seconded the motion. Motion approved 13-2-1 (Gina Cord abstained because she wrote a letter to the Union Tribune).</p>	<p>I-4. The TIS accurately states the reduction for internal trips with mixed-use reduction and cumulative trip generation for the project. Quarry Falls is a large, master-planned project of over 200 acres with a mix of retail, office, residential, recreation and public uses designed to serve the community. A mixed-use reduction accounts for the traffic interaction between land uses; some people who live in Quarry Falls would also work, shop and play in Quarry Falls. The traffic study only reduces mixed use trips based on the interaction of residential, office and industrial uses with retail trips. It does not reduce mixed use trips based on the interaction of residential, office and industrial uses with each other and is therefore conservative. This is also true for internal trips for recreation purposes such as the neighborhood park, civic center and community recreation center.</p> <p>The mixed-use reduction is appropriate for use on this project. Based on the mixed use reduction guidelines the project incorporates adequate community and neighborhood oriented commercial for the trip reductions to apply. A mixed-use project may be comprised of both vertical and horizontal elements; a person does not have to live on top of a store in order for them to shop there, merely they need to live in proximity to the store. The TIS uses internal capture assumptions that are consistent with the City of San Diego Guidelines for mixed use and internal trip reduction.</p> <p>The cumulative trip generation rates used in the TIS are also consistent with the City of San Diego Guidelines, therefore, the TIS does not understate the impact of trips in the surrounding Mission Valley community. The City of San Diego Trip Generation Manual defines cumulative (also known as external) trips as the new vehicle trips added to the community. These trips constitute the project's impact on the community and are used in the TIS. As stated in the San Diego Municipal Code Land Development Code Trip Generation Manual (May 2003) the cumulative trip generation rates are used to determine the community-wide impact of a new project.</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>The City of San Diego trip generation rate data available have been developed from measurements at isolated single use developments. When uses are combined, simply adding the single use estimates together can result in a total trip generation estimate that is too great for the site. To account for this, the City has recommended trip reductions for mixed use developments that include commercial retail. It is standard practice to account for mixed use reductions in specific plans for large projects with mixed use components. Other studies that have been prepared for Mission Valley, the city and throughout the region use mixed use reductions to correctly estimate the external project trip generation (Stonecrest and Mission City to name two).</p> <p>The cumulative trip generation and mixed use reduction are not <u>only</u> locally utilized practices rather these are nationally recognized trip behavior characteristics and are documented in the Institute of Traffic Engineers (ITE), an international education and scientific association of transportation professionals, Trip Generation Manual. The traffic study did not reduce the total trips to account for transit reductions, which are estimated to be up to five percent of the total daily trips. Caltrans has reviewed the project trip generation and finds it acceptable.</p> <p>I-5. The Quarry Falls PEIR analyzed Public Services in Section 2.6, <i>Existing Public Services and Facilities</i>. The discussion in Section 2.6 addresses Fire, Emergency Services, Police, Libraries, Schools, and Parks.</p> <p>The discussion presented in Section 2.6 is detailed and not only quantifies the project's potential to affect public services and facilities, but also presents the results of correspondence (see Appendix N) with services providers and the need for facilities to serve residents of Quarry Falls, as well as the surrounding communities. Figure 2-9, <i>Public Facilities Map</i>, shows the location of all of the public facilities addressed in the PEIR and their relationship to the project site.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Public services are evaluated in light of whether or not the deficiency would result in a physical change in the environment related to the construction or alteration of facilities; since new public facilities are not required to serve the project, physical change to the environment would not occur (CEQA Guidelines Section 15358). However, as stated in the draft PEIR on page 2-17, “New developments within the Mission Valley community are required to pay Development Impact Fees (DIF) in accordance with the Public Facilities Financing Plan (PFFP) for the Mission Valley Community to assist in funding public services and facilities...” The applicant will be required to pay DIF to cover their fair share of the costs of public services and facilities.</p> <p>I-6. It is speculative to suggest that other properties in Mission Valley would chose to re-develop based on what is proposed for Quarry Falls. Any future proposal to change existing land uses and existing approved land use plans would require review by the City. That review would include environmental analysis of any proposed change.</p> <p>I-7. All of the issues raised in this comment letter are adequately addressed in the Draft and Final PEIR. This comment letter does not raise any issues that would require re-circulation of the Draft PEIR. No new environmental impacts have been identified, and for those impacts identified in the PEIR, no impacts would result in an increased in severity. The PEIR provides a thorough analysis of the potential environmental impacts associated with the project allowing meaningful public review and comment.</p> <p>Additional information and revisions have been made to the Final PEIR to clarify and augment the original analysis. However, significant new information has not been added that would require re-circulation of the environmental document per CEQA Section 15088.5 (b).</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;"><i>Mission Valley Community Council</i></p> <p style="text-align: center;">900234 92190 PO BOX 900234 San Diego, CA 92190 619-280-3745 missionvalleycommunitycouncil@hotmail.com</p> <div style="text-align: right;">  <p>Lynn Mulholland P.O. BOX 900234 San Diego, Calif. 92190</p> </div> <p>Marilyn Mirrasoul, Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, Calif. 92101</p> <p style="text-align: center;">Subject: Project No. #49068/SCH #2005081018</p> <p style="text-align: center;">Comments regarding the adequacy of the DEIR and the Technical Appendices.</p> <p>J-1 1. Only the DEIR was provided to the public. Members of the Mission Valley Unified Planning Group received the DEIR and the two volumes of the Technical Appendices. Such portioned information is contrary to CEQA. Weeks later, the Technical Appendices were in the Mission Valley Library and the main Library downtown.</p> <p>J-2 2. The General Plan precludes development that compounds existing deficiencies. All intersections on Friar's Road from Mission Gorge to Avenida de las Tiendas are F rated. Secondary to Quarry Falls, the wait time at the intersections increases astronomically; in some intersections to two hours or more.</p> <p>J-3 3. The proposed General Plan precludes development that reduces service levels. Again, large increases in delays at intersections are contra-indicated.</p> <p>J-4 4. Per development Intensity District Chart, 140 average daily trips (ADT'S) per acre are allowed. When the terrain is steep (one foot rise for every four feet horizontal - 25%), no ADT'S are allowed. The drop from Serra Mesa to Friar's Road is 250 feet. Therefor, not ADT'S are allowed.</p> <p>J-5 5. The proposed 20 story structures exceed the height restrictions.</p> <p>6.</p> <p style="text-align: right;">Page 1 of 3</p>	<p>J-1. CEQA requires that the public be notified of the availability of the Draft EIR. The notice must include the location of where the EIR, including background material, may be reviewed. CEQA does not require that copies of the Draft EIR or technical appendices be sent to the public. However, the City of San Diego tries to make copies of the Draft EIR available to members of the public upon request.</p> <p>As stated in the Public Notice and in the PEIR Section 1.0, <i>Introduction</i>, copies of the PEIR were placed at the Mission Valley, Serra Mesa and the San Diego Central Library. During the public review period, staff was made aware that copies of the technical appendices were not at the public libraries. Staff had copies of the technical appendices delivered to the public libraries. However, the technical appendices were available for review at the City of San Diego Development Services Department during the duration of the public review period, as well as the extension of time provided for public review of the PEIR. Copies of the PEIR and technical appendices were provided to the State Clearinghouse on November 6, 2007.</p> <p>Upon request by the public and as an additional convenience to access the documents, hardcopies of the Technical Appendices were delivered to the Mission Valley and Serra Mesa libraries on Wednesday, December 12, 2007. Furthermore, at the request of the Serra Mesa Community Planning Group, the public review period was extended from December 17, 2007 until January 7, 2008 – providing the public with an additional three weeks of review time.</p> <p>J-2. It is unclear where the Mission Valley Community Council found that the “General Plan precludes development that compounds existing deficiencies.” Such a goal or objective was not found in the Progress Guide and General Plan – Transportation Element, or the Draft General Plan – Strategic Framework, Land Use and Mobility Elements. However, the General Plan does state: “It is the intent of the City to ensure that future development does not adversely affect any community.” Therefore, consistent with policy PF-C.1.a, the City has identified the demand for public facilities and services resulting from this discretionary project. In addition, as a condition of approval, the project is subject to exactions that are reasonably related and in rough proportionality to the impacts resulting from the proposed development. As stated previously, the developer will be required to pay a fair share contribution to facilities costs.</p>

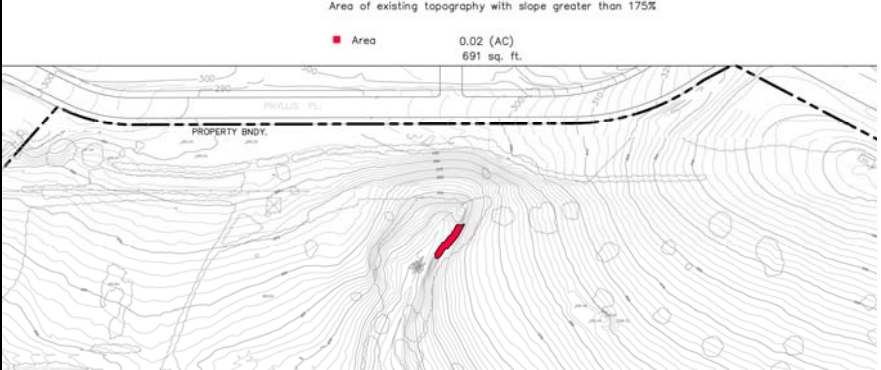
LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>A traffic study has been prepared for the project that identifies impacts and provides mitigation measures. The traffic study is summarized in Section 5.2 of the PEIR; the complete traffic study is provided in the Technical Appendices to the PEIR. As stated in the PEIR, even with mitigation measures, some traffic impacts would remain significant and unmitigable.</p> <p>J-3. Again, it is unclear where the Mission Valley Community Council finds this goal or policy in the City’s Progress Guide and General Plan or in the newly adopted General Plan. Included within the General Plan’s Public Facilities, Services and Safety Element are the following policies which would applicable to the Quarry Falls project:</p> <p><i>PF-A.1. Reduce existing deficiencies by investing in needed public facilities and infrastructure to serve existing and future development.</i></p> <p><i>PF-A.2. Address current and future public facility needs by pursuing, adopting, implementing, and maintaining a diverse funding and management strategy.</i></p> <p>Goals included within the Public Facilities, Services and Safety Element do include the provision “Adequate public facilities that are available at the time of need” and for “Public facilities exactions that mitigate the facilities impacts that are attributable to new development.” The Element further states that “The comprehensive evaluation of development proposals will be critical to ensure any impacts to public facilities and services are identified and addressed. While the City endeavors to respond to existing and future needs with development impact fees (DIF) and other capital funding sources, private development will also be responsible for ensuring existing needs are not compounded by a proposed project. It is the intent of the City to ensure that future development does not adversely affect any community. Projects will be subject to DIFs or facilities benefits assessments to contribute their proportional fair-share of existing and future facilities, and under certain circumstances are required to provide a physical improvement as a condition of project approval.” The Quarry Falls project would be subject to payment of DIF, as well as implementation of public improvements (including roadway improvements) and contributing fair share payments. Last, as required by the Public Facilities, Services and Safety Element, the Quarry Falls project has fully addressed public facilities and services which would serve the project (see Section 2.0, <i>Environmental Setting</i>, of the PEIR).</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>J-4. The MVPDO establishes 140 ADT/acre as the threshold for requiring a discretionary action. Projects that generate less than 140 ADT/acre and meet all other requirements of the MVPDO may be processed ministerially. For projects that exceed 140 ADT/acre, the MVPDO requires that a Community Plan Amendment and traffic study be prepared.</p> <p>The Mission Valley Planned District Ordinance, Table 1514-03A, allocates 140 trips per gross acre to the Development Intensity District F, in which Quarry Falls is located. The MVPDO excludes acreage within <i>steep hillsides</i> as defined in Land Development Code Section 113.0103:</p> <p style="padding-left: 40px;"><i>Steep hillsides</i> means all lands that have a slope with a <u>natural</u> gradient of 25 percent (4 feet of horizontal distance for every 1 foot of vertical distance) or greater and a minimum elevation differential of 50 feet, or a <u>natural</u> gradient of 200 percent (1 foot of horizontal distance for every 2 feet of vertical distance) or greater and a minimum elevation differential of 10 feet.</p> <p><i>Steep hillsides</i> are identified as Sensitive Lands in the City’s Environmentally Sensitive Lands (ESL) Ordinance (LDC Section 143.0100). The impact to steep hillsides requires the processing of a Site Development Permit (SDP) concurrently with the projects actions. Section 3.0, Page 3-60 and Page 3-76 of the Final PEIR have been revised to include to <i>steep hillsides</i> with the processing of the SDP required for the project.</p> <p>TCB, Inc. analyzed the portion of Quarry Falls outside of the northern mining limit to identify if any <i>steep hillsides</i> that meet the Land Development Code definition exist. This analysis used the “As Built” drawings (March 27, 1972) from the construction of I-805 and Phyllis Place and the latest offsite topographic survey from January 15, 2005. Based upon this analysis, the site contains no natural gradients of at least 25% and a vertical elevation of at least 50 feet. The majority of slopes are the result of previous disturbance to the site from the construction of I-805 and the Phyllis Place/Murray Ridge Road Interchange as well as the ongoing mining operations permitted by CUP 5073.</p>

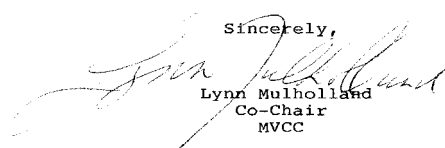
LETTERS OF COMMENTS AND RESPONSES


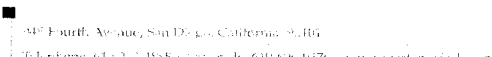
COMMENT	RESPONSE																
	<p>To analyze for steep hillsides of at least 200% and a vertical elevation of at least 10 feet, the analysis was conducted using the more restrictive variables of 175% slope and a vertical elevation of 9 feet. This analysis identified approximately 0.016 acre of steep hillsides (see graphic below).</p>  <p>This area is adjacent to a small (0.06 acre) disturbed wetland that will be removed in order to ensure geotechnical stability and prevent stormwater from undermining manufactured slopes. In addition, this area would be impacted by the Phyllis Place Road connection as discussed in Alternative 4. The deduction of the <i>steep hillsides</i> from the area allocated for ADT results in a reduction of 3 ADT from the Mission Valley portion of the project.</p> <p>The combined ADT for Alternative 2 – <i>No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative</i> from the Mission Valley and Serra Mesa portions of the project is 31,881 ADT (see table below).</p> <table border="1" data-bbox="1157 1135 1898 1268"> <thead> <tr> <th>Community Plan</th> <th>Acres</th> <th>Intensity</th> <th>Total ADT</th> </tr> </thead> <tbody> <tr> <td>Mission Valley ¹</td> <td>224.98</td> <td>140 ADT/acre</td> <td>31,497</td> </tr> <tr> <td>Serra Mesa ²</td> <td>5.5</td> <td>8 ADT/unit</td> <td>384</td> </tr> <tr> <td>TOTAL ADT</td> <td></td> <td></td> <td>31,881</td> </tr> </tbody> </table> <p>¹ Excludes 0.02 acres of <i>steep hillsides</i>. ² Allows 48 units (RS-1-7 Residential Zone of 1 unit per 5,000 square feet)</p>	Community Plan	Acres	Intensity	Total ADT	Mission Valley ¹	224.98	140 ADT/acre	31,497	Serra Mesa ²	5.5	8 ADT/unit	384	TOTAL ADT			31,881
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LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>The most conservative estimate of the community plan alternative assumes a maximum development intensity based upon driveway trip generation for the mix of land uses. In addition, in response to comment no. K-107, a discussion of the community plan alternative assuming the maximum development intensity based upon external cumulative ADT provides an additional land use scenario within the range of alternatives selected for analysis.</p> <p>J-5. As part of the proposed project, development areas would be rezoned using the City’s Land Development Code base zones. Height limitations would be established by the zone applied to specific development areas. Where a specific City base zone does not have a height limit, the PEIR assumes specific building heights based on that anticipated for the proposed project. Those height limits are shown on page 5.3-16 of the Draft PEIR. Development would not exceed the maximum height allowed by the applied zones and maximum heights presented on page 5.3-16 of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>J-6</p> <p>6. The increasing frequency and severity of asthma and cancer are directly related to the toxic emission of the internal combustion engine: particulates, carbon monoxide, carbon dioxide and hydrogen sulfide. The proposal of 10,000 to 14,000 or more vehicles portends huge additional tons, daily, of toxic emissions. Yet, not one word about particulates, nor carbon monoxide, nor carbon dioxide, nor hydrogen sulfide.</p>	<p>J-6. Air quality impacts are addressed in Section 5.4, <i>Air Quality</i>, of the PEIR. The air quality analysis addresses particulates, carbon monoxide, carbon dioxide and hydrogen sulfide.</p>
<p>J-7</p> <p>7. In 2004, Serra Mesa Unified Planning Group distributed 1,000's of surveys at grocery stores, beauty salons, barber shops, car washes, bridge clubs and other gatherings. There were two questions concerning Quarry Falls. The response options for each were favor, oppose or undecided.</p> <p style="margin-left: 40px;">(1.) Favor Quarry Falls Development? 78% Opposed (2.) Favor connecting road to Phyllis Place? 67% Opposed</p>	<p>J-7. Comment noted.</p>
<p>J-8</p> <p>8. In 2005, Mission Valley Community Council mailed surveys to 1,423 owners of record in five condo complexes. There was one question about Quarry Falls; one question about the Mission Valley Community Plan.</p> <p style="margin-left: 40px;">(1.) What are your thoughts about Quarry Falls? 94% Opposed (2.) What do you think about updating the Community Plan of Mission Valley to reduce density and impose height restrictions? 95% Favorable</p> <p>The disinterest by the electorate in Quarry Falls is considerable. In January 2006, the Mission Valley Community Council passed three resolutions:</p> <p style="margin-left: 40px;">(1.) Mission Valley is built out. No additional residential units or office space is indicated. Correction of present deficiencies in infrastructure (population based park, permanent fire station, K-12 public school) is indicated. (2.) Amend the Mission Valley Community Plan to decrease density, impose height restrictions, i.e. to down-zone. (3.) Opposition to Quarry Falls.</p>	<p>J-8. Comments noted.</p>
<p>J-9</p> <p>To avoid compliance with various statutes, the applicant wants a specific plan.</p> <p>Thank you, in advance, for including this letter in your documents.</p> <p style="text-align: center; margin-top: 20px;">Sincerely,  Lynn Mulholland Co-Chair MVCC</p> <p style="text-align: center;">Page 2 of 3</p>	<p>J-9. The Mission Valley Community Plan, page 61, recommends that a specific plan be prepared for multi-use projects of 10 or more acres. The PEIR also describes that the Mission Valley Community Plan and the Mission Valley Planned Development Ordinance require that a Specific Plan be prepared for development of the project site. The project applicant has complied with these requirements and has prepared a Draft Specific Plan.</p>

COMMENT	RESPONSE
<p style="text-align: center;">  WERTZ MCDADE WALLACE MOOT & BROWER <small>LAWYERS - A PROFESSIONAL CORPORATION</small> <small>Lyme M. Beckman John S. Moot Of Counsel</small> <small>Sandra J. Brower Gregory Rodriguez</small> <small>John P. Fluke Elaine A. Rogers Rebecca Michael</small> <small>Michael T. Joseph John H. Stephens Evan S. Runtich</small> <small>Sarah H. Latham Bruce R. Wallace</small> <small>Joseph C. Lavelle John Ross Wertz</small> <small>Julie A. Lewis Pamela Lawton Wilson Administrator</small> <small>J. Michael McDade Fred Mahody, Jr.</small> </p> <p style="text-align: center;">January 4, 2008</p> <p>Hand Delivered</p> <p>Marilyn Mirrasoul Environmental Planner Development Services Department CITY OF SAN DIEGO Development Services Center 1222 First Avenue, M.S. 501 San Diego, CA 92101</p> <p>Subject: Quarry Falls Draft Program EIR (Project No. 49068/SCH No. 2005081018)</p> <p>Dear Ms. Mirrasoul:</p> <p>Thank you for the opportunity to comment on the Draft Program Environmental Impact Report (PEIR) for the Quarry Falls project. On behalf of H.G. Fenton Company, the following comments are provided. A thorough review of the PEIR has identified significant deficiencies. As currently drafted, the PEIR does not comply with the California Environmental Quality Act (CEQA) or the State CEQA Guidelines and is therefore inadequate for the decision-making process.</p> <p><u>1. THE PEIR DOES NOT SERVE ITS PURPOSE AS AN INFORMATIVE DOCUMENT BECAUSE THE PROJECT DESCRIPTION DOES NOT ACCURATELY IDENTIFY RESIDENTIAL DENSITY</u></p> <p>"[A]n accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR". <i>County of Inyo v. City of Los Angeles</i> (1977) 71 Cal.App.3d 185, 193. An accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity. Id. A curtailed or distorted project description may stultify the objectives of the reporting process. Id. "[O]nly through an accurate view of the project may the public and interested parties and public agencies balance the proposed project's benefits against its environmental cost, consider appropriate mitigation measures, assess the advantages of terminating the</p> <p style="text-align: center;">  </p>	<p>K-1. Comments noted.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 2</p> <p>proposal and properly weigh other alternatives...." <i>San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus</i> (1994) 27 Cal.App.4th 713, 734.</p> <p>K-2</p> <p>K-3</p> <p>K-4</p> <p>K-5</p> <p>K-6</p> <p>K-7</p> <p style="text-align: right; font-size: small;">WEX2 MCDADE WALLACE MCGOT BROWER LLP</p>	<p>K-2. As shown in Table 3-1, <i>Quarry Falls Land Use Summary</i>, Quarry Falls would provide approximately 31.8 acres of publicly and privately-owned parks (with the privately-owned area having easements to allow for general public use), civic uses, open space and trails; approximately 4,780 residential units offered as a variety of "for sale" and/or "for rent" and built as condominiums, town homes, apartments and/or flats, row homes, courtyard units, lofts, live/work units, carriage units (dwelling units on one or more floors located above a private garage), senior housing and assisted care units; approximately 603,000 square feet of retail space; and 620,000 square feet of office/business park uses. Additional land uses provided for within Quarry Falls include an option for a school site. All of these land uses are described in detail in Section 3.0, <i>Project Description</i>, of the PEIR. The project description has been revised to clarify that no more than 4,780 residential units, 603,000 square feet of retail space, and 620,000 square feet of office/business park uses could be built at the project site.</p> <p>K-3. See response no. K-2 and H-6.</p> <p>K-4. The project will provide 10% of the residential units as affordable units. This is included within the overall residential intensity and is not in addition to that intensity. In other words, the project is not seeking a density bonus for affordable units. The Master Planned Development Permit shall include conditions that prohibits the project from seeking an increase under the City's Density Bonus Ordinance. Even without this condition, the Density Bonus Ordinance would not apply unless the applicant were to propose to exceed the maximum density allowed by the proposed zone. In this case, the applicant does not propose to meet or exceed the densities allowed by the applicable zones which are also limited by the development cap.</p> <p>K-5. See response nos. K-2 and H-6.</p> <p>K-6. See response no. H-6. In addition, to the limits of overall intensity, the controls placed on the project relative to the maximum amount of overall ADT further controlled by the limitations on AM and PM "in" and "out" peak-hour trips to ensure that any change in development intensity would not alter the traffic analysis for the PEIR.</p>


LETTERS OF COMMENTS AND RESPONSES


COMMENT	RESPONSE
	<p>K-7. Comments noted. The PEIR acknowledges that the project would result in significant traffic impacts to the community and proposes measures to mitigate those impacts. Even with mitigation, the project would result in significant and unmitigable traffic impacts. In order for the decision maker to approve the project, a Statement of Overriding Considerations must be adopted which present the reasons for approving the project in light of its significant unmitigable impacts.</p> <p>It should be noted that the PEIR addresses an alternative that would develop the project site in accordance with the land uses and intensities allowed by the Mission Valley and Serra Mesa Community Plans. (See Section 10.2.3, Alternative 2 – <i>No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative.</i>) As evaluated in the PEIR, while this alternative would reduce traffic impacts, significant traffic impacts would not be avoided. Mitigation similar to the proposed project would be required under this alternative. Even with implementation of mitigation measures, traffic impacts to portions of Friars Road, Texas Street, and Mission Center Road, as well as freeway ramps and segments, would remain significant and unmitigable. Please also see response no. H-6 regarding the development process for future projects.</p>

LETTERS OF COMMENTS AND RESPONSES


COMMENT	RESPONSE
<p data-bbox="283 289 436 354">Marilyn Mirrasoul January 4, 2008 Page 3</p> <p data-bbox="142 402 193 435">K-8</p> <p data-bbox="283 394 999 456">13]. But the reader does not know what other future development could occur. If there is possible future development in excess of the traffic constraints as the PEIR suggests, the worst case scenario impacts were not analyzed.</p> <p data-bbox="142 548 193 581">K-9</p> <p data-bbox="283 472 999 594">The PEIR states “the Quarry Falls project proposes 10 percent of residential units provided by the project as affordable in accordance with Section 142.1309 of the City’s Land Development Code.” If a density bonus will be sought for any or all of the residential districts then there would ultimately be far more than the proposed 4,780 units, and the impacts on traffic and public facilities and services would be greater than presented in this PEIR.</p> <p data-bbox="283 613 999 695">Moreover, the City’s recently adopted Density Bonus regulations allow a density bonus to be granted ministerially. The impact of such additional units, therefore, must be assessed in the PEIR in order to provide an accurate and complete characterization of project impacts upon public facilities and services and traffic.</p> <p data-bbox="283 711 999 751">2. <u>THE QUARRY FALLS PROJECT IS NOT APPROPRIATE FOR THE USE OF A PROGRAM EIR OR TIERING</u></p> <p data-bbox="283 768 999 914">The PEIR represents that it “functions” as a “first tier” EIR. [PEIR pg. ES-2]. “Tiering” refers to using the analysis of general matters contained in a broader EIR...with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussion from the broader EIR...” Id. ; Cal. Code Regs., tit. 14, § 15152 (a). Tiering is only appropriate when “the sequence of analysis” is from a program EIR to a site-specific EIR (or negative declaration) or an EIR (or negative declaration) of a lesser scope. Id. § (b).</p> <p data-bbox="142 906 214 938">K-10</p> <p data-bbox="283 930 999 1032">In direct contrast, the PEIR claims that it qualifies as a “program EIR” that contains a detailed analysis of “the specific impacts of overall project implementation” and that it “is not broad and general, but specific to the overall Quarry Falls project and its “associated actions”.” [Emphasis added]. [pg. ES-2]. The Executive Summary provides:</p> <p data-bbox="338 1049 947 1130">“The Quarry Falls project proposes a Specific Plan, Master Planned Development Permit (PDP), Vesting Tentative Map (VTM), and <i>associated actions</i> which provide guidance for future development of Quarry Falls. It is intended that this Program EIR, once certified, serve as the primary</p> <p data-bbox="709 1206 1077 1227" style="text-align: right;">WYRZ/ Mc DADE WALLACE MOGOT & BROWER, A.P.C.</p>	<p data-bbox="1104 232 1965 318">K-8. The impacts of the proposed project have been fully analyzed within the PEIR. See response no. K-3 for a description of the development process and the environmental review required for subsequent projects.</p> <p data-bbox="1104 350 1965 436">K-9. See response no. K-2 and H-6. The project does analyze the worst case scenario. Any projects exceeding the densities analyzed would require subsequent environmental review.</p> <p data-bbox="1104 472 1965 1005">K-10. The Environmental Analysis Section of the City’s Development Services Department determined that a Program EIR should be prepared for the project consistent with CEQA Guidelines Section 15168, described on page 1-1 of the PEIR. The PEIR is considered a first tier EIR. According to CEQA Guidelines Section 15152(b), “<i>Agencies are encourage to tier the environmental analysis which they prepare for separate but related projects including general plans, zoning changes, and development projects.</i>” Section 15152(b) provides the Lead Agency with the rationale to tier environmental analyses for the purposes of eliminating “<i>repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative declaration for another plan, policy, or program or lesser scope, or to a site-specific EIR or negative declaration.</i>” This CEQA Section further states that “<i>Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration.</i>” Therefore, the use of a program EIR and the eventual tiering of subsequent projects is consistent with CEQA.</p> <p data-bbox="1171 1040 1965 1211">The analysis is as detailed as it can be at this stage in the project and is, admittedly, more detailed than what might occur in a typical Program EIR. However, providing more detail and analysis is not in conflict with CEQA. Rather CEQA requires that, even with a Program EIR, the analysis must adequately analyze reasonably foreseeable significant impacts and cannot defer that analysis.</p> <p data-bbox="1171 1247 1965 1360">As clearly stated in the PEIR, for the Quarry Falls project, the Specific Plan, Master Planned Development Permit (PDP), Vesting Tentative Map (VTM) and associated actions identify future build-out of the project. Implementation of those actions is evaluated in the Program EIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="310 285 457 354">Marilyn Mirrasoul January 4, 2008 Page 4</p> <p data-bbox="365 402 949 444">environmental document for those future actions.” [Emphasis added.] [pg. ES-2].”</p> <p data-bbox="310 464 1003 578">Tiering is only appropriate for EIR’s that will be followed by further, specific environmental review in the future. This PEIR claims it already contains a specific analysis and does not specify which aspects of the Project, if any, will be subject to any further environmental analysis. The PEIR does not identify what environmental analysis is being deferred for later and on which future “associated actions.”</p> <p data-bbox="310 597 1003 782">The PEIR and the form of entitlements proposed by Quarry Falls reflect that the implementation of individual projects within Quarry Falls is intended to be accomplished through the ministerial substantial conformance review process, without the opportunity for subsequent discretionary review. Tiering from a program EIR is appropriate only where there will be subsequent environmental review in the form of another site specific EIR or negative declaration with a narrower scope. Cal. Code Regs., tit. 14, § 15152 (b). The use of a program EIR and tiering is not appropriate when there will be no further discretionary approvals subject to CEQA review. Id.</p> <div data-bbox="142 669 264 753" style="border: 1px solid black; padding: 5px; width: fit-content;"> <p>K-10 (con’t)</p> </div> <p data-bbox="310 805 1003 941">“Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental impacts of the project and does not justify deferring such analysis to a later tier EIR or negative declaration.” Cal.Code Regs., tit. 14, § 15152, subd. (b). CEQA’s demand for meaningful information is not satisfied by simply stating information will be provided in the future. <i>Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova</i> (2007) 40 Cal.4th 412, 431.</p> <p data-bbox="310 964 1003 1211">The PEIR attempts to justify the lack of further environmental review by claiming to provide a specific, project level analysis sufficient to deem the PEIR the primary environmental document for “future actions.” Only a program EIR that “deals with the effect of the program as specifically and comprehensively as possible” can be used in this fashion. Cal.Code Regs., tit. 14, § 15168 (c)(5). In order to effectively act as the “single environmental document that can allow an agency to carry out an entire ‘program’ without having to prepare additional site-specific EIRs or negative declarations”, a program EIR must address enough site-specific details to allow an agency to make informed site-specific decisions about future program components and “clearly inform the public whether future CEQA documents are anticipated.” Guide to the California Environmental Quality Act, 11th Ed., Chpt. XIII, pg. 638 (2006).</p> <p data-bbox="722 1273 1079 1321" style="text-align: right;">  WERTZ MCDADE WALLACE MOOT & BREWSTER LLP </p>	<p data-bbox="1171 227 1974 493">As discussed in response no. H-6, applications for future construction and development permits within Quarry Falls would be acted on in accordance with one of five decision processes established in Division 5, Article II, Chapter 11 of the City’s Land Development Code (LDC). In the event that any future actions require discretionary review, in accordance with CEQA Guidelines Sections 15168(c) and 15162 through 15164, those projects would be examined in light of this Program EIR to determine whether an additional environmental document must be prepared. Specifically, CEQA requires that:</p> <ul data-bbox="1192 526 1974 1123" style="list-style-type: none"> ▪ If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. If subsequent environmental review results in additional impacts and the identification of new mitigation measures, those mitigation measures would be applied to that later activity. Additionally, if as part of the subsequent review, the City has updated mitigation measures, the updated measures would be applied to any future Quarry Falls projects that are required to have subsequent environmental review under CEQA. ▪ If the City finds that, pursuant to CEQA Section 15162, no new significant impacts would occur or no new mitigation measures would be required, the City may approve the activity as being within the scope of the original review contained in this Program EIR, and no new environmental document would be required. ▪ When future discretionary actions associated with implementing the Quarry Falls project occur, the City must incorporate feasible mitigation measures including those developed in this Program EIR into those subsequent actions. All mitigation measures included in this Program EIR would be incorporated into the current project as specified in this Program EIR. <p data-bbox="1171 1153 1974 1211">Therefore, the PEIR does function as a “first tier” EIR consistent with the approach outlines in CEQA Guidelines Section 15152.</p>

COMMENT	RESPONSE
<p data-bbox="275 248 428 318">Marilyn Mirrasoul January 4, 2008 Page 5</p> <div data-bbox="142 375 239 440" style="border: 1px solid black; padding: 2px;"> <p>K-10 (con't)</p> </div> <p data-bbox="275 367 995 532">This PEIR does not provide a specific, project level analysis. For example, at a minimum, a project level analysis would address the impacts based on the number of bedrooms for residential units and the specific commercial and offices uses that would be developed. This level of project detail and the related analysis would affect the impacts on traffic and public facilities/services. This is a serious deficiency which should be corrected by expanding the project details and conducting and incorporating into the PEIR a project-level analysis.</p> <p data-bbox="275 557 995 651"><u>3. THE PEIR DOES NOT SERVE ITS PURPOSE AS AN INFORMATIVE DOCUMENT BECAUSE THE LAND USE ANALYSIS (§ 5.1) DOES NOT IDENTIFY AND ANALYZE DEVELOPMENT INTENSITY CONFLICTS BETWEEN THE PROJECT, THE MVPDO AND THE MVCP</u></p> <p data-bbox="275 675 995 794">A proposed project can have a potentially significant impact if it conflicts with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project including, but not limited to, the general plan, specific plan or zoning ordinance adopted for the purpose of avoiding or mitigating an environmental effect. Cal. Code Regs., tit. 14, § 15000, et seq., Appendix G, pg. 7.</p> <div data-bbox="142 813 239 862" style="border: 1px solid black; padding: 2px;"> <p>K-11</p> </div> <p data-bbox="275 813 995 979">A city's land use decisions must be consistent with the policies expressed in its general and community plans. A program or project is consistent with the general/ community plan if, considering all its aspects, it will further the objectives and policies of the plans and not obstruct their attainment. To be consistent the project must be compatible and "in harmony" with the objectives, policies, general land uses, and programs specified in the applicable plan. Gov. Code, § 66473.5; <i>Friends of Lagoon Valley v. City of Vacaville</i> (2007) 154 Cal.App.4th 807, 817.</p> <p data-bbox="275 1000 995 1118">There is no identification or analysis of the conflict between the Average Daily Trips (ADT's) allocated under the Mission Valley Community Plan (MVCP) and the ADT's generated by the Project. On pages 5.1-12 and 5.1-13, the EIR states the following regarding development intensity as addressed by the Mission Valley Community Plan:</p> <p data-bbox="327 1138 940 1230">"The Development Intensity Element establishes guidelines for intensity of development in Mission Valley. Mission Valley is divided into Development Intensity Districts based on existing and projected traffic generation. The purpose of Development Intensity Districts is to "ensure</p> <div data-bbox="701 1268 1075 1325" style="text-align: right;">  WERTZ MCDADE WALLACE MOOT & BROWER, APC </div>	<div data-bbox="1098 821 1969 1211"> <p>K-11. Land use impacts associated with the Quarry Falls project are analyzed within Section 5.1, <i>Land Use</i>, of the PEIR. As stated in Section 5.1, the project would generate traffic in excess of the traffic Threshold 2 established by the Mission Valley PDO which requires that a Community Plan Amendment be processed. The Community Plan Amendment is being processed concurrent with the various project actions. The project would result in significant impacts associated with traffic circulation. Mitigation measures are proposed to reduce impacts; however, all impacts would not be reduced to below a level of significance. The PEIR identifies the projects impacts associated with traffic circulation as a significant and unmitigable land use impact. Therefore, approval of the project would require that the decision-makers adopt Findings and a Statement of Overriding Considerations in accordance Sections 15091 and 15093 of the CEQA Guidelines.</p> </div>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 6</p> <p>compatibility between the street carrying capacity and the maximum development intensity.” The project site is in Development Intensity District F. Objectives and proposals of the Development Intensity Element relevant to the proposed project include the following:</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-11 (con’t)</div> <ul style="list-style-type: none"> • Provide a level of future development intensity which will enhance and maintain a high quality of life in the community. • Formulate innovative land use regulations which will establish development intensities based upon the capacity of the circulation system.” <p>The PEIR does not disclose that Development Intensity District F allocates 32,040 ADT’s to this site and the Project will generate 66,286 ADT’s. This is a significant omission that must be corrected. The impact analysis on pages 5.1-18 through 5.1-21 only discusses community plan goals and overlooks the requirement that the Project’s compatibility be evaluated for consistency with the intensity of development specified in the Mission Valley Community Plan and the Mission Valley Planned District Ordinance.</p> <p>On page 5.1-22 the conclusory statement is made that the Project goals are consistent with the goals of the MVCP and the MVPDO. As with the impact analysis, there is no significance determination regarding consistency with the “intensity of development.” Since the project would generate 66,286 trips versus 32,040 trips, it is evident that the inconsistency with the “intensity of development” is significant. The PEIR must be expanded to fully address the issue in its entirety.</p> <p>4. <u>THE PEIR DOES NOT SERVE ITS PURPOSE AS AN INFORMATIVE DOCUMENT BECAUSE THE LAND USE ANALYSIS (§ 5.1) DOES NOT IDENTIFY AND ANALYZE THE IMPACTS OF EACH OF THE PERMITTED USES IN EACH OF THE PROPOSED ZONES</u></p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-14</div> <p>The PEIR identifies that land uses in Quarry Falls will be those permitted by the underlying zoning to be applied to the property. Any of the uses provided in the zones could be implemented without subsequent review or assessment. The impacts of such uses could be substantially different than those described in the PEIR. For example, the CC-3-5 zone is proposed to be applied to the commercial area of Quarry Falls. This zone allows Permanent Parking Facilities as a permitted use. The visual impacts of vast lots of automobiles stored along Friars Road is nowhere described.</p> <div style="text-align: center; margin-top: 20px;">  <small>WELTZ, MC DADE WALLACE MOYTT BROWER, INC.</small> </div>	<p>K-12. The PEIR evaluates the project’s traffic circulation impacts and identifies that the intensity of development proposed by the project would result in traffic volumes greater than what is established in the MVPDO. Additional language has been added to Section 5.1 to include the amount of traffic allocated to the site as established by the threshold for DID “F”. Specifically, the following clarification has been added to the PEIR on pages 5.1-21:</p> <p style="text-align: center;"><i><u>The MVPDO establishes 140 ADT/acre as the threshold for requiring a discretionary action. Projects that generate less than 140 ADT/acre and meet all other requirements of the MVPDO, may be processed ministerially. For projects that exceed 140 ADT/acre, the MVPDO requires that a Community Plan Amendment and traffic study be prepared.</u></i></p> <p style="text-align: center;"><i><u>For the Quarry Falls project, 140 ADT/acres would equate to 31,497 ADT; whereas the proposed project would result in 66,286 ADT.</u></i></p> <p>The addition of this clarifying language does not change the analysis and/or conclusions of the PEIR.</p> <p>K-13. See response nos. K-11 and K-12.</p> <p>K-14. Future development proposals will be evaluated against the approved Specific Plan and Master Planned Development permit. Uses must not only be consistent with the City Land Development Code for each zone, but must also meet the design guidelines and development standards contained in the Specific Plan and Master Planned Development Permit.</p> <p>The Land Development Code for the City of San Diego identifies Use Categories for each zoning designation, such as Residential, Retail Sales, and Offices. The CC-3-5 Zone includes a number of Use Categories and Subcategories that would not be consistent with the purpose and intent of the retail components of Creekside East Subdistrict and Village Walk District as described in Chapters 2, 8, and 9 of the Quarry Falls Specific Plan. Therefore, certain uses could not be implemented without further review and approval.</p>

LETTERS OF COMMENTS AND RESPONSES


COMMENT	RESPONSE
	<p>The Specific Plan discussion describes uses consistent with the Use Categories of Residential, Retail Sales, Commercial Services, and Office. Permanent Parking Facilities as a Primary Use is a separately regulated use within the Commercial Services category, permitted by right in the CC-3-5 Zone. Separately regulated uses are subject to additional development regulations, such as the requirement that surface parking facilities shall be screened from adjacent residential development by fences or walls and landscaping. In addition, Section 5.3, <i>Visual Effects and Neighborhood Character</i>, has concluded the development of the project would result in a significant, unmitigable impact to the visual character of the site and surrounding area. Therefore, the development of a parking facility would not result in any impacts more severe than those analyzed in the Final PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES


COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 7</p>	<p>K-15. The Land Development Code for the City of San Diego identifies Use Categories for each zoning designation, such as Residential, Retail Sales, and Offices. The IL-3-1 Zone includes a number of Use Categories and Subcategories that would not be consistent with the purpose and intent of the Office components of the Quarry District as described in Chapters 2, 8, and 9 of the Quarry Falls Specific Plan. Therefore, certain uses could not be implemented without further review and approval.</p>
<p>K-15</p> <p>Similarly, the IL-3-1 zone proposed for the Quarry District permits, with ministerial approval only, 'energy generation facilities', 'trucking and transportation terminals', and 'outdoor storage of new, unregistered vehicles as a primary use'. The visual, air quality, and community character impacts of each of these uses, among others permitted by right in the proposed zoning, should be thoroughly assessed.</p>	<p>Furthermore, the Traffic Impact Analysis is based upon the Specific Plan targets for determining average daily and peak hour trips. The Quarry District is zoned IL-3-1 and identifies office and ancillary retail uses, such as restaurants or other gathering places. However, any addition of other retail uses in the Quarry District would require a change to the land uses as defined in the Specific Plan, which would require Process 5 review and approval. Energy generation, transportation terminals, and outdoor storage of unregistered vehicles belong to Use Categories inconsistent with the purpose and intent of the Specific Plan and therefore would require an amendment to the Plan.</p>
<p>K-16</p> <p>The PEIR identifies that "Assembly and Entertainment Uses" are permitted as an interim use. These uses are not defined, nor are the impacts of these activities assessed. The impacts of each of the permitted uses in each of the proposed zones should be identified and assessed.</p>	<p>K-16. The Land Development Code defines Assembly and Entertainment Uses which are a subcategory of the Commercial Services Use Category. The Specific Plan identifies these uses as additional, allowed uses on a temporary/interim basis because they would be otherwise prohibited by the Land Development Code on residential zoned land. Specific Plan Section 8.2.8 requires approval of such uses to be subject to compliance with all City-wide development regulations and permit requirements for separately regulated uses. Such uses are subject to the requirements of the Land Development Code for temporary use (less than 30 days) and are approved by Process 1. Specific Plan Section 9.5 requires separately regulated uses identified in the Specific Plan to be processed as a Process 3 discretionary approval. Therefore, Assembly and Entertainment Uses would be subject to the provisions of the Land Development Code and require the processing of the appropriate use permit.</p>
<p>K-17</p> <p>5. <u>THE PEIR DOES NOT SERVE ITS PURPOSE AS AN INFORMATIVE DOCUMENT BECAUSE THE TRAFFIC ANALYSIS (§5.2) UNDERSTATES THE ADTS SO THE TRAFFIC IMPACTS HAVE NOT BEEN ADEQUATELY DISCLOSED AND ANALYZED</u></p> <p>A proposed project can have a potentially significant impact relative to public service systems if it causes an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., results in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads or congestion at intersections.) Cal. Code Regs., tit. 14, § 15000, et seq., Appendix G, pg. 9.</p>	<p>K-17. Comment noted. See also response to comment no. K-11.</p>
<p>K-18</p> <p>The residential "target density" for the Specific Plan is identified to be 4,780 units [see Table 3-2]. (The ultimate density that will end up being implemented is not clear as this is just a "target" for residential rather than a cap, so it appears that the worst case scenario has not been analyzed). The PEIR provides that "[t]he target development scenario and intensity would result in a total of 66,286 average daily driveway trips (ADT)." [pg. 3-13]. However, the Mission Valley Community Plan only allocates 32,040 ADTs to this site. Thus, the Project proposes more than double the ADTs allocated in the Mission Valley Community Plan.</p>	
<p>K-19</p> <p>The PEIR attempts to reduce the impact of that 66,286 figure by relying upon reductions that do not apply thereby disguising the actual number of trips impacting the community. The PEIR substantially understates the trips that will impact Mission Valley roadway and freeway segments and intersections in determining internal versus external trips. Where inaccuracies in data cause ADTs to be underreported, the EIR fails to meet CEQA standards. <i>American Canyon Community United for Responsible Growth v. City of American Canyon</i> (2006) 145 Cal.App.4th 1062, 1080. The PEIR provides :</p>	
 <small>WERTZ MCDADE WALLACE MOOT & BROWER, APC</small>	

LETTERS OF COMMENTS AND RESPONSES


COMMENT	RESPONSE
	<p>K-18. Comment noted. See also responses to comments nos. K-1 and K-11.</p> <p>K-19. See response no. I-4.</p>

COMMENT	RESPONSE
<p data-bbox="296 248 443 315">Marilyn Mirrasoul January 4, 2008 Page 8</p> <p data-bbox="348 362 936 472">“As shown in Table 5.2-6, Total Driveway Trip Generation, build out of the proposed Project would generate a total of 66,286 daily driveway vehicle trips internally. Of the 66,286 total driveway vehicle trips, 52,332 trips are cumulative external trips...(Table 5.2-7, Total External Cumulative Trip Generation). (Cumulative external trips that would leave the site).”</p> <p data-bbox="296 492 989 578">The PEIR suggests that 13,954 of the trips (66,286 - 52,332) will never leave the boundaries of Quarry Falls but the questionable rationale for this reduction in trips is premised on a faulty assumption that a mixed-use reduction applies. The Traffic Impact Study at page 17 provides:</p> <p data-bbox="348 597 667 618">“Internal Capture / Mixed-use Reduction</p> <p data-bbox="348 638 936 748">The City of San Diego Traffic Impact Study Manual has allowable trip reductions for mixed-use developments. For residential uses it is 10% of the daily, 8% of the a.m. peak hour and 10% of the p.m. peak hour traffic. For commercial office a reduction of 3% of the daily, 5% of the a.m. and 4% of the p.m. peak hour traffic is allowable.</p> <p data-bbox="348 768 936 899">For mixed-use projects that contain residential, retail, industrial and office uses, some of the trips calculated as being generated by one use may be traveling to another use on the site. For instance, trips that are generated by the residential component of Quarry Falls, will be attracted to the retail or office component of Quarry Falls. These trips never leave the project site’s internal road network.</p> <p data-bbox="348 919 936 985">...The proposed development will generate 66,286 daily driveway vehicle trips internally. Of the 66,286 total vehicle trips, 52,332 trips are cumulative external trips ...”</p> <p data-bbox="296 1005 989 1071">To apply trip reductions to all residential units, including single-family, regardless of their distance from the commercial and office areas is not appropriate. The only areas that qualify for trip reductions are the following districts:</p> <p data-bbox="296 1091 747 1157">Creskside East Residential, Retail and/or Office 84 Units Village Walk Residential, Retail and/or Office 327 Units Total 411 Units</p> <p data-bbox="709 1224 1066 1265" style="text-align: right;">  WERTZ Mc DADE WALLACE MOOT & BROPER, LLC </p>	<p data-bbox="1098 524 1541 548">K-20. See response to comment no. I-4.</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 9</p>	
<p>K-21</p> <p>Just by assembling different land uses within the same specific plan does not mean that the project is a mixed-use project. A multiple-use project, with horizontally distributed uses, has very different traffic characteristics than a vertically integrated mix of uses. Where else in Mission Valley, or in the city as a whole, have reductions to anticipated residential traffic generation been allowed just because they are in proximity to a commercial or office center? Are there precedents anywhere in the city for projects which can be demonstrated to have achieved such a reduction?</p>	<p>K-21. See response no. I-4</p>
<p>K-22</p> <p>The Project proponent claims that they are entitled to a reduction in the number of ADTs because the City Of San Diego Traffic Impact Study Manual allows for a 3% reduction of the daily trip rate for mixed-use developments. However, there is no information provided in the PEIR as to what specific retail and office uses will be located on-site and therefore the public does not know whether the retail/office facilities will be serving the Quarry Falls residents on a daily basis. Given the immense square footage planned for retail commercial and office commercial it is reasonable to surmise that these uses would be more regional in nature. Therefore, it is not appropriate for all of the commercial offices to receive the 3% reduction.</p>	<p>K-22. See response no. I-4.</p>
<p>K-23</p> <p>The thousands of residential units which are not part of the mixed-use portion of the project should be calculated at 100% of the trip generation rate. The 21% assumption is simply not supported. Accordingly, the external driveway trip generation rate must be recalculated if this PEIR is to accurately describe the traffic impacts.</p>	<p>K-23. See response no. I-4.</p>
<p>K-24</p> <p>Moreover, there is nothing in the form of entitlements proposed for Quarry Falls that requires the project to have a mixed use component. Table 3-2 of the PEIR identifies that Creekside East and the Village Walk District could be developed with zero residential units and still be consistent with the Specific Plan. The amount of commercial space could therefore increase from the 1.22 million square feet analyzed in the PEIR to 1.53 million square feet, a 25% increase. This scenario, which is allowed by proposed entitlements, would present a substantially different traffic condition within Mission Valley, a condition which was not assessed in the PEIR.</p>	<p>K-24. Please see response to comments nos. I-4.</p>
<p>K-25</p> <p>There is also a discrepancy regarding the external driveway trip generation. The text on page 5.2-10 and Table 5.2-7, Total External Cumulative Trip Generation, in the EIR and the text on page 17 in the Traffic Impact Study (TIS) indicate that there will be an external driveway trip generation of 52,332. However, Table 2-3, External Driveway Trip Generation in the TIS shows a total of 59,984. This discrepancy should be corrected</p>	<p>K-25. The traffic analysis for the project sets limits to average daily and peak hour trips that limit the total potential retail and office square footage to well below the maximum intensity range identified by the Specific Plan for the CC-3-5 and IL-3-1 zones; therefore it is not possible to develop to the maximum intensity of 1.53 million square feet based upon the constraints of the traffic study. The Final PEIR and Specific Plan have been revised to include a development cap as a component of the implementation process. See also response to comment H-6.</p>
<p>K-26</p>	<p>K-26. The PEIR and the TIS are consistent with respect to the number of external cumulative trips (52,332 ADT). The external driveway trips are not included within the PEIR. The traffic study states on page 17 that the project will generate 66,286 internal driveway trips, and 52,332 external cumulative trips. The 59,984 external driveway trips number is shown in Table 2-3 of the TIS.</p>
 <small>WERTZ Mc DADE WALLACE MOOT & BROWER LLP</small>	


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 10</p> <p>and further modified by not applying the trip reduction to the majority of the residential units as discussed above.</p> <p>6. <u>THE PEIR SECTION ON TRAFFIC (§5.2) IS INACCURATE AND MISLEADING AS IT USES 2004 TRAFFIC SIGNIFICANCE THRESHOLDS RATHER THAN 2007</u></p> <p>The use of scientifically outdated information does not meet the standard of "a good faith effort at full disclosure" required by CEQA Guideline § 15151. Without current scientific information there has been no "reasoned and good faith effort to inform decision makers and the public" about project impacts. <i>Berkeley Keep Jets Over the Bay Committee v. Board of Port Com'rs</i> (2001) 91 Cal.App.4th 1344, 1367.</p> <p>The PEIR relies upon outdated information contained in the City of San Diego's 2004 Significance Determination Thresholds for determining whether impacts to the roadway and freeway segments and the intersections are significant. The City of San Diego's Development Services Department published new traffic significance thresholds in January, 2007. Excerpts from these 2007 Significance Determination Thresholds are attached hereto as Exhibit A. The new thresholds effectively halved the significance threshold for intersections and street segments operating at LOS F and added thresholds for freeways and their ramps.</p> <p>City staff decided that the new thresholds would only be applied to project applications deemed complete after January 1, 2007. This decision has never received the blessing of City Council.¹</p> <p>The impacts of Quarry Falls have therefore been assessed using outdated thresholds from 2004. [pg. 5.2-17]. The outdated thresholds present the public and the decision makers with a clear understatement of the actual impacts. A proposed project can have a potentially significant impact if it creates vehicle use that exceeds, either</p> <p>K-27</p> <p>K-28</p> <p>¹ Moreover, neither the 2004 nor the 2007 thresholds meet the requirement of Cal. Code Regs., tit. 14, § 15064.7 (b) which provides that thresholds of significance for use as part of the lead agency's environmental review process "must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence." None of the thresholds have been adopted by the City Council.</p> <p style="text-align: right;"> WERTZ MCDADE WALLACE MOUT & BROWER, APC</p>	<p>K-27. See response no. H-9. A good faith effort was undertaken to determine the transportation impacts of this project; and the traffic study was prepared using the guidelines of the City of San Diego Traffic Impact Study Manual. The 2004 thresholds for projects deemed complete prior to January 2007 are the appropriate thresholds for analyzing the traffic impacts of this project and are currently used in several other jurisdictions in California.</p> <p>It is correct to state that the Development Services Department's Significance Determination Thresholds, used as a tool by the City's environmental staff to determine whether project impacts would be considered significant, have not been adopted by the City Council. CEQA Section 15064.7(b) states: "Thresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolutions, rule, or regulation, and developed through a public review process and be supported by substantial evidence." Historically, only a few agencies have formally adopted a comprehensive set of significance thresholds as part of their local CEQA guidelines. Many others utilize in-house criteria which have not been adopted by a governing body which makes it easier to amend the thresholds and makes them less subject to political pressure. When the transportation thresholds were revised to be more stringent, the thresholds were posted on the City's web site for at least a month prior to use. The thresholds are periodically revised in response to CEQA case law, and changes in federal, state, and local regulations. Staff is currently in the process of revising the thresholds for consistency with the General Plan recently adopted by the City Council.</p> <p>K-28. See response no. H-9 and no. K-27.</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 11</p> <p>individually or cumulatively, the established standards of the congestion management agency. Cal. Code Regs., tit. 14, § 15000, et seq., Appendix G, pg. 9.</p> <p>The Traffic Impact Study relied upon in the PEIR understates the number of significant impacts by using the old threshold. More segments are significantly impacted using the 2007 thresholds. Using the 2007 thresholds, the following additional freeways/roadway segments and intersections would also be significant according to an independent traffic engineer:</p> <p>K-29 Phase 1: 5 freeway segments Phase 2: 7 roadway segments Phase 3: 2 roadway segments and 2 freeway segments Phase 4: 3 roadway segments and 3 freeway segments Horizon Year 2030: 3 roadway segments and 1 freeway segment</p> <p>K-30 See Exhibit B attached hereto which is a study prepared by an independent traffic engineer which compares impacts using the old thresholds versus the new thresholds and highlights the additional freeway and roadway segments that are deemed significant using the current thresholds. At a minimum, the PEIR must “summarize the main points of disagreement among experts to assure that” it is “adequate, complete and a good faith effort has been made to fully disclose environmental impacts.” Cal. Code Regs., tit. 14, § 15151. Moreover, where comments from experts disclose new or conflicting data or opinions that cause concern that the agency may not have fully evaluated the project and its alternatives, these comments may not simply be ignored. There must be good faith, reasoned analysis in response. <i>People v. County of Kern</i> (1974) 39 Cal.App.3d 830, 841-842.</p> <p>K-31 Since traffic is a major issue in Mission Valley and since the traffic impact study was not completed until September 2007, well after the Development Services Department published the new thresholds, it is imperative that an analysis using the current thresholds be analyzed in the PEIR. Failure to utilize the proper thresholds not only understates the traffic impacts, but also overlooks necessary mitigation.</p> <p style="text-align: center; font-size: small;">  WERTZ MCDADE WALLACE MOOT & BROWER, APC </p>	<p>K-29. See response no. H-9 and no. K-27.</p> <p>K-30. The analysis in Exhibit B to this comment letter has not been reviewed and analyzed by the City of San Diego for adequacy.</p> <p>K-31. See response no. H-9 and no. K-27.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 12</p> <p>7. <u>THE PEIR SECTION ON TRAFFIC (§ 5.2) AND THE TRAFFIC STUDY UPON WHICH IT RELIES, DO NOT SET FORTH SUFFICIENT INFORMATION TO FOSTER INFORMED PUBLIC PARTICIPATION AND TO ENABLE DECISION MAKERS TO MAKE A REASONED DECISION</u></p> <p>The PEIR and accompanying traffic study generate more questions than they answer. Page by page comments concerning the Transportation/Traffic Circulation/Parking section of the PEIR are attached hereto as Exhibit C. Further analysis of the manner in which the Traffic Impact Study is inadequate as a tool for analyzing traffic impacts of the Project as required by CEQA is attached hereto as Exhibit D.</p> <p>Given the significance of traffic issues in the Mission Valley community an adequate and complete traffic analysis is critical.</p> <p>8. <u>THE PEIR SECTION ON AIR QUALITY (§ 5.4) DOES NOT SET FORTH SUFFICIENT INFORMATION AND ANALYSIS TO FOSTER INFORMED PUBLIC PARTICIPATION AND TO ENABLE DECISION MAKERS TO MAKE A REASONED DECISION</u></p> <p>The Quarry Falls project will increase delays and lower the Level of Service at several intersections. The PEIR does not discuss the air quality impacts resulting from this increased congestion and idling time.</p> <p>Nor does the PEIR provide a discussion or analysis of greenhouse gas emissions. The following is an excerpt from "Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents", published by the Association of Environmental Professionals.</p> <p>"Prior to the passage of AB32, the majority of CEQA documents did not evaluate GHG emissions or impacts on GCC. The primary focus of air pollutant analysis in CEQA documents was the emission of criteria pollutants, or those identified in the state and federal Clean Air Acts as pollutants of concern. The passage of AB 32 (Statutes of 2006) could be construed as evidence that an analysis of GHG emissions and effects of climate change should be presented in CEQA documents. Also known as the California Global Warming Solutions Act of 2006. AB 32 added Division 25.2 to the Health and Safety Code, commencing with § 38500. In</p> <div style="text-align: right; font-size: small; margin-top: 20px;">  WERTZ MCDADE WALLACE MOOT & BROWER LLP </div>	<p>K-32. See responses to comments nos. K-67 – K-94 for responses to comments presented in Exhibit C and D of this letter.</p> <p>K-33. The Air Quality Technical Report provides a detailed analysis of potential impacts associated with increased delays and Level of Service degradation at intersections within the project study area. The Air Quality Technical Report includes CALINE4 modeling and results for 23 intersections without the Phyllis Place connection (Table 19a), and 20 intersections with the Phyllis Place connection (Table 19b). All CALINE4 modeling results were provided in the appendix to the Air Quality Technical Report. Thus the Air Quality analysis does address impacts resulting from increased congestion and idling time. The information was summarized in the draft PEIR on pages 5.4.1 through 5.4.19.</p> <p>K-34. The PEIR does include a discussion and analysis of greenhouse gas emissions in Section 8.0, <i>Cumulative Effects</i> (see 8.3.15, <i>Global Climate Change</i>). The Air Quality Technical Report includes a detailed evaluation of greenhouse gas emissions associated with the project and an analysis of potential impacts (Section 5.0, <i>Global Climate Change</i>). That analysis was conducted based on methodologies recommended in the Association of Environmental Professionals' <i>Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents</i>. Associated calculations are provided in the appendix to the Air Quality Technical Report.</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="296 264 441 334">Marilyn Mirrasoul January 4, 2008 Page 13</p> <p data-bbox="346 383 924 805">§ 38501(a), the findings of the act included the declaration by the Legislature that “global warming poses a serious threat to the economic well-being, public health, natural resources, and environment of California.” This legislative finding provides added state policy basis for addressing GCC in CEQA, in addition to the basic purpose of CEQA. § 38501(a) of the act also states that “the potential effects of global warming including the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in incidences of infectious diseases, asthma, and other human health-related problems.” Section 38598(b) of the California Global Warming Solutions Act directs that “nothing in this division shall relieve any state entity of its legal obligations to comply with existing law or regulation.” When the legislative findings about the threats to the environment and the absence of relief from other laws are considered together, the act creates compelling statutory basis for addressing significant adverse effects of GCC in CEQA compliance.”</p> <p data-bbox="296 824 972 870">Failure to provide a discussion and analysis of greenhouse gas emissions is a significant deficiency in the PEIR.</p> <p data-bbox="296 889 972 984">9. <u>THE PEIR SECTION ON NOISE (§ 5.5) DOES NOT SET FORTH SUFFICIENT INFORMATION TO FOSTER INFORMED PUBLIC PARTICIPATION AND TO ENABLE DECISION MAKERS TO MAKE A REASONED DECISION</u></p> <p data-bbox="296 1003 972 1146">The noise analysis identifies sensitive receptors in Serra Mesa. It does not, however, assess impacts to the closest receptor, the Murray Canyon Apartments, currently under construction. These apartments will be completed before construction begins at Quarry Falls, and will be subject to a variety of noise sources including mining, processing, and construction activities. The PEIR should assess the impact on the closest receptor.</p> <div data-bbox="117 1016 216 1062" style="border: 1px solid black; padding: 2px; width: fit-content;">K-35</div> <div data-bbox="695 1287 1045 1336" style="text-align: right; font-size: small;">  WEEKS MCDONALD WALLACE MOORE & BROWNER LLP </div>	<p data-bbox="1098 228 1969 708">K-35. Noise impacts on adjacent properties associated with construction are evaluated in the PEIR. Project construction would be required to comply with the City of San Diego’s Noise Standards regarding construction noise, Municipal Code Section. 59.5.0404, and the construction noise limit at residential property lines is discussed on pages 5.5-2 through 5.5-6 of the draft PEIR. Compliance with regulations is not considered mitigation; therefore, no mitigation is required. As stated in the PEIR, the peak noise from on-site construction equipment would be around 95 dB (Lmax) at 50 feet from the source. Spreading losses would reduce this level to around 75 dB (Lmax) at the nearest Serra Mesa homes. At existing off-site residences, construction noise would be at levels currently experienced from other sources (aggregate equipment, airplanes, sirens, etc.). Project-related construction equipment maxima are therefore no louder than maxima observed from other sources. Given the limited duration of required heavy equipment operations, such noise impacts are considered less than significant outside the project limits.</p> <p data-bbox="1178 737 1969 1065">Because the current mining operation is an existing condition operating legally under Conditional Use Permits 5073 and 82-0315, any new use in proximity to the site is legally required to analyze potential environment impacts under the California Environmental Quality Act (CEQA). The PEIR for Quarry Falls includes a detailed discussion of several potential environmental impacts resulting from the phasing of development with the existing mining operation, including noise and air quality. As required by law, the Murray Canyon Apartments also conducted an environmental analysis for potential impacts and concluded no unmitigated noise impacts would result from the construction of the project adjacent to the existing mining operations.</p> <p data-bbox="1178 1094 1969 1308">The Murray Canyon Apartment project was approved on April 28, 2005, adjacent to the existing mining, rock crushing, and batch plant operations permitted under Conditional Use Permits 5073 and 82-0315. Mitigated Negative Declaration Project No. 5700 Final Report dated April 14, 2005 included a discussion and analysis of noise emanating from traffic and the adjacent mining operations based upon possible adverse impacts to residents of the proposed apartments in outdoor usable areas.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>A Noise Impact Analysis was prepared by Giroux and Associates (October 2003) that concluded “Although rock processing noise appeared audible near the project site, it was well within allowable levels.” Therefore, the requirement to assess the noise impact of existing mining operations to the Murray Canyon Apartments was completed as part of the review and approval of that project.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 14</p> <p>10. <u>NOWHERE WITHIN THE PEIR IS THERE AN ADEQUATE ANALYSIS OF THE IMPACTS TO PUBLIC SERVICE SYSTEMS</u></p> <p>When the City issued a Public Notice of the Preparation (NOP) of the Draft PEIR and scoping meeting for this Project, the NOP stated that the proposed project may result in significant environmental impacts in the area of public services. Attached to the NOP was a letter providing a detailed discussion of the issues that were to be addressed in the Draft PEIR, including the following issue as discussed on page 8:</p> <p>Public Services and Facilities</p> <p>Issue 1: Would the proposed project result in the need for new or expanded public facilities, including, fire protection, emergency medical, libraries, schools and parks? If so what physical impacts would result from the construction of these facilities?</p> <p>The reporter's transcript of the scoping meeting on September 19, 2005, included the following statement by the moderator:</p> <p>The scoping letter outlines the issues which must be analyzed within the Program Environmental Impact Report. They include ... public surfaces (sic)</p> <p>Moreover, the City Of San Diego's 2007 Significance Determination Thresholds provide that there should be an evaluation of the significance of a project's impacts on police and fire-rescue services, schools, libraries, parks and recreational resources. But Public Services and Facilities are not given the proper impact evaluation in the PEIR. Instead of being part of a more thorough Environmental Analysis in Section 5, a limited discussion of these topics is addressed in Section 2: Environmental Setting. The PEIR is deficient by not analyzing these serious issues.</p> <p>A proposed project can have a potentially significant impact relative to public service systems if it negatively impacts response times, service ratios and other performance objectives for any public services (i.e. fire protection, police protection, schools, parks, public facilities). Cal. Code Regs., tit. 14, § 15000 et seq., Appendix G pg. 9. The failure to analyze these impacts is a serious flaw in the PEIR. The importance of the potential impacts to public facilities and services is underscored by the following</p> <p style="text-align: right;">  WERTZ MCDADE WALLACE MOOT & BROWER, APC </p>	<p>K-36. Subsequent to publishing the NOP, the City determined that public services and facilities should be presented in the Environmental Setting section of EIRs. Therefore, the Quarry Falls PEIR addresses Public Services and Facilities in Section 2.6, <i>Existing Public Services and Facilities</i>. The discussion in Section 2.6 addresses Fire, Emergency Services, Police, Libraries, Schools, and Parks.</p> <p>The discussion presented in Section 2.6 is detailed and not only quantifies the project's potential to affect public services and facilities, but also presents the results of correspondence (see Appendix N) with services providers and considers whether the Quarry Falls project will trigger the need for facilities to serve residents of Quarry Falls, as well as the surrounding communities. Figure 2-9, <i>Public Facilities Map</i>, shows the location of all of the public facilities addressed in the PEIR and their relationship to the project site. In this manner, the PEIR does, in fact, analyze impacts to public services and facilities. Public facilities and services are evaluated in light of whether or not the deficiency would result in a physical change in the environment related to the construction or alteration of public facilities. No new facilities are required to serve the project relative to fire protection, police, library and schools. Therefore, a physical change to the environment associated with these services would not occur (CEQA Guidelines Section 15358). Relative to parks, the project would provide construction of a neighborhood park on-site and monetary contribution to a community park as required by the City. See discussion below. They physical change resulting from the on-site neighborhood park is addresses in the PEIR as part of the project as a whole.</p> <p>Fire Rescue (PEIR Section 2.6.1): The Quarry Falls project would increase the call volume for the engine companies responsible for this area (Appendix M: September 12, 2005, letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels). According to the City of San Diego Fire Prevention Bureau, with the temporary station in Mission Valley, the response time to the Quarry Falls site during the day is 4.5 minutes, which is below the national standard (Appendix M: February 17, 2006 letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels). A new fire station is planned in the project vicinity and would replace the temporary station located at Qualcomm Stadium. An MND has been prepared and adopted for the new fire station (Mission Valley Fire Station - Project No. 6595; LDR No. 330900; CIP No. 33-090.0).</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Based on the City’s Fire-Rescue Department’s evaluation, the project would result in an increased demand for service. The magnitude of the demand can only be approximated based on the number of incidents generated per 1,000 people. New development within the Mission Valley community are required to pay Development Impact Fees (DIF) in accordance with the Public Facilities Financing Plan (PFFP) for the Mission Valley Community to assist in funding public facilities such as the construction of an additional fire station within Mission Valley.</p> <p>Police (Section 2.6.3): The Police Department has stated that the project would add additional police-related calls for service to the Department; therefore, without additional police officers, it is likely that police response times would increase in the project area. While the Police Department did not identify a need for new facilities, it did identify that the effect of the development on response time could be offset by compensating for the initial equipment costs of \$322,000.00 which would not be covered by the DIF. The effect to response times is a function of the allocation of police officers citywide and the annual budget allocation for personnel and non-personnel expenses for the Police Department. However, the 2006 emergency response time for Mission Valley is comparable to the approximate 7.3-minute city-wide average response time for emergency calls.</p> <p>Library (Section 2.6.4): Relative to library service, correspondence with the City’s Library Department the projected population of 8,317 associated with buildout of Quarry Falls is within that anticipated to be served by the Mission Valley Library.</p> <p>Schools (PEIR Section 2.6.5): Based on correspondence with the San Diego Unified School District (SDUSD), Quarry Falls could generate 191 to 382 school-aged children (grades K- 12). The analysis provided by SDUSD concludes that the number of school-aged children expected from the proposed project would be accommodated by existing elementary, middle, and high schools, and no new school facilities would be required.</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Parks (PEIR Section 2.6.6): The analysis regarding parks stated that the proposed project would develop 4,780 residential units, which would result in approximately 8,317 new residents in Mission Valley, based on SANDAG’s 2006 forecast of 1.74 people per household. Based on the City’s Progress guide and General Plan guidelines of a minimum of 2.8 useable acres of parkland per 1,000 residents, there is a requirement for approximately 16.64 useable acres of Neighborhood Parks and approximately 6.65 useable acres of Community Parks. A total of 17.5 acres of public population-based park area would be provided by the project through a combination of privately owned parks with public easements and public parks. The remaining requirement for population-based community park area would be satisfied by payment of Developer Impact Fees.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 15</p> <p>statements regarding public services and facilities in the City’s adopted Strategic Framework Element:</p> <p><u>Page 28</u> – The City of Villages strategy will provide the public facilities and services that growing neighborhoods require. The voices of community planning groups and citizens are clear: higher density development must be accompanied by sufficient public facilities and services.</p> <p><u>Page 37</u> – The provision of adequate infrastructure and public facilities is the key component for the entire strategy. Public facilities like schools, parks, and police services must keep pace with population growth and development.</p> <p><u>Page 70</u> – Infrastructure that is currently lacking must be in place before some of the areas identified as potential villages can begin to accept higher density residential development and/or additional commercial uses.</p> <p><u>Page 70</u> – The rate at which the City of Villages concept can be applied throughout the City will be determined largely by the rate at which infrastructure deficiencies can be remedied.</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-37</div> <p>The PEIR is deficient by not providing an adequate analysis of the Project’s impacts on fire protection, emergency medical services, libraries, schools and parks.</p> <p>A. The Impact On Fire Protection Services Was Not Analyzed In The PEIR</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-38</div> <p>Pursuant to the City Of San Diego’s 2007 Significance Determination Thresholds, a CEQA health and safety analysis must include an evaluation of whether a project would expose people or structures to a significant risk of loss, injury or death involving wildland fires. In addition, there should be an evaluation of whether the project substantially affects fire rescue response times. Id.</p> <p>The analysis of fire protection services should also address the concerns of Samuel L. Oates, City Fire Marshal, in his letter of September 12, 2005 which is part of the PEIR. He stated that the proposed Project would increase the call volume for the engine companies responsible for the area and that the way to mitigate this impact is to build a new fire station in the 9400 block of Friars Road. Mr. Oates stated that development in this area has adversely affected the ability to provide adequate fire protection by</p> <div style="text-align: right; font-size: small; margin-top: 20px;">  WENTZ MCEADE WALLACE MOOT & BROWER, APC </div>	<p>K-37. The PEIR contains a detailed analysis of the project’s effect on public services, including fire protection, emergency medical services, libraries, schools, and parks. The commenter is referred to Section 2.6 of the PEIR. See also response no. K-36.</p> <p>K-38. For a discussion of Fire Protection Services, see Section 2.6.1 of the PEIR. Section 2.6.1 specifically addresses the response letter from City Fire Marshall Samuel L. Oates. As stated in the PEIR:</p> <p><i>“The Quarry Falls project would increase the call volume for the engine companies responsible for this area (Appendix M: September 12, 2005, letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels). According to the City of San Diego Fire Prevention Bureau, with the temporary station in Mission Valley, the response time to the Quarry Falls site during the day is 4.5 minutes, which is below the national standard (Appendix M: February 17, 2006 letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels).”</i></p> <p>Further correspondence received from the City’s Fire-Rescue Department supports the analysis presented in the PEIR. As presented in a memo from Franki Murphy, Assistant Fire Marshal, dated March 27, 2008:</p> <p><i>“As new developments within the Mission Valley community are required to pay DIF to assist in funding public services and facilities such as the construction of an additional fire stations, it is the Fire-Rescue Department’s position that the impact of this planned development would best be addressed by the developer through contribution to DIF for the building of an additional fire station in Mission Valley.”</i></p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 16</p> <p>K-39 increasing incident volume and overcrowding streets which affects response times. In analyzing fire protection service issues, the PEIR should discuss whether the project's significant traffic impacts will diminish fire protection services to below an acceptable standard.</p> <p>The PEIR should also address the remark made by Frankie Murphy, Assistant Fire Marshal, in his letter of September 4, 2007, also part of the PEIR:</p> <p style="padding-left: 40px;">"Because of the anticipated increase in incidents that will result from this project, as well as the marginal responses time to the interior reaches of the planned development, San Diego Fire-Rescue requests a site be reserved in this project for a possible future fire station."</p> <p>Page 2-17 of the PEIR states that "the project would result in an increased demand for [fire] service." The PEIR does not, however, assess the capacity of the six nearest stations to accommodate the demand and what impacts will be unmitigated from the Project's increased demand.</p> <p>K-41 The PEIR does not include construction of any fire stations as a mitigation measure. Nor does the PEIR discuss the status of Mission Valley's pursuit for fire stations which bears on the existing ability to service the public. The Mission Valley Public Facilities Financing Plan FY 2006 identifies the need for two fire stations in Mission Valley : one located north of Friars Road in the Qualcomm Stadium Park lot and a second station to serve the west side of Mission Valley. Construction on the Friars Road facility will be scheduled once funding has been identified (\$6,366,424 in funds are unidentified). The facility serving the west side of Mission Valley will be scheduled for construction once a building location and funding (\$10,640,000 in funds are unidentified) for land acquisition, design and construction have been determined.</p> <p style="text-align: center;">B. The Impact On Emergency Medical Services Was Not Analyzed In The PEIR</p> <p>K-42 The availability of emergency medical services is described, but no analysis was provided of the capacity of the system to respond to the demand generated by Quarry Falls, or of the impact to the level of services currently available to existing residents. The discussion of the Project's impacts on emergency medical services must be evaluated.</p> <p style="text-align: center; font-size: small;">  WERTZ MCDADE WALLACE MOOT & BROWER APC </p>	<p>K-39. Section 2.6.1 of the PEIR evaluates response times for fire services, based on information provided by the City's Fire-Rescue Department. See Section 2.6.1. Fire units are equipped with special technology (mobile data computers) and utilize traffic signal control when available.</p> <p>K-40. The City Fire-Rescue Department has determined that they did not want a fire station site within Quarry Falls, as stated in a memo from Franki Murphy, Assistant Fire Marshal, dated March 27, 2008.</p> <p>Please also see response no. K-38.</p> <p>K-41. As stated in the PEIR, based on the City's Fire-Rescue Department's evaluation, the project would result in an increased demand for service. The magnitude of the demand can only be approximated based on the number of incidents generated per 1,000 people. New developments within the Mission Valley community are required to pay Development Impact Fees (DIF) in accordance with the Public Facilities Financing Plan (PFFP) for the Mission Valley Community to assist in funding public services and facilities.</p> <p>K-42. Emergency medical services are addressed in Section 2.6.2 of the PEIR. Emergency medical services are provided throughout the City of San Diego, including the project site, through a public/private partnership. The private partner is Rural Metro Corporation, which provides some personnel and some ambulances. The City's Emergency Medical Services (EMS) serves as the public partner. As stated in Section 2.6.2, EMS is under contract to meet the 12- or 18-minute response times at least 90 percent of the time.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 17</p> <p>K-43 Moreover, under the City Of San Diego's 2007 Significance Determination Thresholds, a CEQA health and safety analysis must include consideration of whether the project would impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p> <p>C. The Impact On Police Protection Services Was Not Analyzed In The PEIR</p> <p>K-44 The City of San Diego's Significance Thresholds provide that there should be an evaluation of whether the project substantially affects police rescue response times. The PEIR identifies that the project will generate a need for 23 additional police officers. The only mitigation discussed is funding for initial equipment costs. No mitigation (funding) is identified for ongoing personnel and equipment costs. This is imperative given the City budget cuts and the lack of funding for police services. The impact should be fully described and adequate mitigation proposed.</p> <p>K-45 D. The Impact On Library Services Was Not Analyzed In The PEIR</p> <p>K-46 The Project's impacts on library services should be fully evaluated in the Environmental Analysis section of the PEIR. The minor discussion under Environmental Setting projected the population of Quarry Falls at 8,317. But, as noted in section 11 below, the PEIR also uses a figure of 12,476 residents based on the City-wide average household size of 2.61 (2000 Census). This is a discrepancy that needs to be corrected.</p> <p>K-47 E. The Impact On School Services Was Not Analyzed In The PEIR</p> <p>The PEIR identifies two elementary schools (Jones and Juarez), which would serve Quarry Falls, as having a total capacity for 101 additional students. Table 2-3 of the PEIR indicates 210 students might be generated by Quarry Falls. The PEIR does not identify whether the schools would then be functioning beyond capacity. Similarly, the high school has capacity for 42 students, yet the PEIR anticipates that 86 students from Quarry Falls might be expected to attend. A full discussion of school availability should be provided. Likely solutions, such as busing students to other locations, should be described, and the air quality and traffic impacts of these solutions should be assessed. The PEIR should contain a full analyses of the traffic impacts on nearby streets from school-bound trips.</p> <p>A further analysis may conclude that a school is indeed needed at Quarry Falls. The PEIR indicates that a school "may" be constructed within Quarry Falls. "May" is not</p> <p style="text-align: center;"><small>WERTZ McDADE WALLACE MOOT BROWER LLP</small></p>	<p>K-43. The project would not impair implementation of, or physically interfere with, the City's emergency response plan or emergency evacuation plan. Emergency response and evacuation is handled in the County of San Diego by the Unified Disaster Council (UDC), which is the governing body of the Unified San Diego County Emergency Services Organization. The Council is comprised of the Chair of the San Diego County Board of Supervisors, who serves as Chair of the Council, and representatives from the 18 incorporated cities. The primary purpose of the UDC and the Emergency Services Organization is to provide for the coordination of plans and programs designed for the protection of life and property in the County of San Diego.</p> <p>The County of San Diego Office of Emergency Services (OES) serves as staff to the UDC. In this capacity, OES is a liaison between the incorporated cities, the State Office of Emergency Services and the Federal Emergency Management Agency (FEMA), as well as non-governmental agencies such as the American Red Cross. The City of San Diego is one of the 18 incorporated cities that participate in the OES program and also has a Homeland Security Office headed by the Mayor.</p> <p>K-44. Police services are addressed in Section 2.6.3, <i>Police Protection Services</i>. The analysis in this section is based on correspondence with the City of San Diego Police Department (see Appendix N to the PEIR). As stated in Section 2.6.3, the project would add additional police-related calls for service to the Department; therefore, without additional police officers, it is likely that police response times would increase in the project area.</p> <p>The current budgeted staffing ratio for police officer to population is 1.67 officers per 1,000 residents based on a residential population citywide of 1,263,000 (2004 SANDAG) and a budgeted strength of 2,108 police officers. As stated in the PEIR, build-out of the Quarry Falls project would result in an additional permanent population increase and an increase in commercial space, requiring an additional 23 police officers.</p> <p>The PEIR does address funding for on-going personnel and equipment costs. Specifically, the PEIR states:</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p><i>“The initial costs associated with increased police officer staffing include the following: expansion to existing police facilities (when necessary), police vehicles, portable radios, firearms, and other related safety equipment. This one time, start up amount totals \$14,000 per sworn officer. Salaries and other employee benefits are not included in this figure. Based on the additional officer requirements as described above for 23 officers, the effect of the development on response time could be offset by compensating for the initial equipment costs of \$322,000.”</i></p> <p>The addition of police officers and related equipment for assignment to the Department would be adequate to remain consistent with optimal staffing. Eastern Division currently has 79 patrol officers though optimal patrol staffing is 110 officers. Adding 23 police officers to the Department would not bring the Division to capacity. Therefore, construction of new facilities would not be necessary; no physical change in the environment would occur.</p> <p>Police response times are primarily determined by the allocation of resources for staff and equipment. This occurs annually as part of the City of San Diego’s budgetary process, which is subject to final approval by the City Council. As stated previously, the proposed project would be required to pay DIF which would assure the payment of a fair share contribution toward public facilities and services. Note that DIF cannot be used to pay for operations and maintenance of public facilities.</p> <p>K-45. Library services are addressed in Section 2.6.4, <i>Library Services</i>. The analysis presented in Section 2.6.4 states: that a permanent library is intended to serve a population of about 30,000. Currently, based on the January 1, 2006 SANDAG estimate, the population for Mission Valley is 17,230 people. The project would add 8,317 residents, based on SANDAG’s estimate of 1.74 people per household for Mission Valley. This would bring the estimated population for Mission Valley to 25,547. This projected population is within that anticipated to be served by the Mission Valley Library, and therefore no new library facilities would be required to serve the existing population and the Quarry Falls project.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>K-46. It is acknowledged that the PEIR uses two different population projections for the project. SANDAG and most departments at the City use an estimate of 1.74 people per household for the Mission Valley Community. The estimate of 1.74 people per household is a more accurate estimate because it pertains to the Mission Valley community specifically and is from the most recent census. This estimate has been used for all analyses in the PEIR except for Police Services. As clearly stated in the PEIR, the Police Department uses the 2000 City-wide census for projecting staffing and facility needs, which is 2.60 people per household. This would result in 12,476 residents within Quarry Falls.</p> <p>K-47. Schools services are thoroughly evaluated in the PEIR (see Section 2.6.6). The analysis in the PEIR is based on discussions and correspondence with the San Diego Unified School District. Table 2-2, <i>Potential Student Generation – Quarry Falls</i>, of the PEIR shows the estimated number of students that could be generated by the proposed project based on information provided by San Diego City Schools. The number of school-aged children expected from the proposed development would be accommodated by the existing elementary, middle, and high schools.</p> <p>Nonetheless, the proposed project is providing a site for a future school, and the developer has an agreement with High Tech High to locate a Charter School within Quarry Falls. The San Diego Unified School District approved a charter for the development of a K – 8 school on approximately three acres in Quarry Falls.</p> <p>Additionally, the developer would be required to pay school fees in accordance with SB 50. Developer fees collected pursuant to SB 50 are “deemed to be full and complete mitigation” for impacts related to the provision of adequate school facilities. (Gov. Code, §65995, subd. (h).) SB 50 also prohibits local agencies from denying land use approvals on the basis of inadequate school facilities, so long as the project proponent, if required to do so, pay the statutorily-capped developer fees. (Gov. Code, §65995, subd. (I).)</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>The PEIR addresses potential environmental impacts associated with developing a school within Quarry Falls. Specifically, traffic impacts associated with the potential school are evaluated in Section 5.2 of the PEIR; air quality impacts are addressed in Section 5.4; and noise impacts associated with locating a school in Quarry Falls are evaluated in Section 5.5.</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 18</p> <p>mitigation and a complete assessment of school services, and accompanying traffic impacts, is necessary. This is particularly true considering the school proposed is a charter school. High Tech High charter school provides for enrollment by lottery, not according to location of residence. Accordingly, such a school will not necessarily serve the needs of the Quarry Falls families and will draw additional traffic into the area. The PEIR contains no analysis of this impact.</p> <p style="text-align: center;">F. The Impact On Parks Was Not Analyzed In The PEIR</p> <p>The Mission Valley YMCA is not a “public” facility and should not be included in Figure 2.9 – Public Facilities Map. The adopted Mission Valley Public Facilities Financing Plan (on page 3) recognizes the YMCA as a private recreational facility. The PEIR should accurately depict public and private facilities in order to correctly portray the paucity of park facilities in Mission Valley. The PEIR at page 2-23 states the following:</p> <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">K-48</div> <p>“Based on the City’s Progress Guide and General Plan Guidelines of a minimum 2.8 useable acres of parkland per 1,000 residents, there is a requirement for approximately 16.64 useable acres of Neighborhood Parks and approximately 6.65 useable acres of Community Park, for a total of 23.29 useable acres of population-based parks for Quarry Falls.</p> <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">K-49</div> <p>Both public and private park and recreational facilities are planned as part of the proposed Quarry Falls Specific Plan. These include passive and active recreational amenities in the form of parks and trails, a Civic Center, and a Community Recreation Center. As shown by Table 2-4, a total of 17.5 acres of public population-based park area would be provided by the project through a combination of privately owned parks with public easements and public parks. The remaining requirement for population-based community park area would be satisfied by payment of the DIF.”</p> <p>The community’s need for parks is not “satisfied” by payment of a fee. (A developer’s mere commitment to pay fees is inadequate mitigation if the fees bear no relation to actual mitigation. <i>Save Our Peninsula Comm. v. Monterey County Bd. of Supervisors</i> (2001) 87 Cal.App.4th 99.) Mission Valley is seriously deficient in neighborhood and community parks. It has a current deficit of 47.75 acres. [pg. 2-23]. The need will be satisfied by providing locations for, and constructing, parks in the community. The PEIR must identify that Quarry Falls will exacerbate the park</p> <p style="text-align: center; font-size: small;">WERTZ Mc DAFF WALLACE MOORE BROWER LLP</p>	<p>K-48. Comment noted. A note has been added to Figure 2-9 stating that the Mission Valley YMCA is a private recreation facility on public land.</p> <p>K-49. Parks are addressed in Section 2.6.6, Parks in the PEIR. The City of San Diego Park and Recreation Department has reviewed the proposed project and determined that a total of 23.29 useable acres of population based parks are required, based upon a population forecast for the project of 8,317 residents and the requirement to provide 2.8 acres per 1,000 in population. This results in a requirement for 16.64 acres of Neighborhood Parks and 6.65 acres of Community Parks.</p> <p>The project is required to address population-based park requirements based on the increase in the community’s population generated by the project. The project is not responsible for addressing population based deficits within the community. The project is providing 17.5 acres of public recreation by deeding parkland to the City and through public easements on private property to satisfy the project’s neighborhood park requirements. The City has determined that based upon SANDAG’s 2030 projection of additional residential units planned in Mission Valley, there will be adequate Development Impact Fees (DIF) collected from future development and other sources to construct the community park and related facilities identified in the Mission Valley Public Facilities Financing Plan. The Quarry Falls amendment to the Mission Valley Public Facilities Financing Plan will be processed with the Quarry Falls project. It is anticipated that the amendment will include revisions to the population-based park standards for consistency with the new Recreation Element of the General Plan and incorporate revisions relative to the proposed Quarry Falls development. The amendment will also reflect updated project costs and population forecasts.</p> <p>To provide 6.65 acres of community park on-site in lieu of DIF payments would not provide community park facilities associated with a much larger (20-30 acre) community park because park development fees intended for construction of the community park would not be generated. The payment of fees contributes towards the funding of the Community Park, identified as a standard 20 acre active park, oriented to organized sports, in the vicinity of Qualcomm Stadium. This facility includes a community recreation center and swimming pool.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>It should be noted that the Recreation Element of the recently adopted General Plan establishes new policies for park planning. As stated in the Recreation Element, “Neighborhood and community park facilities should take a variety of forms in response to the specific needs and desires of the residents involved. Neighborhood parks should be oriented towards achieving maximum neighborhood involvement in terms of interest, participation, and support.”</p> <p>In addition to 17.5 acres of on-site population-based parks, Quarry Falls provides a number of other recreation opportunities, both public and private. A publicly accessible trail system and Civic Center, which includes a heritage museum operated by the San Diego River Park Foundation, are proposed as integral parts of the development. A private community recreation center, designed to include community buildings, tennis courts, a swimming pool and plaza, would serve the residents of the project. Mid- and high-density residential projects would include on-site common open space, which includes recreation centers and swimming pools.</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 19</p> <p>deficiency in Mission Valley. It will provide only 17.5 acres of the 23.29 acre demand it generates.</p> <p>Quarry Falls will also remove one of two potential locations in Mission Valley for a community park. The only undeveloped properties with adequate acreage to accommodate a community park are Quarry Falls and Levi-Cushman. The PEIR should address the requirement that Levi-Cushman will by default become the community park location, even though it is not designated for such in the community plan, and even though there is a development agreement on the property. An analysis of the park issue should consider whether the development agreement on Levi-Cushman, plus the lack of a community park in Quarry Falls, will mean that Mission Valley must be without adequate park facilities.</p> <p>The PEIR should explain the distinction between public parks and privately owned parks with public easements and explain why they are treated differently in the analysis.</p> <p>Since the parks (private and public) would be internal to the project, is parking going to be provided to accommodate the non-residents who might wish to use the parks? The illustrative figures provided in the PEIR do not indicate the future availability of parking. Will Quarry Fall's park acreage become de facto private parks if they are accessible only to residents who will have the opportunity to walk? Such issues must be addressed in the PEIR now since the structure of the Project's entitlements, as described above, will not provide an opportunity for project-level environmental review.</p> <p>11. <u>THE PEIR CONTAINS CONTRADICTORY PROJECTED POPULATION FIGURES WHICH DISTORT ENVIRONMENTAL ANALYSES</u></p> <p>Two conflicting methods of calculating future project population are used in the PEIR resulting in a distorted population projection. On page 2-19 the PEIR represents that, "[t]he Quarry Falls project with 4,780 dwelling units would result in an additional permanent population increase of approximately 12,476 residents based on the City-wide average household size of 2.61 (2000 Census)." But on page 2-20 the PEIR represents that the project would add 8,317 residents, based on SANDAG's estimate of 1.74 people per household for Mission Valley. The 4,158 difference between the projected populations distorts traffic analysis, public services analyses and public utility analyses. This discrepancy must be explained. A single, consistent assumption of population should be used throughout the PEIR. CEQA has not been complied with where there are factual inconsistencies in the EIR that leave the reader/decision maker without substantial</p> <p style="text-align: center;">  WENTZ MC DADE WALLACE MOORE & BROWNER, APC </p>	<p>K-50. Neither the Quarry Falls project site or the approved Levi-Cushman Specific Plan area are identified as locations for community parks to serve Mission Valley. Instead, the Mission Valley Community Plan identifies a community park at Qualcomm Stadium:</p> <p><i>“Provide a community park in the vicinity of San Diego Jack Murphy Qualcomm Stadium. Because of the potential expense of land purchase at this site, it will be necessary to find means of financing the facility with other than the standard park fee program, which in its present form cannot guarantee the minimum funding for such a facility. It should be developed as an active park, oriented to organized sports.”</i> Mission Valley Community Plan, page 128</p> <p>According to the Mission Valley PFFP, <i>“The locations for these parks shall be determined during the community plan update process; however, possible sites for neighborhood parks could be in the vicinity of Levi Cushman and Quarry Falls, and in the vicinity of Qualcomm Stadium for the community park as recommended in the community plan.”</i> (Mission Valley PFFP, page 3.)</p> <p>The Quarry Falls project would not preclude locating a community park at Qualcomm Stadium.</p> <p>K-51. Public parks are parks where the fee title is owned by the City, and the City has the responsibility for establishing maintenance for the areas. Private open space with public easements are areas where the land is owned and maintained by a property owners association. Public easements are placed over these areas to ensure access and use by the public. Both the public parks and the project's private open space areas with public easements are treated the same in the PEIR, as both would be accessible to the public.</p> <p>K-52. Parking will be provided at Quarry Falls Park, as determined by the City in accordance with City requirements. It is not anticipated that parking will be provided at the smaller park areas. The City does not require on-site parking for population based neighborhood parks; rather, it relies upon on-street public parking to provide opportunity for those individuals that elect to drive to the park. This approach is meant to avoid the negative impact to the total available active and passive parkland that would occur by including parking on-site. The ultimate design of Quarry Falls Park will go through the City's public park input and review process.</p>
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K-51	
K-52	
K-53	


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Although not required by the City's Land Development Code, parking needs for the park will be evaluated as part of the park design and review process. All public parks and private open space areas with public easements will be open to the public.</p> <p>K-53. Please see response to comment no. K-46.</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 20</p> <p>evidence for concluding an accurate evaluation has been performed. <i>Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova</i> (2007) 40 Cal.4th 412, 439.</p> <p>K-54 The population assumption should consider the evolving structure and size of families in San Diego, and the emerging form of community development. As the public agencies and developers continue to favor infill development over suburban single-family development, families will increasingly occupy centrally-located, attached residential products. Families with children will occupy these condominiums and apartments. Historic data regarding average household size substantially underestimates the likely population of Quarry Falls. The analysis of public services, particularly impacts to schools, parks, libraries, and similar facilities cannot be done satisfactorily without a more accurate projection of family size. The same is true with respect to household size and its impact on water supply projections.</p> <p>12. <u>THE WATER SUPPLY ASSESSMENT REFERENCED IN THE PUBLIC UTILITIES SECTION OF THE PEIR (§5.12), MUST BE REVISED BASED ON THE CITY ATTORNEY'S MEMORANDUM OF LAW</u></p> <p>K-55 An EIR evaluating a planned land use project must assume that all phases of the project will eventually be built and will need water, and must analyze, to the extent reasonably possible, the impacts of providing water to the entire proposed project. <i>Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova</i> (2007) 40 Cal.4th 412, 431. CEQA's informational purposes are only satisfied when decision makers are presented with sufficient facts to "evaluate the pros and cons of supplying the amount of water that the [project] will need." Id.</p> <p>An adequate environmental impact analysis for a large project, to be built and occupied over a number of years, cannot be limited to the water supply for the first stage or the first few years. Id. The EIR must identify long-term water supplies and the impacts of exploiting those sources. Id.</p> <p>"The future water supplies identified and analyzed in the EIR must bear a likelihood of actually proving available; speculative sources and unrealistic allocations ("paper water") are insufficient bases for decisionmaking under CEQA...where, despite a full discussion, it is impossible to confidently determine that anticipated future water sources will be available, CEQA requires some discussion of possible replacement sources or alternatives to</p> <p style="text-align: right;"> WERTZ MCEADE WALLACE ROOT & BROWN</p>	<p>K-54. Population projections for the project are based upon the latest SANDAG population forecasts, currently projected to 2030. These forecasts take into account demographic changes, such as age and family size, over a 20+ year horizon. SANDAG is the state authorized metropolitan planning organization responsible for transit planning, funding allocation, project development, and construction in the San Diego region in addition to its ongoing transportation responsibilities and other regional roles.</p> <p>K-55. The Water Department has re-evaluated the Water Supply Assessment for the Quarry Falls project. The revised Water Supply Assessment (October 2007, referenced in Appendix L), post-dates the City Attorney's Memorandum. The Water Supply Assessment confirmed that there are sufficient water supplies to serve existing demands, estimated demands of the Quarry Falls project, and future water demands within the Water Department's service area in normal and dry year forecasts, over the required 20 year planning horizon. The Water Supply Assessment prepared for the Quarry Falls project was supplied to those requesting it and was adequately summarized in the draft PEIR in the draft PEIR Public Utilities Section 5.12. As previously stated, CEQA does not require that all appendices be distributed. Furthermore, the Water Supply Assessment was available throughout the public review period for the Draft PEIR. In response to this comment, more information supporting the Water Supply Assessment's conclusions has been provided in Sections 5.12.1 and 5.12.2.</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;"> K-55 (con't) </div> <p>Marilyn Mirrasoul January 4, 2008 Page 21</p> <p style="margin-left: 40px;">use of the anticipated water, and of the environmental consequences of those contingencies.” Id. at 432.</p> <p style="margin-left: 40px;">There is no actual analysis of water supply issues contained within the PEIR itself. The PEIR relies completely upon the City of San Diego Water Supply Assessment (WSA) and concludes, “that there are sufficient water supplies to meet the project demand of the proposed project...” [pg. 5.12-2]. The PEIR claims that the WSA is attached to the Technical Appendices as Appendix L. However, when the reader turns to Appendix L he/she will not find the WSA, only a statement that the report is “on file with the City of San Diego Development Services Department - Environmental Analysis Section.” This was the only Appendix that was not distributed to the public.</p> <p style="margin-left: 40px;">“[I]nformation ‘scattered here and there in EIR appendices’ or a report ‘buried in an appendix,’ is not a substitute for ‘a good faith reasoned analysis.’ <i>Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova</i> (2007) 40 Cal.4th 412, 442. Without the ready ability to evaluate this critical component of the project, the reader cannot determine whether there has been an adequate and complete analysis of the water supply for this project.</p> <p style="margin-left: 40px;">The necessity for full and complete disclosure of this aspect of the project has been highlighted by a recent Memorandum of Law issued by the San Diego City Attorney’s office which questioned the adequacy of the Quarry Falls WSA. <i>The Memorandum concludes that the water supply for this Project should be reevaluated.</i></p> <p style="margin-left: 40px;">The Memorandum which is titled, “In Relation to the Recent California Court Ruling Implicating Bay-Delta-Water Supply Reliability” is attached hereto as Exhibit E, and provides in pertinent part:</p> <p style="margin-left: 40px;">“Given our growing water dependency on Bay-Delta water supply, and recent court imposed and other operational and climate change limitations to Bay-Delta water availability, it is imperative that the City of San Diego fully take into account these significant changed circumstances and reassess the reliability of future water supply availability and water supply alternatives for existing commercial, residential and industrial use and future development.</p> <div style="text-align: right; margin-top: 20px;">  <small>WERTZ MCDADE WALLACE MOOT & BROWER, APC</small> </div>	


LETTERS OF COMMENTS AND RESPONSES


COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 22</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-55 (con't)</div> <p>These changed circumstances should trigger further analysis for projects not yet approved by the City, and may now trigger additional analysis under the provisions of CEQA Section 21166 for other CEQA determinations that have already been approved but where the project has not been implemented. For instance, additional water supply analysis for the City's Draft General Plan Update and accompanying CEQA Environmental Impact Report is critical. In addition, the following proposed projects, among others, should also be re-evaluated under CEQA and under existing requirements for Water Supply Assessments: ...<u>Proposed Quarry Falls</u> (Project Number 49068)".</p> <p>[Emphasis added.].</p> <p>Based on this Memorandum and recent California Supreme Court case law, the Water Supply Assessment for this Project and the PEIR's water supply analyses do not comply with CEQA and therefore must be substantially revised.</p> <p><u>13. IN THE GROWTH INDUCEMENT SECTION OF THE PEIR (§ 6), THERE IS NO ANALYSIS OF THE IMPACTS RESULTING FROM QUARRY FALLS' REQUEST TO DOUBLE THE DESIGNATED DENSITY IN THE MISSION VALLEY COMMUNITY PLAN</u></p> <p>The PEIR states the following:</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-56</div> <p>"The Quarry Falls project requires an amendment to the Mission Valley Community Plan as part of its approvals to allow for the proposed development. There are no other mining sites within Mission Valley or other comparably-sized properties that would request amendments to the Mission Valley Community Plan for their development as a result of the Quarry Falls project. The properties surrounding the project site are currently developed with residential, office, or commercial uses. Therefore, the Quarry Falls project is considered as a logical extension of existing development, rather than initiating a trend of development in the area." [pg. 6-2].</p> <p>While there may be no other mining sites in Mission Valley, there is one other comparably-sized undeveloped property (Levi-Cushman). Quarry Falls would clearly set a precedent this site to propose increasing and perhaps even doubling the Community</p> <div style="text-align: right; margin-top: 20px;">  <small>WERTZ MCQUADE WALLACE MCGONIGLE BEGGS & CO. APC</small> </div>	<div style="margin-bottom: 10px;">K-56.</div> <p>The Levi-Cushman Specific Plan is an approved Specific Plan and has an approved Development Agreement. To suggest that this approved project would develop differently than proposed and to what degree that might occur is speculative. Similarly, it is speculative to suggest that other properties in Mission Valley would chose to re-develop at a higher intensity based on what is proposed for Quarry Falls. Any future proposal to change existing land uses and existing approved land use plans would require review by the City. That review would include environmental analysis of any proposed change.</p>

LETTERS OF COMMENTS AND RESPONSES


COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 23</p> <p>Plan's designated development intensity. Moreover, if Quarry Falls were to be approved as proposed, it is reasonable to expect that other undeveloped or underdeveloped properties in Mission Valley would view increased intensity as the new standard for land planning. Other property owners are likely to request a Community Plan Amendment to allow increased density to redevelop their site as an urban village.</p> <p>A PEIR is required to discuss project characteristics that may encourage and facilitate activities that, either individually or cumulatively, will affect the environment. Doubling of the project's designated intensity in a Community Plan Amendment is such a project characteristic. The PEIR should analyze the impacts to traffic and public services resulting from its growth inducing character. Quarry Falls and Levi-Cushman are each designated by SANDAG as an "Urban Center". It is appropriate and necessary that the PEIR assess the impacts resulting from a Quarry Falls-induced doubling of the designated intensity at Levi-Cushman as well as increasing density at other sites prime for redevelopment.</p> <p>14. <u>THE CUMULATIVE EFFECTS ANALYSIS IN THE PEIR (§ 8) IS DEFICIENT IN THAT IT OMITTS TWO FUTURE DEVELOPMENT PROJECTS</u></p> <p>A proposed project that has impacts that are individually limited, but cumulatively considerable (i.e. the incremental effect of a project is considerable when viewed in connection with the effects of past projects, other current projects, and possible future projects) requires a mandatory findings of significant impact. Cal. Code Regs., tit. 14, § 15000 et seq., Appendix G pg. 10.</p> <p>CEQA requires an EIR to discuss the cumulative effect on the environment of the subject project in conjunction with other closely related past, present and reasonably foreseeable probable future projects. Pub. Resources Code, § 21083 (b); Cal. Code Regs., tit. 14, §§ 15130, 15355. The term "cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cal. Code Regs., tit. 14, § 15355; <i>San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus</i> (1994) 27 Cal.App.4th 713, 739-740.</p> <p>At a minimum, the following two projects should also be considered as part of the cumulative effects analysis because they would produce related or cumulative impacts</p> <div style="border: 1px solid black; width: 40px; height: 20px; margin-top: 10px; display: flex; align-items: center; justify-content: center;"> K-57 </div> <div style="text-align: right; margin-top: 20px; font-size: 0.8em;">  <p>WEKIZ McDADE WALLACE MOORE & BROWER, APC</p> </div>	<p>K-57. The PEIR takes a conservative approach to evaluating cumulative impacts. According to CEQA Guidelines Section 15130(b), the evaluation of cumulative impacts should include <u>either</u> "a list of past, present, and probable future projects . . ." <u>or</u> "a summary of projections contained in an adopted general plan or related planning document . . ." The Quarry Falls PEIR uses both approaches; it includes build-out of applicable plans which have an affect on the cumulative analysis, as well as a specific list of projects that are approved, under construction, planned, or proposed that should be considered for the evaluation of cumulative effects and which were known at the time the PEIR was prepared. Therefore, the analysis includes the possible effect of other, unforeseen projects and growth.</p> <p>The forecasting system and models developed by SANDAG and the City also allow for the mature development of communities above and beyond the explicit inclusion of projects based on land used in the Community and General Plans. Not all projects that are more distant to this project site are necessarily included explicitly, nor should they be.</p> <p>With respect to the Mission Village Shopping Center, the center is located outside the geographical scope of traffic study. There is only nominal interaction between the Quarry Falls project and the Mission Village project and therefore the affect on baseline conditions is also nominal. As presented in the Mitigated Negative Declaration for the Mission Village project (LDR No. 99-1245), the Mission Village project will generate substantially less traffic than that associated with the previous commercial center located on the site. Therefore, the change in traffic generation from the previous and new use at the Mission Village Shopping Center is not material to the Quarry Falls TIS cumulative analysis.</p> <p>Relative to the Pacific Coast Office Building, that project is located in Mission Valley. Staff determined that the project would be consistent with the Mission Valley Community Plan. Because the traffic study assumes build-out of the community plan, this project is included in the analysis. It should be noted that the environmental document (MND) for the Pacific Coast Office Building project was appealed to the City Council. City Council determined that the MND was not adequate and has required preparation of an EIR. See also response no. H-10.</p>

LETTERS OF COMMENTS AND RESPONSES

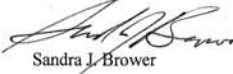
COMMENT	RESPONSE
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-57 (con't)</div> <p>Marilyn Mirrasoul January 4, 2008 Page 24</p> <p>when evaluated in relation to the potential impacts of the proposed Quarry Falls project, particularly the impacts related to traffic and public facilities/services:</p> <ul style="list-style-type: none"> • Mission Village (Project No. 6547) - an approved 160-unit apartment complex located at 9160 Gramercy Drive in the Serra Mesa Community Plan area; and • Pacific Coast Office Building (Project No. 54384) - a proposed two-story, approximately 9,885 square-foot office building to be located at the southerly end of Schiedler Way in the Mission Valley Community Plan area. <p>15. <u>THE ALTERNATIVES SECTION OF THE PEIR (§ 10) DOES NOT CONTAIN A MEANINGFUL AND INFORMATIVE ANALYSIS OF ALTERNATIVES</u></p> <p>An EIR must describe a range of reasonable alternatives to the project or to the location of the project, which could feasibly attain the basic objectives of the project and evaluate the comparative merits of the alternatives. Cal. Code Regs., tit. 14, § 15126 (d). The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. Cal. Code Regs., tit. 14, § 15126.6 (b). The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. Cal. Code Regs., tit. 14, § 15126.6 (f).</p> <p>The discussion of alternatives must be "meaningful" and must "contain analysis sufficient to allow informed decision making." <i>San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus</i> (1994) 27 Cal.App.4th 713, 736. It must "focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." <i>Id.</i> Density alternatives that were considered and rejected must be discussed. <i>San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus</i> (1994) 27 Cal.App.4th 713, 737.</p> <p>An EIR must explain why each suggested alternative either does not satisfy the goals of the proposed project, does not offer substantial environmental advantages or cannot be accomplished. <i>San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus</i> (1994) 27 Cal.App.4th 713, 737. A rote discussion that is "devoid of substantive factual information from which one could reach an intelligent decision as to the environmental consequences and relative merits of the available alternatives to the</p> <div style="text-align: center; margin-top: 20px;">  <small>WEST MCDADE WALLACE MOGG & BREWER, LLC</small> </div>	<div style="margin-top: 100px;">K-58.</div> <p>Comments noted. The alternatives analysis within the draft PEIR, Alternatives Section 10 includes a meaningful analysis along with comparison tables consistent with CEQA Section 15126.6.</p>

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 25</p> <p>proposed project” violates CEQA. <i>Kings County Farm Bureau v. City of Hanford</i> (1990) 221 Cal.App.3d 692, 733.</p> <p>K-59 The CEQA Guidelines provide that the specific alternative of “no project” must be evaluated along with its impact. “The purpose of describing and analyzing a no project alternative is to allow decisionmakers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.” Cal. Code Regs., tit. 14, § 15126.6 (e). “The “no project” analysis must discuss the existing conditions at the time the notice of preparation is published, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” Id.</p> <p>K-60 The PEIR discusses several alternatives to the proposed project. Some qualitative comparison is provided among the alternatives. The comparison and alternatives analysis is of little value, however, without a quantitative assessment and comparison of the alternatives. In the case of the traffic analysis, the degree of benefit, improvement of level of service, or reduction in delay is not apparent from a qualitative discussion alone. The basis for the qualitative discussion itself is unclear, since no analysis is offered to substantiate the conclusions. On Exhibit F attached hereto each alternative discussed in the PEIR is analyzed against CEQA standards and fails to measure up.</p> <p>Moreover, the PEIR contains a significant and fatal flaw in that it omits the most appropriate alternative : development in accordance with all aspects of the Mission Valley Community Plan. This alternative was not identified, considered or rejected and yet is the most obvious and reasonable alternative available.</p> <p>The Mission Valley Community Plan recommends a connection to Interstate 805 via Phyllis Place (the Phyllis Place connection). The project site is within the Development Intensity District “F” (DID “F”) and therefore development intensity is limited “to the levels allowed under the adopted community plan.” In order to stay within the traffic limits of the Mission Valley PDO, the project’s intensity within Mission Valley cannot exceed 32,040 ADT.</p> <p>K-61 In alternative 2, the “no project/continuation of existing plan alternative” the PEIR analyzed build out of the project using <i>some</i> of the components of the MVCP, but not all. Specifically, it decided not to include the Phyllis Place connection but it did utilize the development intensity requirements. [PEIR pg. 10-20 & 21]. It is misleading of the</p> <p style="text-align: right;"> WRLZ, MCDADE WALLACE MOOT & BROWER LLP</p>	<p>K-59. Rather than just one “No Project” Alternative, PEIR Section 10.0, <i>Alternatives</i>, includes a discussion of two No Project alternatives. The first is the No Project/No Build alternative, which is the continuation of the mining operations under the approved Conditional Use Permit and ultimate implementation of the approved Reclamation Plans. The second No Project alternative describes what would reasonably be expected to occur if the proposed project is not approved, based on build-out under the land uses and development intensities of the adopted community plans and consistent with available infrastructure and community services.</p> <p>K-60. Comments noted. The discussion of the project alternatives presented in Section 10.0 of the PEIR includes a quantitative analysis wherever possible. This is particularly true in the case of the evaluation of traffic impacts for each alternative. See response nos. K-96 – K-120 for responses to Exhibit F. While previously not included because it would be inconsistent with the Serra Mesa community plan, an additional “No Project” scenario has been added, which is the build-out under the existing Mission Valley community plan with the Phyllis Place connection.</p> <p>K-61. See response to comment no. I-1.</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 26</p> <p>PEIR to state that alternative 2 would implement the intent of the MVCP when it does not include a key component of that plan : the Phyllis Place connection. [PEIR pg. 10-21 & 25].</p> <p>In alternative 4, the “road connection to Phyllis Place alternative” the PEIR analyzed implementation of the “Mission Valley Community Plan’s recommendation” of the Phyllis Place connection. [PEIR pg. 10-30 & 31]. The key here is that this alternative does not include the development intensity limits set forth in the MVCP. So, again, the PEIR is selective in its analyses thereby limiting the choices presented to the public.</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-61 (con’t)</div> <p>The bottom line is that the PEIR does not contain an alternative that includes both the Phyllis Place connection and the ADT limitation of 32,040 ADT. This alternative must be addressed as it is the only alternative that truly represents the intent of the MVCP.</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-62</div> <p>Attached hereto as part of Exhibit F are the traffic studies of an independent traffic engineering firm that evaluated traffic impacts with and without the inclusion of the Phyllis Place connection <i>and</i> within the required development intensities for both the Mission Valley Community Plan and the Serra Mesa Community Plan. These analyses highlight the glaring omission of the PEIR in not identifying and analyzing the most reasonable of alternatives.</p> <p>16. <u>THE MITIGATION MONITORING AND REPORTING PROGRAM IS FLAWED</u></p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-63</div> <p>The PEIR inappropriately identifies measures as mitigation when there is no assurance that the measure will ever occur or that the measure will truly provide any mitigation. Examples of this can be found on Exhibit G attached hereto.</p> <p>17. <u>BASED ON THE DEFICIENCIES NOTED, RECIRCULATION IS REQUIRED</u></p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-64</div> <p>As documented in this letter, there are serious deficiencies in the PEIR. Correcting these deficiencies will require the addition of substantive analysis. These deficiencies should be corrected and the PEIR should be recirculated for additional public comment. Section 15088.5 of the CEQA Guidelines states the following:</p> <div style="text-align: center; margin-top: 20px;">  <small>WERTZ MCDADE WALLACE MOOT & BROWNER, LLC</small> </div>	<div style="margin-top: 100px;">K-62. See response nos. K-96 – K-120 for responses to Exhibit F.</div> <div style="margin-top: 100px;">K-63. See response nos. K-121 – K-124 for responses to Exhibit G.</div> <div style="margin-top: 100px;">K-64. This comment letter does not raise any issues that would require re-circulation of the Draft PEIR. Pursuant to CEQA Section 21092.1, no new environmental impacts have been identified, and for those impacts identified in the PEIR, no impacts would result in an increased in severity. There are no new feasible project alternatives or mitigation measures that are considerably different than those addressed in the PEIR. The PEIR provides a thorough analysis of the potential environmental impacts associated with the project allowing meaningful public review and comment.</div>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;"> K-64 (con't) </div> <p>Marilyn Mirrasoul January 4, 2008 Page 27</p> <p>(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. . . . 'Significant new information' requiring recirculation, include, for example, a disclosure that:</p> <ol style="list-style-type: none"> (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented. (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance. (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it. (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. <i>Mountain Lion Coalition v. Fish and Game Com.</i> (1989) 214 Cal. App.3d 1043. <p>Thank you for the opportunity to comment. We look forward to reviewing the revised and recirculated PEIR.</p> <p style="text-align: center;">Very Truly Yours,  Sandra J. Brower</p> <p style="text-align: center; font-size: small; margin-top: 20px;">WERTZ MCDADE WALLACE MOOT BROWER, APC</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Marilyn Mirrasoul January 4, 2008 Page 28</p> <p>Exhibit A - Excerpts from Draft City of San Diego Significance Determination Thresholds Exhibit B - Traffic Engineer's Chart applying 2007 Significance Thresholds Exhibit C - Comments on PEIR § 5.2 Transportation/Traffic Circulation/Parking Analysis Exhibit D - Comments on PEIR Traffic Impact Study Analysis Exhibit E - Memorandum of Law, City Attorney's Office September 17, 2007 Exhibit F - Additional Comments on Alternatives (Section 10.0) Exhibit G - Additional Comments on the PEIR's Mitigation Measures for Significant Traffic Impacts</p> <p style="text-align: center;">  WERTZ MCDADE WALLACE MOOT BROWER, APC </p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">K-65</div> <p style="text-align: center;">Excerpts from CEQA Significance Determination Thresholds as Revised by Department of Development Services in 2007</p> <p>O. TRANSPORTATION / CIRCULATION and PARKING</p> <p>Note: This section is to be applied for projects deemed complete on or after January 1, 2007. For projects deemed complete prior to January 1, 2007, the following Section 0.1 on Page 73 is to be applied.</p> <p>Project-related traffic impacts are one of the most commonly identified environmental impacts under the CEQA. Traffic operations and safety impacts are addressed in this section. Other environmental impacts associated with project-related traffic and transportation infrastructure improvements (e.g., air quality, noise, biology) are addressed in the applicable sections of this manual which pertain to such issues.</p> <p>Direct traffic impacts are those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (near term).</p> <p>Cumulative traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project and when additional proposed developments in the area become operational (short-term cumulative) or when the affected community plan area reaches full planned build out (long-term cumulative).</p> <p>It is possible that a project's near term (direct) impacts may be reduced in the long term, as future projects develop and provide additional roadway improvements (for instance, through implementation of traffic phasing plans). In such a case, the project may have direct impacts but not contribute considerably to a cumulative impact.</p> <p>For intersections and roadway segments affected by a project, level of service (LOS) D or better is considered acceptable under both direct and cumulative conditions.</p> <p>INITIAL STUDY CHECKLIST QUESTIONS</p> <p>The following are taken from the City's Initial Study Checklist. They provide guidance on determining the potential significance of impacts to transportation, circulation systems, and parking:</p> <p>Would the proposal result in:</p> <ol style="list-style-type: none"> 1. Traffic generation in excess of specific community plan allocation? 2. An increase in projected traffic which is substantial (see table on following page) in relation to the existing traffic load and capacity of the street system? 3. Addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp as shown in the table on the next page? 4. An increased demand for off-site parking? 5. Effects on existing parking? 6. Substantial impact upon existing or planned transportation systems? <p style="text-align: center;">69</p> <p style="text-align: right;">Exhibit A Page 1 of 5</p>	<p>K-65. This is an excerpt from the City of San Diego <i>Development Services Department, Significance Determination Guidelines</i>, January 2007.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div data-bbox="126 300 241 370" style="border: 1px solid black; padding: 2px; width: fit-content;"> <p>K-65 (con't)</p> </div> <p data-bbox="310 310 924 440"> 7. Substantial alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas? 8. Increase in traffic hazards for motor vehicles, bicyclists or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)? 9. A conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)? </p> <p data-bbox="289 477 529 493">SIGNIFICANCE THRESHOLDS</p> <p data-bbox="289 513 865 532">The following thresholds have been established to determine significant traffic impacts:</p> <ol data-bbox="289 553 924 1019" style="list-style-type: none"> 1. If any intersection, roadway segment, or freeway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the thresholds shown in the table below. 2. At any ramp meter location with delays above 15 minutes, the impact would be significant if the project exceeds the thresholds shown in the table below. 3. If a project would add a substantial amount of traffic to a congested freeway segment, interchange, or ramp, the impact may be significant. 4. Addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp as shown in the table below? 5. If a project would increase traffic hazards to motor vehicles, bicyclists or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway), the impact would be significant. Note: analysts should refer readers to a discussion of this issue in the Health and Safety section of the environmental document. 5. If a project would result in the construction of a roadway which is inconsistent with the General Plan and/or a community plan, the impact would be significant if the proposed roadway would not properly align with other existing or planned roadways. 6. If a project would result in a substantial restriction in access to publicly or privately owned land, the impact would be significant. <p data-bbox="596 1243 617 1260" style="text-align: center;">70</p> <p data-bbox="890 1268 970 1304" style="text-align: right;">Exhibit A Page 2 of 5</p>	

COMMENT **RESPONSE**

**K-65
(con't)**

Level of Service with Project *	Allowable Change Due To Project Impact **					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E (or ramp meter delays above 15 min.)	0.010	1.0	0.02	1.0	2.0	2.0
F (or ramp meter delays above 15 min.)	0.005	0.5	0.01	0.5	1.0	1.0

Note 1: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes.

Note 2: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute.

* All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual. The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

** If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see above * note), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.

KEY: Delay = Average control delay per vehicle measured in seconds for intersections, or minutes for ramp meters
 LOS = Level of Service
 Speed = Speed measured in miles per hour
 V/C = Volume to Capacity ratio

PARKING

Parking requirements vary by land use and location and are dictated by the City of San Diego Municipal Code and adopted by the City Council policies.

SIGNIFICANCE THRESHOLDS

Non-compliance with the City's parking ordinance does not necessarily constitute a significant environmental impact. However, it can lead to a decrease in the availability of existing public parking in the vicinity of the project. Generally, if a project is deficient by more than ten percent of the required amount of parking and at least one of the following criteria applies, then a significant impact may result:

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="142 332 220 386">K-65 (con't)</p> <ol data-bbox="331 313 888 412" style="list-style-type: none">1. The project's parking shortfall or displacement of existing parking would substantially affect the availability of parking in an adjacent residential area, including the availability of public parking.2. The parking deficiency would severely impede the accessibility of a public facility, such as a park or beach. <p data-bbox="590 1170 611 1187">72</p> <p data-bbox="863 1203 936 1235">Exhibit A Page 4 of 5</p>	

COMMENT	RESPONSE																			
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;"> K-65 (con't) </div> <p>O.1. TRAFFIC/PARKING</p> <p>Note: This section is to be applied to projects deemed complete prior to January 1, 2007.</p> <p>Traffic:</p> <p>Direct traffic impacts are those projected to occur at the time a proposed development becomes operational. The calculations include other operating projects and those not yet operational but which are anticipated to be operational when the proposed project goes into effect.</p> <p>Cumulative traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project or when additional proposed developments in the area become operational (short-term cumulative) or when affected community plan areas reach full planned buildout (long-term cumulative).</p> <p>For intersections and roadway segments affected by a project, level of service (LOS) D or better is considered acceptable under both direct and cumulative conditions. However, for undeveloped locations, the goal is to achieve LOS C.</p> <p>Significance Thresholds</p> <p>1. If any intersection or roadway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the following allowable increases in delay or intersection capacity utilization for affected intersections or volume-to-capacity ratio or speed for affected roadway segments:</p> <div style="text-align: center; margin: 10px 0;"> Allowable Increase Due to Project Impacts* </div> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="3" style="text-align: center;">Level of Service with Project</th> <th colspan="2" style="text-align: center;">Intersections</th> <th colspan="2" style="text-align: center;">Roadway Segments</th> </tr> <tr> <th style="text-align: center;"><i>Delay (sec.)</i></th> <th style="text-align: center;"><i>ICU (V/C)</i></th> <th style="text-align: center;"><i>V/C</i></th> <th style="text-align: center;"><i>Speed (mph)</i></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">E**</td> <td style="text-align: center;">2</td> <td style="text-align: center;">0.02</td> <td style="text-align: center;">0.02</td> <td style="text-align: center;">1</td> </tr> <tr> <td style="text-align: center;">F**</td> <td style="text-align: center;">2</td> <td style="text-align: center;">0.02</td> <td style="text-align: center;">0.02</td> <td style="text-align: center;">1</td> </tr> </tbody> </table> <p>Notes:</p> <ul style="list-style-type: none"> * If a proposed project's traffic impacts exceed the values shown in the table, then the impacts are deemed "significant." The project applicant shall identify "feasible mitigations" to achieve LOS D or better. ** The acceptable level of service standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve LOS C. <p>Key:</p> <p>Delay = Average stopped delay per vehicle measured in seconds ICU = Intersection Capacity Utilization V/C = Volume-to-Capacity Ratio (capacity at level of service E should be used, as specified in Table I of the City of San Diego Traffic Impact Study Manual) Speed = Arterial speed measured in miles per hour</p> <p style="text-align: center; margin-top: 20px;">73</p> <p style="text-align: right; margin-top: 20px;">Exhibit A Page 5 of 5</p>	Level of Service with Project	Intersections		Roadway Segments		<i>Delay (sec.)</i>	<i>ICU (V/C)</i>	<i>V/C</i>	<i>Speed (mph)</i>	E**	2	0.02	0.02	1	F**	2	0.02	0.02	1	
Level of Service with Project		Intersections		Roadway Segments																
		<i>Delay (sec.)</i>	<i>ICU (V/C)</i>	<i>V/C</i>	<i>Speed (mph)</i>															
	E**	2	0.02	0.02	1															
F**	2	0.02	0.02	1																

K-66

Quarry Falls
Application of 2007 Significance Thresholds
November 2007

Facility Type	Location	KOA May 2007 Traffic Study				1/1/07
		Peak Hour	LOS	Δ Delay	Sig?	Significance Thresholds
Phase 1 (Without the Phyllis Place Connection)						
Freeway	SR-163 (North) I-8 to Friars Rd	AM	F(0)	0.008	NO	YES
Freeway	SR-163 (North) Friars Rd to Genesee Ave	AM	F(0)	0.006	NO	YES
Freeway	I-8 (East) Mission Center Rd to Qualcomm Wy	PM	F(0)	0.007	NO	YES
Freeway	SR-163 (South) I-8 to Friars Rd	PM	F(0)	0.008	NO	YES
Freeway	I-15 (South) North of Friars Rd	PM	F(0)	0.007	NO	YES
Phase 2 (Without the Phyllis Place Connection)						
Roadway	Friars Rd/Mission Gorge (Riverdale to Mission Gorge)	AM	F	-0.9	NO	YES
Roadway	EB Friars Rd/Mission Gorge (Avenida de las Tiendas to Ulric St/SR-163 SB ramps)	PM	F	-0.7	NO	YES
Roadway	EB Friars Rd/Mission Gorge (I-15 NB ramps to Rancho Mission Rd)	PM	F	-0.8	NO	YES
Roadway	WB Friars Rd/Mission Gorge (Ulric St/SR-163 SB ramps to ST-163 nb ramps)	PM	F	-0.7	NO	YES
Roadway	WB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.6	NO	YES
Roadway	WB Friars Rd/Mission Gorge (Riverdale to Mission Gorge)	PM	F	-1.0	NO	YES
Freeway	SR-163 (North) Friars Rd to Genesee Ave	AM	F(0)	0.010	NO	YES
Phase 3 (Without the Phyllis Place Connection)						
Roadway	WB Friars Rd/Mission Gorge (Ulric St/SR-163 SB ramps to ST-163 nb ramps)	PM	F	-0.6	NO	YES
Roadway	WB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.6	NO	YES
Freeway	I-15 (North) North of Friars Rd	AM	F(0)	0.006	NO	YES
Freeway	I-805 (South) North of Phyllis Place	PM	F(0)	0.006	NO	YES
Phase 4 (Without the Phyllis Place Connection)						
Roadway	EB Friars Rd/Mission Gorge (Avenida de las Tiendas to Ulric St/SR-163 SB ramps)	PM	F	-1.0	NO	YES
Roadway	EB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-1.0	NO	YES
Roadway	WB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.9	NO	YES
Freeway	I-15 (North) North of Friars Rd	AM	F(0)	0.006	NO	YES
Freeway	I-15 (North) South of Friars Rd	AM	F(0)	0.007	NO	YES
Freeway	I-805 (South) North of Phyllis Place	PM	F(0)	0.009	NO	YES

Exhibit B
November 2007

COMMENT

K-66. Comment noted.

RESPONSE

LETTERS OF COMMENTS AND RESPONSES

K-66
(cont.)

Facility Type	Location	KOA May 2007 Traffic Study				1/1/07
		Peak Hour	LOS	Δ Delay	Sig?	Significance Thresholds Sig?
Horizon Year 2030 (Without the Phyllis Place Connection)						
Roadway	EB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-1.0	NO	YES
Roadway	WB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.9	NO	YES
Roadway	WB Friars Rd/Mission Gorge (Riverdale to Mission Gorge)	PM	F	-0.8	NO	YES
Freeway	I-805 (South) North of Phyllis Place	PM	F(0)	0.009	NO	YES
Phase 2 (With the Phyllis Place Connection)						
Roadway	WB Friars Rd/Mission Gorge (Riverdale to Mission Gorge)	AM	F	-1.0	NO	YES
Roadway	EB Friars Rd/Mission Gorge (Avenida de las Tiendas to Ulric St/SR-163 SB ramps)	PM	F	-0.6	NO	YES
Roadway	EB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-1.0	NO	YES
Roadway	EB Friars Rd/Mission Gorge (I-15 NB ramps to Rancho Mission Rd)	PM	F	-0.8	NO	YES
Roadway	WB Friars Rd/Mission Gorge (Ulric St/SR-163 SB ramps to ST-163 nb ramps)	PM	F	-0.6	NO	YES
Roadway	WB Friars Rd/Mission Gorge (Riverdale to Mission Gorge)	PM	F	-0.9	NO	YES
Intersection	Mission Center Road/I-8 EB Ramps	PM	F	0.9	NO	YES
Phase 3 (With the Phyllis Place Connection)						
Roadway	EB Friars Rd/Mission Gorge (I-15 NB ramps to Rancho Mission Rd)	PM	F	-0.9	NO	YES
Roadway	EB Friars Rd/Mission Gorge (Friars Rd to Zion Ave)	PM	F	-0.9	NO	YES
Intersection	Mission Center Road/I-8 EB Ramps	PM	F	1.7	NO	YES
Freeway	I-8 (West) Mission Center Rd to Qualcomm Wy	AM	F(1)	0.006	NO	YES
Freeway	I-805 (North) I-8 to Phyllis Pl to Murray Ridge Rd	AM	F(0)	0.006	NO	YES
Freeway	I-805 (South) I-8 to Phyllis Pl to Murray Ridge Rd	PM	F(0)	0.006	NO	YES
Phase 4 (With the Phyllis Place Connection)						
Roadway	EB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.8	NO	YES
Roadway	WB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.6	NO	YES
Freeway	I-8 (West) Mission Center Rd to Qualcomm Wy	AM	F(1)	0.008	NO	YES
Freeway	I-805 (North) I-8 to Phyllis Pl to Murray Ridge Rd	AM	F(0)	0.008	NO	YES
Freeway	I-15 (North) South of Friars Rd	AM	F(0)	0.006	NO	YES
Freeway	I-805 (South) I-8 to Phyllis Pl to Murray Ridge Rd	PM	F(0)	0.009	NO	YES
Horizon Year 2030 (Without the Phyllis Place Connection)						
Roadway	EB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.9	NO	YES
Roadway	WB Friars Rd/Mission Gorge (I-15 NB ramps to Rancho Mission Rd)	PM	F	-0.8	NO	YES
Freeway	I-8 (West) Mission Center Rd to Qualcomm Wy	AM	F(2)	0.008	NO	YES
Freeway	I-805 (North) I-8 to Phyllis Pl to Murray Ridge Rd	PM	F(0)	0.008	NO	YES
Freeway	I-805 (South) I-8 to Phyllis Pl to Murray Ridge Rd	PM	F(0)	0.008	NO	YES

Exhibit B

COMMENT

RESPONSE

LETTERS OF COMMENTS AND RESPONSES

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;"><u>Comments on PEIR § 5.2 Transportation/Traffic Circulation/Parking Analysis</u></p> <p>Significant Impacts</p> <p>The PEIR states that the project will create significant impacts to the Friars Road/Fenton Parkway intersection during the PM peak hour. However, the KOA Traffic Study, Table 16-3 does not identify this intersection as having an impact nor does Table 16-22 identify mitigation for this impact.</p> <p>Specific Comments</p> <p>Page 5.2-2, second paragraph – The PEIR states that construction traffic impacts were estimated based upon engineering judgment and standards. The estimates themselves are not contained in the KOA Traffic Study, its appendices, or the PEIR, and thus cannot be evaluated.</p> <p>Page 5.2-19, Section 5.2, Impact 5.2-12 – it is unclear how the significant impacts identified to Friars Rd/Fenton Parkway are mitigated.</p> <p>Page 5.2-23, last paragraph – The PEIR states that there are 2 roadway segments and 3 intersections that are unmitigable and that temporary impacts would remain until the “more comprehensive set of improvements are implemented”. What are those temporary impacts and when will the corresponding improvements needed to mitigate such come on line? A significant project related impact should be mitigated at the time the impact is anticipated to occur. If an impact is mitigated at a later time or some time in the future, the roadway network would operate at unacceptable levels of service until the mitigating roadway improvements are constructed. The project should be responsible to mitigate impacts at the time impacts are created by the project.</p> <p>Page 5.2-25, Significance of Impacts – The PEIR states that the impact incurred in Phase 2 to Friars Road from Avenida de las Tiendas to Ulric Street/SR-163 SB ramps is temporary and fully mitigated by the future extension of Hazard Center Drive as identified in the Mission Valley Public Facilities Financing Plan. When is Hazard Center Drive scheduled to be extended? The project should be responsible for temporary mitigation when a temporary impact exists.</p> <p>Page 5.2-34, Table 5.2-8a – There are a number of roadway segments that show significant impacts and no mitigation. A comment or explanation as to why these segments cannot be mitigated should be inserted.</p> <p>Page 5.2-37, Table 5.2-8c – The intersection of Friars Rd at Fenton Parkway is identified as being significantly impacted by the project during the Horizon Year. However, there is no explanation in the body of the PEIR as to why this intersection has an unmitigated impact.</p> <p style="text-align: right;">Exhibit C</p>	<p>K-67. As stated on page 286, Table 16-3, of the TIS, the Quarry Falls project will cause a cumulative impact in the PM peak hour to the Friars Road/Fenton Parkway intersection. Impact 5.2-12 is not mitigated and, therefore, not included in Table 16-22 of the TIS.</p> <p>K-68. The engineering judgment assumptions are shown on pages 5.2-7 and 5.2-8 of the PEIR. As stated in Chapter 5.2, page 5.2-2 of the PEIR, the estimates for construction traffic are derived from standards in the South Coast Air Quality Management District CEQA Air Quality Handbook, 1993; these standards are found in Tables A9-17-A through A9-17-C. The estimated number of construction trips for each phase of development is included in an addendum to the Air Quality Technical Report. The same number of construction trips were then utilized for evaluating potential construction traffic impacts.</p> <p>K-69. See response to comment K-67.</p> <p>K-70. As indicated on page 5.2-23 and 5.2-24, should the project make a fair share contribution towards the Friars Road/SR 163 interchange project, Quarry Falls will cause a temporary impact at Friars Road from Ulric Street to Avenidas de las Tiendas and Mission Center Road: I-8 westbound to I-8 eastbound ramps. There are additional temporary intersection impacts at Friars Road/SR 163 SB ramps, Friars Road/SR 163 NB ramps and Friars Road/Frazee Road. The temporary impacts would remain until the construction of first phase of the interchange, which is currently estimated to be 2010. Funding the local match could accelerate the schedule for completion of the overall project.</p> <p>K-71. In order to be conservative, the traffic analysis assumed that the extension of Hazard Center Drive would be completed by Phase 4 of the project. However, this improvement is a condition of the Hazard Center Development and may be completed sooner.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>K-72. See response no. E-20 regarding ramp meter impacts. An analysis of the feasibility of improvements is included in the TIS as Appendix J – <i>Conceptual Improvement Plans and Feasibility Analysis</i>. This analysis concluded mitigation was infeasible for some impacts as identified in Table 5.2-8a.</p> <p>K-73. See response to comment K-67.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;">COMMENTS on PEIR Traffic Impact Study Analysis</p> <p>GENERAL</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-74</div> <p>1. Although the traffic study analyzes the proposed project in phases, the traffic study at a minimum needs to evaluate the following additional study scenarios:</p> <p style="margin-left: 20px;">* Existing plus Near Term - (this allows an analysis of the cumulative condition impacts from other approved projects that may influence the study area prior to the construction of the project). This establishes a baseline from which project impacts can be compared. Additionally, Near-term implies some time in the future and ambient growth (traffic growth from outside the study area that may influence traffic conditions within the study area) should be applied.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-75</div> <p>2. Existing Condition Traffic Volumes - Page 37 (Traffic Volumes) The body of the report states that existing conditions traffic counts were conducted in November 2005. The traffic count sheets in Appendix C show that traffic counts were taken at various times between August 2004 and March 2006. At a minimum, the report needs to state this. Secondly, traffic counts in some locations that are 3-years old are severely outdated. The City of San Diego's Traffic Impact Guideline's, page 10, "Background Study Area Data" states that traffic counts should be no more than 2 years old. Otherwise, new counts must be taken.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-76</div> <p>3. Horizon Year (2030) Volumes – Nowhere in the report does it explain where 2030 volumes are obtained. Year 2030 traffic volumes should be forecasted from SANDAG's subregional model. The size and nature of this project warrants a CMP-type traffic analysis and as such, per the CMP, forecast volumes must be generated by a SANDAG approved model. Model run output 2030 volumes must be included as well as the post-processing sheets in the Appendix of the report and incorporated for accuracy.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-77</div> <p>4. Select Zone Analysis – The select zone analysis (SZA) model map should be included in the appendix for verification.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-78</div> <p>5. Figures 4 and 5, Project Distribution and Assignment – Does the project distribution apply for all phases over a 12 year period (Year 2010 to Year 2022)? This trip distribution would be unreasonable to assume over a 12 year period. A SZA should be conducted for each phase to ensure that traffic patterns are reflective of regional traffic conditions.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-79</div> <p>6. Figure 4a, Near Term Project Distribution – The project distribution percentages at the project site do not add up to 100.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-80</div> <p>7. Figure 4b, Near Term Project Distribution – The project distribution percentages at the project site do not add up to 100.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-81</div> <p>8. Figure 5a, Near Term Project Distribution – The project distribution percentages at the project site do not add up to 100.</p> <p style="text-align: right; font-size: small;">Exhibit D Page 62</p>	<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-74.</div> <p>The traffic study does contain an existing plus near term conditions without the project for Phase 1, Phase 2, Phase 3 timeframes.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-75.</div> <p>See response to comment H-9.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-76.</div> <p>All future forecasts are derived from the SANDAG/City of San Diego model. These forecasts have been added to Appendix D of the September 2007 approved TIS.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-77.</div> <p>See response to comment no. K-76.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-78.</div> <p>The City of San Diego and SANDAG only require a Select Zone Analysis for large projects that generate over 2,400 ADT. Four Select Zone Analysis runs were completed for this project – two runs for the “without Phyllis Place Connection” and two runs for the “with Phyllis Place Connection”. A separate select zone analysis to determine the project distribution is only necessary when major network changes would result in a redistribution of traffic. Unless major network additions are changing the available routes to and from the project, the project distribution will remain similar by phase. Additionally, distribution by phase was developed using engineering judgment for phases 1-3 of the project where project access to the immediate roadways changes.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-79.</div> <p>As shown on Figures 4a and 4b of the TIS, the project distributions add up to 100%. However, due to rounding, some phases add to 101%.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-80.</div> <p>As shown on Figure 4b of the TIS, the project distributions used in the analysis add up to 100%. However, due to rounding, Phase 1 adds up to 101% and Phase 2 adds up to 99%.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; width: fit-content;">K-81.</div> <p>Figure 5a is the Long Term Project Distribution and Assignment. The project distributions used in the analysis add up to 100%. Due to rounding, this phase adds up to 101%.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT		RESPONSE	
K-82	<p>9. Figures 6, 7, 8, 9, 10 Daily Project Trips – It is unclear where the project trips represented in these figures originate. It is assumed that the external cumulative trip generation is represented. If so, the text needs to state this. Additionally, if external cumulative trips are represented they do not match the trip generation numbers as stated in Table 2-4.</p>	K-82.	<p>The figures represent external cumulative trips and are derived by applying the trip generation in Table 2-4 by the distribution shown in Figures 4a-5b. These volumes are either consistent with the trip generation in Table 2-4 (trip generation) and Figures 6,7,8,9,10 distribution of the report, or more conservative and, therefore, no change in analysis is necessary.</p>
K-83	<p>10. Page 39, Measure of Significance – Table 3-1 under Level of Service with project is missing LOS D. As stated in the City of San Diego’s Traffic Impact Guidelines and in Table B-6 in Appendix B of the report, a significant project impact occurs when the corresponding threshold value is exceeded at LOS D, E or F with the project.</p>	K-83.	<p>Per the DSD CEQA Significance Determination Thresholds (page 71), “The acceptable LOS for freeways, roadways, and intersections is generally D.” Table B-6 in Appendix B to the Traffic Impact Study has been revised.</p>
K-84	<p>11. Page 65, Phase 1 Conditions – The first paragraph states that Phase 1 will begin construction in 2008. The second paragraph states that Phase 1 will begin by 2010. Additionally on page 10, it states that Phase 1 will begin in 2010.</p>	K-84.	<p>It is anticipated that Phase 1 will begin construction in 2009 with occupancy in 2010. The TIS on page 66 has been revised to state that 2010 is the planned year of occupancy.</p>
K-85	<p>12. Page 65, Phase 1 Project Trips – The project trips generated in Phase 1 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>	K-85.	<p>There are typographical errors on page 65, and errata sheets have been added to the TIS showing the corrected project trips. The project generation used for the analysis is as stated in Table 2-4 and is correct.</p>
K-86	<p>13. Page 84, Phase 2 Conditions - The first paragraph states that Phase 2 will begin construction in 2010. Page 10, it states that Phase 2 will begin in 2012. Please correct. Also, the project trips generated in Phase 2 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>	K-86.	<p>The project Phase 2 will begin construction in 2010 with planned occupancy in 2012. The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p>
K-87	<p>14. Page 103, Phase 3 Conditions - the project trips generated in Phase 3 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>	K-87.	<p>The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p>
K-88	<p>15. Page 122, Phase 4 Conditions - the project trips generated in Phase 4 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>	K-88.	<p>The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p>
K-89	<p>16. Page 148, Horizon Year Conditions - the project trips generated in the Horizon Year (2030) as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>	K-89.	<p>The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p>
K-90	<p>17. Page 174, Phase 1 Project Trips – The project trips generated in Phase 1 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>	K-90.	<p>The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p>
K-91	<p>18. Page 175, Phase 2 Conditions - The first paragraph states that Phase 2 will begin construction in 2010. Page 10, it states that Phase 2 will begin in 2012. Please correct. Also, the project trips generated in Phase 2 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>		
K-92	<p>19. Page 194, Phase 3 Conditions - the project trips generated in Phase 3 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>		
K-93	<p>20. Page 213, Phase 4 Conditions - the project trips generated in Phase 4 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>		
	<p>Exhibit D Page 2 of 3</p>		

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>K-91. The project Phase 2 will begin construction in 2010 with planned occupancy in 2012.</p> <p>The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p> <p>K-92. The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p> <p>K-93. The project trips for Phase 4 cited above are consistent with one another.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="121 321 197 358">K-94</p> <p data-bbox="254 250 657 271">CONCLUSIONS ON TRAFFIC IMPACT STUDY</p> <p data-bbox="254 298 1003 386">The traffic study needs to be revised to account for accurate traffic volumes during the phased portions of the project. Further, the future conditions volumes need to be generated by a SANDAG model and presented in the report for verification. Traffic volumes and their accuracy are the basis for a reliable traffic impact study. Without such, the conclusions are inaccurate and unreliable.</p> <p data-bbox="919 1321 1003 1343">Exhibit D</p>	<p data-bbox="1098 321 1969 464">K-94. The traffic study does account for accurate traffic volumes during the phased portions of the project (see response to comment K-78). The future condition volumes are generated by a SANDAG/City of San Diego model and are included in Appendix D of the TIS (See response to comment K-76).</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 30%;"> <p style="font-size: small; margin: 0;">SHIRLEY R. EDWARDS CHIEF DEPUTY CITY ATTORNEY</p> </div> <div style="width: 40%; text-align: center;"> <p style="font-size: x-small; margin: 0;">OFFICE OF THE CITY ATTORNEY CITY OF SAN DIEGO</p> <p style="font-size: x-small; margin: 0;">Michael J. Aguirre CITY ATTORNEY</p> </div> <div style="width: 30%; font-size: x-small; margin-top: 20px;"> <p>1200 THIRD AVENUE, SUITE 1620 SAN DIEGO, CALIFORNIA 92101-4178 TELEPHONE (619) 236-6220 FAX (619) 236-7215</p> </div> </div> <div style="margin-top: 20px; text-align: center;"> <p>MEMORANDUM OF LAW</p> </div> <div style="margin-top: 10px;"> <p>DATE: September 17, 2007</p> <p>TO: Honorable Mayor and City Councilmembers</p> <p>FROM: City Attorney</p> <p>SUBJECT: In Relation to the Recent California Court Ruling Implicating Bay-Delta-Water Supply Reliability</p> </div> <div style="margin-top: 20px; text-align: center;"> <p>INTRODUCTION</p> </div> <p style="font-size: small; margin-top: 10px;">On August 31, 2007, U.S. District Court Judge Oliver W. Wanger, as a follow-up to his May 25, 2007 ruling, announced a series of severe restrictions on the operations of the massive pumps that supply water from the California Bay Sacramento-San Joaquin Delta [Bay-Delta] to two-thirds of all Californians, including 3 million San Diego County residents. See San Diego County Water Authority News Release, August 31, 2007. Water is supplied or diverted to end-users by way of the Central Valley Project [CVP] and the State Water Project [SWP]. San Diegans get their Bay-Delta water from the City's Water Department, by way of arrangements with the San Diego County Water Authority [Water Authority], who obtains this water from the Metropolitan Water District [MWD] as supplied by the State Water Project.</p> <p style="font-size: small; margin-top: 10px;">Judge Wanger's ruling is the consequence of years of significant water use impact on a threatened species—the Delta Smelt—and a recent proposed plan to increase water usage evaluated and considered in the Long-Term Central Valley Project and State Water Project Operations Criteria and Plan [2004 OCAP or OCAP]. The OCAP surveys how these two water diversion projects—the Central Valley Project and the State Water Project—are currently managed in light of evolving circumstances. The United States Fish & Wildlife Service [FWS] evaluated the biological impacts of the OCAP pursuant to the federal Endangered Species Act [ESA] and determined in a written Biological Opinion [BiOp] that the current project operations described in the OCAP and planned future actions would not jeopardize the continued existence of the Delta Smelt or adversely modify its critical habitat.</p> <p style="font-size: small; margin-top: 10px;">Judge Wanger found that the Delta Smelt was undisputedly in jeopardy as to its survival and recovery and that the FWS BiOp determination of no jeopardy was arbitrary, capricious, and</p> <div style="text-align: right; margin-top: 20px;"> <p style="font-size: x-small; margin: 0;">Exhibit E Page 1 of 9</p> </div>	<p style="font-size: large; margin-top: 20px;">K-95. This represents a copy of the City Attorney's Memorandum of Law regarding water supply availability. See response to comment no. K-55.</p>

COMMENT	RESPONSE
<p>Honorable Mayor and City Councilmembers -2- September 17, 2007</p> <p>contrary to law. See <i>Natural Resources Defense Council v. Kempthorne</i>, Slip Copy, 2007 WL 1577896 at 1 & 58 (E.D. Cal.) (May 25, 2007).</p> <p>San Diegans may be severely impacted by this recent court ruling because the Bay-Delta provides more than one-third of all water used in the County. Last year, 41 percent of all water used in San Diego County was imported from the Bay-Delta. See Water Authority News Release, June 1, 2007. As indicated in a recent San Diego Union-Tribune Article, “[t]he precise amount of water required for smelt protection won’t be known for months,” but “[e]arly estimates are that the safeguards would lower normal deliveries from 14 percent to 37 percent.” <i>Multiyear Shortage of Water Discussed, Agencies Concerned with Recent Ruling</i> by Mike Lee, San Diego Union-Tribune, September 5, 2007.</p> <p>Pursuant to California Law (SB221 and SB610), the City of San Diego is required, before approving certain large developments, to verify that there will be a sufficient water supply over a 20 year window. Any challenge to the verification must be initiated within 90 days. Government Code Section 66473.7(o).</p> <p>ANALYSIS</p> <p>Under California Law, a “sufficient water supply” is defined as a water supplier’s 20-year projected water supplies available during normal, single-dry, and multiple-dry years, which will meet the subdivision’s water demands in addition to existing and planned future uses, including, but not limited to, agricultural and industrial uses. Government code Section 66473.7(a)(2). This City determination must be supported by substantial evidence in the record. Furthermore, if the water supplier’s verification relies on projected water supplies that are not currently available to the public water system, the water verification must be based upon 1) written contracts or other proof of valid rights to the identified water supply that identify the terms and conditions under which the water will be available to serve the proposed subdivision; 2) capital outlay programs for the financing of the delivery of the water; 3) securing the applicable federal, state, and local permits for the construction of necessary infrastructure associated with supplying the water; and 4) necessary regulatory approvals that are required in order to be able to convey or deliver the water to the subdivision. Government Code Section 66473.7(d)(1)–(4). Under the California Environmental Quality Act [CEQA], a water supply assessment should also be incorporated into the Environmental Impact Report. Water Code Section 10910 <i>et seq.</i>; Public Resources Code Section 21151.9. Given recent events and the Delta Smelt judicial determination, the City will need to re-evaluate the adequacy of its water assessments and verifications.</p> <p>In recognition of the County’s serious water deficit and the Delta Smelt determination, Fern Steiner, chair of the Water Authority, has stated in an August 31, 2007 news release that “[t]he water supply impacts of this court decision to San Diego County will be significant, and supply shortages and mandatory water use restrictions are a very real possibility. This decision comes on the heels of the historic dry conditions we are experiencing throughout California, which are already impacting water supplies.” According to a Water Authority June 1st news</p> <p style="text-align: right;">Exhibit E Page 2 of 9</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Honorable Mayor and City Councilmembers -4- September 17, 2007</p> <p>and early summer months...The effects of global climate change are expected to have a profound effect on this dynamic. Among other things, more precipitation will occur as rain rather than snow, less water will be released slowly from snow pack "storage" during spring and summer months, and flooding is expected to increase....These developments will make it more difficult to fill the large reservoirs in most years, reducing reservoir yields and will magnify the effect of [Central Valley Project] operations on downstream fishes. These developments will also dramatically increase the cost of surface storage relative to other water supply options, such as conservation....</p> <p>[T]he Biological Assessment [BA]...entirely ignores global climate change and existing climate change models. Instead, the BA projects future project impacts in explicit reliance on seventy-two years of historical records. In effect, the Biological Assessment assumes that neither climate nor hydrology will change. This assumption is not supportable....The [Fish & Wildlife] Service can and must evaluate how the range of likely impacts would affect [Central Valley Project] operations and impacts, including the Bureau [of Reclamation's] ability to provide water to contractors while complying with environmental standards....</p> <p>The [FWS's] BiOp does not gauge the potential effect of various climate change scenarios on Delta hydrology. Assuming, <i>arguendo</i>, a lawful adaptive management approach, there is no discussion when and how climate change impacts will be addressed, whether existing take limits will remain, and the probable impacts on [Central Valley Project-State Water Project] operations.</p> <p><i>Id</i> at 39-41.</p> <p>Given our growing water dependency on Bay-Delta water supply, and recent court imposed and other operational and climate change limitations to Bay-Delta water availability, it is imperative that the City of San Diego fully take into account these significant changed circumstances and re-analyze the implications of future water supply availability and water supply alternatives for existing commercial, residential and industrial use and future development.</p> <p>These changed circumstances should trigger further analysis under the California Environmental Quality Act [CEQA] for projects not yet approved by the City, and may now trigger additional analysis under the provisions of CEQA Section 21166 for other CEQA</p> <p style="text-align: right;">Exhibit E Page 4 of 9</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Honorable Mayor and City Councilmembers -5- September 17, 2007</p> <p>determinations that have already been approved but where the project has not been implemented. For instance, additional water supply analysis for the City's Draft General Plan Update and accompanying CEQA Environmental Impact Report is critical. In addition, the following proposed projects, among others, should also be re-evaluated under CEQA and under existing requirements for Water Supply Assessments:</p> <ol style="list-style-type: none"> 1. Proposed Monte Verde Project (Project Number 6563) which will be heard as Agenda Item 203 before the City Council on Monday, September 17, 2007. 2. Proposed Sunroad Centrum Residential (Project Number 49068). 3. Proposed Quarry Falls (Project Number 49068) 4. Proposed University Town Center Revitalization Project <p>Case law supports further CEQA analysis and a re-evaluation of prior water supply projections. Judge Wanger's Order demonstrates the uncertainty and risk associated with reliance upon water entitlements or contracts ("paper" water) for future water supply from the State Water Project. The City of San Diego's future water supply is inherently dependent upon State Water Project entitlements to Bay-Delta water as is demonstrated in the City's Water Supply Assessment Reports, the City's Urban Water Management Plan [UWMP] (2005), the San Diego County Water Authority's Updated 2005 Urban Water Management Plan (2007) and the Metropolitan Water District's Urban Regional Water Management Plan (2005). San Diego's UWMP incorporates by reference the Water Authority's and MWD's UWMPs. Other courts have recognized that water entitlements do not ensure the same amount of water in any given year. Thus, the discussion, analysis, mitigation and findings in a Water Assessment or in an Environmental Impact Report need to accurately reflect these uncertainties. See <i>Santa Clarita Organization for Planning the Environment v. County of Los Angeles</i> 106 Cal. App. 4th 715 (2003) ("there is a huge gap between what is promised and what can be delivered," rendering State Water Project entitlements nothing more than 'hopes, expectations, water futures or, as the parties refer to them, 'paper water''", quoting <i>Planning & Conservation League v. Department of Water Resources</i> 83 Cal. App. 4th 892, 908, fn. 5 (2000)); <i>California Oak Foundation v. City of Santa Clarita</i> 35 Cal. Rptr. 3d 434 (2005); <i>Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova</i> 53 Cal. Rptr. 3d 821, 832-833 (2007).</p> <p>Urban Water Management Plans [UWMPs] are used to assess the reliability of future water supply over a twenty year period. UWMPs are relied upon by the City to prepare Water Supply Assessments for large-scale projects such as residential developments of 500 or more dwelling units. See Government Code Section 66473.7, Water Code Section 10910 <i>et seq.</i>, Public Resources Code Section 21151.9 and CEQA Guidelines Section 15083.5. An UWMP's failure to adequately reflect water supply reliability can be detrimental to the City's ability to accommodate future development and potentially a basis for future litigation. See <i>Friends of the</i></p> <p style="text-align: right;">Exhibit E Page 5 of 9</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;">Additional Comments on Alternatives (Section 10.0)</p> <p>The alternative section of the PEIR does not contain a meaningful and informative analysis of alternatives. The section fails to provide substantive factual information from which the public and decision maker can make an intelligent decision as to the environmental consequences and relative merits of the alternatives as discussed below.</p> <p><u>Avoidance of Unmitigated Traffic Impacts Alternative</u></p> <p><u>Page 10-5</u> – The PEIR discusses and rejects the alternative identified as “Avoidance of Unmitigated Traffic Impacts Alternative.” In rejecting this alternative, the PEIR presents the following unsubstantiated arguments:</p> <p>“Due to the reduced number of trips associated with this alternative, the proposed mix of land uses would not be feasible. Instead, 400 single-family homes, 35,000 square feet of neighborhood retail uses, and 45,000 square feet of office space could be constructed on the project site. No multi-family residential or civic uses would occur.”</p> <p>“This alternative would not be in conformance with the Mission Valley Community Plan which envisions an urban, high-density mixed-use development and the City’s Strategic Framework Element. This alternative does not provide for an infill project that allows for higher density housing in proximity to public services, transit and other urban amenities. It would not construct roadway improvements to serve Mission Valley; these improvements would be necessary with or without the proposed project. This alternative would construct only 400 homes and would not provide for an increase in housing to serve the housing needs of the City. Therefore, this alternative would not meet the project objectives and has been rejected from further evaluation.”</p> <p>The reasons provided for rejecting this alternative are not sufficient as stated below:</p> <ul style="list-style-type: none"> • There is no evidence to support the contention that the proposed mix of land uses would not be feasible. If the statement is made in the EIR, it must be substantiated. It is certainly not valid to argue that it will be addressed in the Findings and Statement of Overriding Considerations. • If this alternative is intended to reduce trip generation, why not develop 600 multi-family units as part of a mixed-use project instead of 400 single-family homes? Based on the City’s Trip Generation Manual 400 single-family homes would generate 3,600 ADT (9 X 400); 600 multi-family units would generate the same ADT (6 X 600). • On February 10, 2004, the City Council unanimously approved five innovative projects to become Pilot Demonstration projects for the City of Villages strategy <p style="text-align: right;">Exhibit F Page 1 of 11</p>	<p>K-96. The PEIR does not state that the proposed mix of uses under this alternative would not be feasible. The PEIR states:</p> <p><i>“Due to the reduced number of trips associated with this alternative, the proposed mix of land uses would not be feasible. Instead, 400 single-family homes 35,000 square feet of neighborhood retail uses, and 45,000 square feet of office space could be constructed on the project site. No multi-family residential or civic uses would occur.”</i></p> <p>The intent was that “the proposed mix of land uses” apply to the proposed project. For clarification, the text has been revised to read:</p> <p><i>“Due to the reduced number of trips associated with this alternative, the mix of land uses <u>proposed by the project</u> would not be feasible. Instead, 400 single-family homes 35,000 square feet of neighborhood retail uses, and 45,000 square feet of office space could be constructed on the project site. No multi-family residential or civic uses would occur.”</i></p> <p>CEQA Sections 21081, 15091 and 15093 do not require that infeasible alternatives be included in the EIR.</p> <p>K-97. CEQA does not require that every possible alternative be addressed in an EIR. Rather, per CEQA Section 15126.6 requires that a range of reasonable alternative be evaluated.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="margin-left: 20px;">of smart growth in San Diego. One of the projects, The Boulevard Marketplace, proposed the following land uses: 366 residential units, 37,250 square feet of commercial and 40,000 square feet of office. How can the Boulevard Marketplace be honored as a Pilot Village project while the “Avoidance of Unmitigated Traffic Impacts Alternative” is rejected as not being in conformance with the Strategic Framework Element?</p>	<p>K-98. The Boulevard Marketplace is located south of Meade Avenue, between 38th and 40th Streets. Proposed for a project site much smaller than Quarry Falls, the Boulevard Marketplace project involves 366 units, 37,250 square feet of commercial space, and a 4-story office building which provides a mix of uses not feasible under the “Unmitigated Traffic Impacts Alternative.”</p>
<p>K-98</p>	<p>The <i>Avoidance of Unmitigated Traffic Impacts Alternative</i> would occur on the 230.5-acre site. Spreading the small amount of development proposed by this alternative over the 230.5-acre site is an inefficient use of the land, particularly for a site that has been identified as an Urban Center by SANDAG’s Smart Growth Concept Plan.</p>
<p>K-99</p>	<p>K-99. <i>Avoidance of Unmitigated Traffic Impacts Alternative</i> would develop an in-fill property but would not be in conformance with the Mission Valley Community Plan which envisions an urban, high-density mixed-use development and the City’s Strategic Framework Element. This alternative does not provide for an infill project that allows for higher density housing in proximity to public services, transit and other urban amenities.</p>
<p>K-100</p>	<p>K-100. The project provides abutting roadway improvements to Friars Road and Mission Center Road. The project provides intersection improvements to Mission Center Road at Quarry Falls Boulevard, Mission Center Road at Creekside Park Lane, and Friars Road at Russell Park Way. Additionally the intersection improvement to Friars Road at Avenida de las Tiendas is a project feature.</p>
<p>K-101</p>	<p>K-101. Yes, 400 or 600 units would provide an increase in housing for the City.</p>
<p>K-102</p>	<p>K-102. The following project objectives would not be met by this alternative:</p> <ul style="list-style-type: none"> ▪ Develop a community that responds to the natural and created attributes of the project site by placing primary focus on the creation of an interactive system of public parks and open space; ▪ Provide a mixed-use area, with neighborhood, community and lifestyle retail commercial uses and residential development, to serve Quarry Falls and the surrounding areas;
<p>K-103</p>	
<p>K-104</p>	
<p>K-105</p>	
<p>Alternatives Comparison Summary of Traffic Impact Significance</p> <p><u>Pages 10-8 – 10-16</u> – Tables 10-1 through 10-5 are presented to compare significant impacts on roadway segments, arterial segments, intersections, ramp metering, and freeway segments for the various alternatives at project build-out.</p> <p>Why is Alternative 1 – No Project/No Build not included in the tables?</p> <p>Where is the data in either the EIR or the Traffic Impact Study to support the determinations of significance?</p> <p>What exactly would be the volumes and levels of service for these segments, intersections, and ramps under each of the alternatives?</p> <p><u>Alternative 2 – No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative</u></p> <p><u>Pages 10-20 and 10-21</u> – Excerpts from the Alternative 2 description follow:</p> <p>“...the proposed project would develop a pedestrian oriented project that integrates residential, commercial retail, commercial office, civic, parks and open space uses.</p> <p>The project site is also within the Development Intensity District “F” (DID “F”), which is intended to “limit development intensity to the levels allowed under the adopted community plan.” In order to stay within the traffic limits of the</p> <p style="text-align: right;">Exhibit F Page 2 of 11</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<ul style="list-style-type: none"> ▪ Design individual development projects that positively contribute to the character of the City of San Diego and reinforce community identities through control of project design elements such as architecture, landscaping, walls, fencing, lighting, and signage; ▪ Attract commercial and office uses to serve community and regional needs. ▪ Allow for the option to construct a school to serve children within Quarry Falls and from other areas in Mission Valley, as well as areas served by the San Diego Unified School District. <p>K-103. As stated in Section 10.2.2 of the PEIR, continuation of mining operations under the approved Conditional Use Permit would result in traffic and circulation impacts as described in the existing conditions analysis presented in Section 5.2, <i>Traffic/Circulation/Parking</i>, of this Program EIR and in the accompanying <i>Quarry Falls Traffic Impact Study</i>. Figure 5.2-1, <i>Existing Study Area Roadway Classifications</i>, presents existing roadway classifications in the community; and Tables 5.2.1, <i>Existing Roadway Segment Conditions</i>, and 5.2-2, <i>Existing Arterial Segment Classifications</i>, show the existing LOS on community street segments that would be affected by the proposed project. Under the No Project/No Build alternative, 13 roadway and arterial segments currently operate at unacceptable levels of service (LOS E or F). As shown in Table 5.2-3, <i>Existing Intersection Conditions</i>, five intersections within the community operate at LOS E or worse with the No Project/No Build alternative. Delays also occur at freeway ramps for I-15 Northbound at Friars Road in the AM peak hour and at I-805 Southbound at Murray Ridge, I-8 EB at SB Texas Street, I-15 Northbound at Friars Road, I-15 Southbound at Friars Road, and I-15 Southbound at Friars Road (I-8 Bypass) in the PM peak hour. Freeway segments along SR-163, I-805, I-8, and I-15 also currently operate at unacceptable levels of service. Alternative 1 – the No Project/No Build alternative – is the base condition for analysis and comparison of impacts of the remaining project alternatives. Therefore, there are no significant impacts associated with Alternative 1.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>K-104. The determination of significance is based on the City of San Diego <i>Development Services Department, Significance Determination Guidelines</i>, January 2007. That information is presented in Section 5.2 of the PEIR. The data are also included in the TIS.</p> <p>K-105. The volumes and levels of service for the project alternatives were derived from a quantitative segment analysis. Intersection and ramp significant impacts are based on a comparison taken from the phases of development analyzed in the TIS. A comparison of the roadway segment LOS and traffic volume for the alternatives is included in TIS.</p> <p>The conditions without the Phyllis Place connection are summarized by phase as follows: Tables 6-1 through 6-6 for Phase 1; Tables 7-1 through 7-6 for Phase 2; Tables 8-1 through 8-6 for Phase 3; Tables 9-1 through 9-6 for Phase 4; and Tables 10-1 through 10-6 for project buildout.</p> <p>The conditions with the Phyllis Place connection are summarized by phase as follows: Tables 12-1 through 12-6 for Phase 2; Tables 13-1 through 13-6 for Phase 3; Tables 14-1 through 14-6 for Phase 4; and Tables 15-1 through 15-6 for project buildout.</p> <p>Level of service and measures of effectiveness for every location with significant impacts are summarized side-by-side in Tables 16-6 through 16-25.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;">MCPDO, the project's intensity within Mission Valley cannot exceed 32,040 ADT."</p> <p>K-106 Where are the data/calculations in either the PEIR or the Traffic Impact Study that support the implication that the land uses as prescribed in Table 10-6 for Alternative 2 would generate 32,040 ADT? Are these driveway trips or external trips?</p> <p><u>Page 10-21</u> – Table 10-6 compares the Proposed Project and No Project/Continuation of Existing Plan Alternative Development Intensity Plan Alternative. As shown on the table, the alternative would provide less than half the number of residential units (2,200/4,780 = 46%) less than one fourth the retail commercial square feet (150,000/603,000 = 24.8%), and approximately 40% of the office commercial square feet (250,000/620,000 = 40%). Is this truly the maximum amount of development that can occur and still achieve 32,040 ADT? Or were the intensity of these land uses set artificially low in order to support the rationale under Land Use impacts?</p> <p>K-107 <u>Page 10-22</u> – In analyzing the Land Use impacts of Alternative 2, the PEIR states:</p> <p style="padding-left: 40px;">“...this alternative would not result in the intensity of land uses envisioned by the City of Villages Strategy and Strategic Framework Plan. It would not locate dense housing in an area where transit is available. This alternative would result in the construction of less affordable housing units on-site, because the City’s Inclusionary Housing Ordinance is based on the total number of residential units associated with a project.”</p> <p><u>Page 10-25</u> – In the Evaluation of Alternative 2, the PEIR makes a similar statement regarding the City of Villages:</p> <p style="padding-left: 40px;">“This alternative would not result in the intensity of development envisioned for an Urban Village as defined by the City of Villages Strategy and Strategic Framework Plan.”</p> <p>K-108 Please cite the specific language in the adopted Strategic Framework Plan that would support the contention that 2,200 residential units, 150,000 square feet of retail commercial, and 250,000 square feet office commercial “would not result in the intensity of land use envisioned for an Urban Village by the City of Villages Strategic Framework Plan.”</p> <p>K-109 What is the distance from the southernmost portions of the site to the nearest transit stations? Wouldn't the development of 2,200 residential units built as part of a mixed-use project fronting on Friars Road be the same distance from the transit station as the proposed project?</p> <p>Why would there have to be less affordable housing units on-site than the proposed project? The City’s Inclusionary Housing Ordinance establishes a minimum but no</p> <p style="text-align: right;">Exhibit F Page 3 of 11</p>	<p>K-106. The Community Plans Alternative combines the trip allocation estimated for both the Mission Valley and Serra Mesa Community Plans (see Comment J-4). The combined total of 31,882 ADT (revised from the previous total of 32,040 ADT) was analyzed in the TIS as external trips based upon the Mission Valley component of 140 ADT/acre and the Serra Mesa associated with the RS-1-7 zone of one unit per 5,000 square feet. This generates 31,497 ADT in Mission Valley and 384 ADT in Serra Mesa. The most conservative estimate of the community plan alternative assumes a maximum development intensity based upon driveway trip generation for the mix of land uses. This alternative based on driveway trip generation rates satisfies the CEQA Guidelines requirement to ensure the provision of a range of reasonable alternatives to a project and to analyze the No Project alternative for the continuation of the existing plan. The trip generation tables for the Community Plan and Reduced Density Alternatives have been included in the appendices of the TIS.</p> <p>K-107. The development intensity for Alternative 2 – <i>No Project/Continuation of Existing Plan Alternative; Build-Out Under Community Plans Alternative</i> - has been revised to reflect a project that generates a total of 31,881 average daily trips. This alternative was prepared using a more conservative assumption of driveway trips and satisfies the CEQA Guidelines requirement to ensure the provision of a range of reasonable alternatives to a project and to analyze the No Project alternative for the continuation of the existing plan. The alternative has been supplemented in the PEIR with a less conservative land use mix that reflects the maximum development intensity achievable using 31,881 external cumulative trips. The land use mix achieves the multiple use development goals of the Mission Valley Community Plan and the single family development identified in the Serra Mesa Community Plan. The intensity of land uses is what can reasonably be expected from a project designed to include lower residential densities and surfaced parked commercial retail and office. The development intensity comparison has been revised in the Final PEIR to include Table 10-6, <i>Proposed Project and No Project/Continuation of Existing Plan Alternative Development Intensity Comparison</i> that provides both trip generation methodologies for the No Project/Continuation of Existing Plan Alternatives.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>K-108. The City of Villages Strategy, first adopted as part of the Strategic Framework Element of the General Plan in 2002, meets the long-term growth needs of the City by focusing development into mixed-use activity centers. This strategy was developed to address future population growth and the ability to provide adequate public infrastructure, such as parks, libraries and schools. The Strategy acknowledges a range of village types and densities (but does not include specific densities) from Downtown to neighborhood villages. Mission Valley is identified as a subregional employment center that includes major employment and commercial districts. The City of San Diego’s Village Propensity Map (Figure LU-1) in the Draft General Plan reinforces the opportunity for designation and development of the site for development greater than that identified in the current Mission Valley Community Plan, prepared over 20 years ago.</p> <p>In addition, SANDAG’s Smart Growth Concept Map identifies the Quarry Falls site as a location that would support growth opportunities and would benefit from creating additional housing in close proximity to the 50,000+ jobs in Mission Valley. The size of the site, proximity to public transit, and the ability to master plan the development lend it for development for future growth.</p> <p>K-109. The walking distance from the southernmost portion of the project in the vicinity of the pedestrian bridge is approximately 1,500 feet from the Rio Vista trolley station. The City of San Diego concluded the traffic study should be prepared assuming no trip reduction for proximity to transit; thereby assuring traffic impacts would not be underestimated. The relocation of residential units along Friars Road would not change the assumptions of the traffic study nor further the goals of the new General Plan to implement a City of Villages strategy to meet future population growth and housing needs.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>K-110</p> <p>maximum. In fact, of the five innovative projects approved to become Pilot Demonstration projects for the City of Villages strategy several of the projects exceed the minimum as noted below:</p> <p style="padding-left: 40px;">Mi Pueblo – almost 25 percent will be affordable housing; The Boulevard Marketplace – 20 percent will be affordable; The Paseo – 25 percent of the beds will be set aside for low-income students; and The Village Center at Euclid and Market – more than 20 percent will be affordable.</p> <p><u>Page 10-22</u> – In analyzing the traffic impacts of Alternative 2, the PEIR states:</p> <p style="padding-left: 40px;">“This alternative would generate approximately 32,040 ADT, approximately half the amount of traffic as the proposed project.”</p> <p>Where are the data/calculations in either the PEIR or the Traffic Impact Study to substantiate the conclusion that the land uses as prescribed in Table 10-6 for Alternative 2 would generate 32,040 ADT? Are these driveway trips or external trips??</p> <p><u>Page 10-23</u> – In analyzing the Visual Effects and Neighborhood Character impacts, the PEIR states:</p> <p style="padding-left: 40px;">“Parking would occur primarily in open surface parking lots, similar to adjacent developments, rather than with a parking garage. Large expanses of open surface parking lots are generally considered visually less attractive than consolidating parking into parking garages.”</p> <p>K-112</p> <p>Why would the parking have to occur primarily in open surface parking lots? Why would large expanses of open surface parking lots be considered visually less attractive than parking garages? Are the parking garages at Fashion Valley or University Towne Center any more attractive than the landscaped surface parking lots?</p> <p><u>Page 10-25</u> – In the Evaluation of Alternative 2, the EIR states:</p> <p style="padding-left: 40px;">“The No Project/Continuation of Existing Plan alternative would result in less impacts to population driven environmental issues, such as public services (including parks)”</p> <p>K-113</p> <p>While this statement may be true, the PEIR fails to analyze the impacts on public facilities and services for the project and for Alternative 2.</p> <p><u>Alternative 3 – Reduced Density Alternative</u></p> <p><u>Page 10-22</u> – In analyzing the Land Use impacts for Alternative 3, the PEIR states:</p> <p style="padding-left: 40px;">“This alternative proposes a multiple use project as an end use to the existing</p> <p style="text-align: right;">Exhibit F Page 4 of 11</p>	<p>K-110. The project would comply with the City’s Inclusionary Housing Ordinance (Section 142.1306) which requires that at least 10 percent (10%) of the total dwelling units in the proposed development be affordable to targeted rental households or targeted ownership households or payment of in lieu fees. The proposed project would provide 10% of the total dwelling units as affordable units. For purposes of comparison, the same percentage of affordable housing was applied to the alternative.</p> <p>K-111. See response to comments nos. K-106 and 107.</p> <p>K-112. In general, lower density development does not justify the higher financial cost of constructing structured parking.</p> <p>Large expanses of open parking areas are generally considered less visually attractive than parking structures because of the lack of integration with buildings and structures. The Urban Design Element and the Mobility Element of the City’s General Plan state:</p> <p style="padding-left: 40px;"><i>Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking. (UD-A.11)</i></p> <p style="padding-left: 40px;"><i>Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, mixed-use developments, and managed public parking . . . , while still providing appropriate levels of parking. (ME-G.2.b)</i></p> <p>K-113. See response to comments nos. K-36 – K-52.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>mining operations, which would be consistent with the Mission Valley Community Plan. However, this alternative would result in a reduced intensity of land uses and would not provide the same amount housing in an area where transit is available. This alternative would result in the construction of fewer affordable housing units on-site.”</p>	<p>K-114. As specifically stated in the analysis in Alternatives Section 10.2.4, the land use plan under Alternative 3 would look similar to that of the project, with about 1,060 fewer residential units. This reduction in residential development would occur in the Ridgetop, Foothills, Terrace and Creekside Districts. Total retail space would be reduced by more than 40 percent, and the resulting commercial center would be less urban in character, with fewer two-story structures and more surface parking. Office development would be reduced by approximately 20 percent. Fewer parks would be required to serve the reduced population base anticipated under this alternative. This alternative would provide space for civic uses, albeit reduced in square footage. Circulation would be the same as that shown for the proposed project; no street connection would occur between Friars Road and Phyllis Place. Similar to the proposed project, this alternative would be connected by trails and pedestrian accessways. Also similar to the proposed project, the approved CUPs would involve amendments to modify the grading shown on the approved Reclamation Plans and to relocate the asphalt/concrete plant to the southeast corner of the project site as an interim use. Land use impacts would be similar to the proposed project. Per CEQA Section 15126.6, the PEIR is not required to analyze every possible alternative but a range of reasonable alternatives.</p>
<p>K-114</p> <p>The above is not an analysis of land use impacts for Alternative 3; it is only a comparison with the proposed project. Would a lesser amount of housing be a negative impact, and if so, why? And if a lesser amount is considered negative, would it be significant?</p>	<p>K-115. See response to comment no. K-4 and K-114. The description of Alternative 2 is based on providing affordable housing in accordance with the City’s Inclusionary Housing Ordinance and consistent with that proposed by the project (i.e., 10 percent on-site). While a greater amount of affordable units could be proposed under any scenario, the comparative basis of the alternatives discussion assumes the same amount of affordable units for consistency. CEQA does not require that every possible alternative be addressed, but that a reasonable range of alternatives be described [CEQA Guidelines Section 15126.6(a)].</p>
<p>K-115</p> <p>As with Alternative 2, why would there have to be less affordable housing units on-site than the proposed project? The City’s Inclusionary Housing Ordinance establishes a minimum but no maximum.</p> <p>Page 10-28 – In analyzing the Traffic impacts for Alternative 3, the PEIR states:</p> <p>“This alternative would result in approximately 25 percent less traffic (approximately 39,563 external trips under this alternative compared to 52,332 external trips associated with the proposed project).”</p>	<p>K-116. See response to comment no. K-105 and K-106.</p>
<p>K-116</p> <p>Where are the data/calculations in either the EIR or the Traffic Impact Study to substantiate this conclusion?</p> <p>A traffic impact study for the proposed Quarry Falls project was prepared by KOA. The study evaluated the potential traffic-related impacts associated with the proposed preferred project which would develop the site at an intensity which generates 66,286 total driveway trips to 69 roadway segments and 68 study intersections. Of the 68 study intersections, the traffic study concluded that the proposed project would create significant impacts to 22 study intersections. No detailed traffic study was conducted for Alternatives 2 or 3. Only conclusory statements of significance are presented on Tables 10-1 through 10-5; no data or calculations are presented to substantiate these determinations. Given the significance of traffic impacts of the proposed project it is important that the decision makers and the public know the actual volumes and levels of service that would be generated by these alternatives.</p> <p><u>Alternative 4 – Road Connection to Phyllis Place</u></p>	<p>K-117. The PEIR provides a range of project alternatives that foster informed decisionmaking and public participation, as required by CEQA. CEQA. Guidelines Section 15126.6(a) states:</p>
<p>K-117</p> <p>Alternative 4 is the only alternative that analyzes a road connection with Phyllis Place and is in conjunction with the proposed Quarry Falls project. Alternatives 2 and 3 should also include an analysis with a road connection to Phyllis Place, as well as an additional alternative discussed below.</p>	
<p>Exhibit F Page 5 of 11</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p data-bbox="1192 228 1969 313"><i>“An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation.”</i></p> <p data-bbox="1192 347 1969 459">Nonetheless, in response to comments raised by the public, an additional scenario has been added which combines Alternative 2 (Community Plan) with the Phyllis Place Road Connection. This discussion is presented in the Final PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

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<p style="text-align: center;"><u>Most Obvious and Reasonable Alternative – Development in Accordance with the Adopted Community Plan</u></p> <p>The PEIR states the following on page 10-1:</p> <p style="padding-left: 40px;">“In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR must contain a discussion of “a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” Section 15126.6(f) further states that “the range of alternatives in an EIR is governed by the ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.””</p> <p>The EIR does not address the most obvious and reasonable alternative – development of the site in accordance with the adopted Mission Valley Community Plan. The project site is within the Development Intensity District “F” (DID “F”), which is intended to limit development intensity to the levels allowed under the adopted community plan – 32,040 ADT. The adopted community plan, however, also recommends a connection to Interstate 805 via Phyllis Place. This alternative must be addressed because it is the only alternative that truly represents the adopted Mission Valley Community Plan.</p> <p>An independent traffic engineer (Priority Engineering) conducted a traffic study to evaluate impacts of seven selected intersections associated with developing the project site to an intensity permitted by the existing community plans for Mission Valley and Serra Mesa. The resulting trip generation would be as follows:</p> <p style="text-align: center;">Table 1 Trip Generation</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th rowspan="3">Land Use Area</th> <th rowspan="3">Size</th> <th rowspan="3">Daily Trips</th> <th colspan="6">Weekday</th> </tr> <tr> <th colspan="3">AM Trips</th> <th colspan="3">PM Trips</th> </tr> <tr> <th>In</th> <th>out</th> <th>Total</th> <th>in</th> <th>out</th> <th>total</th> </tr> </thead> <tbody> <tr> <td>Mission Valley</td> <td style="text-align: center;">-</td> <td style="text-align: center;">32,040</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Serra Mesa*</td> <td style="text-align: center;">261,360 sf</td> <td style="text-align: center;">336</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Total**</td> <td></td> <td style="text-align: center;">32,376</td> <td style="text-align: center;">906</td> <td style="text-align: center;">1,099</td> <td style="text-align: center;">2,005</td> <td style="text-align: center;">1,665</td> <td style="text-align: center;">1,489</td> <td style="text-align: center;">3,154</td> </tr> </tbody> </table> <p style="font-size: small; margin-top: 5px;">Notes: *The portion of Quarry Falls within Serra Mesa is 6 acres. 6 acres = 261,360sf. 261,360/7,000sf=37 units. 37 units x 9 trips = 336 ADT **The weekday Peak Hour trip generation is based on applying the same trip proportions as the KOA study.</p> <p>Table 1 summarizes the trip generation associated with the property being developed at the community plans intensities. Absent detailed land use designation for this additional alternative, weekday peak hour trips were determined by applying the same peak hour trip proportions as the KOA study. If the project is developed per the community plans intensities, the project would generate 32,376 daily trips of which 2,005 trips will occur</p> <p style="text-align: right; font-size: small;">Exhibit F Page 6 of 11</p>	Land Use Area	Size	Daily Trips	Weekday						AM Trips			PM Trips			In	out	Total	in	out	total	Mission Valley	-	32,040	-	-	-	-	-	-	Serra Mesa*	261,360 sf	336	-	-	-	-	-	-	Total**		32,376	906	1,099	2,005	1,665	1,489	3,154	<p>K-118. The PEIR does address development in accordance with the adopted Mission Valley Community Plan. See Section 10.2.3, <i>Alternative 2 – No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative</i>. The Community Plan with road connection to Phyllis Place Alternative has been added as an additional scenario under Alternative 2. (See Comment K-117).</p> <p>K-119. The PEIR addresses an alternative that would provide for a connection between Friars Road and Phyllis Place. See Section 10.2.4, <i>Road Connection to Phyllis Place</i>.</p> <p>K-120. The traffic analysis prepared by Priority Engineering was not provided to the project proponent or the City of San Diego; therefore, it is not possible to verify the assumptions and conclusions of the report. However, KOA Corporation has reviewed Tables 2 and 3 provided by Priority Engineering. Table 2 shows six locations where the baseline conditions are understated. Priority Engineering reports Friars Rd/SR-163 SB operating with 66.2/E and 59.2/E in the AM and PM peak hours respectively. KOA reports these intersections as operating with 77.4/E and 92.1/F respectively. Similarly, Priority Engineering Reports Friars Road/Frazer Road at LOS C/D in the AM and PM peak hours respectively. KOA reports these intersections as operating at LOS D and F respectively. Although there is no backup analysis was provided by Priority Engineering, the baseline conditions are not calibrated to the existing delay that is observed in the field and therefore, their results are understating the future congestion. The project’s TIS concludes that the understated conditions result in understating the number of impacts. In fact, three of the four impacts that are avoided in the Phase 4 without Phyllis Place with Community Plan Intensity would likely remain significant impacts if the Priority Engineering calculations were calibrated to existing conditions. The results in Table 3 are similarly understated. This assumption understates future traffic conditions and on its own would result in the identification of fewer impacted intersections than the Quarry Falls TIS.</p> <p>The Quarry Falls TIS utilizes a more conservative approach in order to ensure traffic impacts are fully stated for public review and concludes the redistribution of traffic due to the connection of Phyllis Place would reduce traffic volumes and impacts in Mission Valley, while mitigating all impacts to Serra Mesa.</p>
Land Use Area				Size	Daily Trips	Weekday																																											
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LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>A comparison of the with and without Phyllis Place Road connection for the Community Plan and Reduced Density Alternative was not included in the Draft PEIR due to the fact that the road connection is inconsistent with the Serra Mesa Community Plan and would therefore not be an alternative that was feasible under the existing proposal. At the request of the Mission Valley Unified Planning Committee, a comparison of the with and without road connection has been included in the Final PEIR Section 10, <i>Alternatives</i> for the Community Plan (Alternative 2) alternative.</p> <p>Any proposed project that results in substantially fewer trips would be expected to cause less traffic impacts. As shown in the PEIR, the Community Plan and Reduced Density alternatives result in fewer impacts than the Proposed Project. Similarly, as shown in the PEIR, the “with Phyllis Place” alternative results in fewer impacts than the “without Phyllis Place” alternative.</p> <p>The road connection to Phyllis Place has slightly greater impacts to biological resources in comparison to the without road alternatives; however, in the case of the Community Plan Alternative, the impacted area would be greater due to the development of housing in the Serra Mesa portion of the project. These impacts to biological resources are discussed in the Final PEIR and would be fully mitigated by contributions to the Habitat Acquisition Fund. In general, the connection to Phyllis Place reduces traffic volumes in Mission Valley, resulting in additional freeway impacts to I-805. Because any of the No Project alternatives could be considered environmentally superior to the proposed project, CEQA requires that the EIR also identify an environmentally superior alternative among the other alternatives. For the Quarry Falls project, the Reduced Density Alternative is identified as the environmentally superior alternative among the other project alternatives.</p> <p>All intersections, roadway segments, freeway ramps, and arterials have now been analyzed for the Community Plan Alternative both “With” and “Without” the Phyllis Place road connection.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>during AM peak hour (906 trips in, 1,099 trips out) and 3,154 trips during the PM peak hour (1,665 trips in, 1,489 trips out).</p> <p>Seven intersections were selected for reanalysis to ascertain associated impacts, if any, when the project is limited to the development intensities as stated in the two community plans. Seven selected intersections were identified as being impacted by the Quarry Falls project when developed at the proposed intensity and were used as a subset of the total study area. The seven intersections are:</p> <ol style="list-style-type: none"> 1) Friars Road/SR-163 SB ramp/Ulric Street 2) Friars Road @ Frazee Road 3) Mission Center Road @ I-8 EB ramps 4) Qualcomm Way @ I-8 WB ramps 5) Texas Street @ El Cajon Blvd 6) Phyllis Place @ I-805 NB ramps 7) Murray Ridge Road @ Pinecrest Avenue <p>The purpose of this limited analysis was not to recreate the entire Quarry Falls Traffic Impact Analysis. Rather, it was to evaluate if there will be a reduction to roadway network traffic impacts at the selected locations. In doing so, this study evaluated the seven selected intersections during Phase 4 of the project because that is the phase in which the project build out occurs and many roadway improvements from cumulative projects would be in place. The study scenarios are described below.</p> <p>➤ Phase 4 Baseline Without Phyllis Place Connection (WOPP) – This scenario looks at the Year 2022 without a project but when cumulative projects are online. This scenario creates a baseline for which the other study scenarios are compared to.</p> <p>➤ Phase 4 With Community Plan Intensity Alternative & Without Phyllis Place Connection - This scenario evaluates Year 2022 when the project is built out at community plan intensity and all 4 phases are constructed. The Phyllis Place Connection is not constructed.</p> <p>➤ Phase 4 With Community Intensity Alternative & With Phyllis Place Connection (WPP) – This scenario evaluates the seven selected intersections for Year 2022 when the project is fully built out at community plan intensity and the Phyllis Place Connection is constructed.</p> <p>The methodology used in the study is the same methodology employed by KOA in their 2007 traffic study. Level of service calculations for the seven signalized and unsignalized selected intersections were analyzed by the Highway Capacity Manual (HCM) methodology. All assumptions, parameters, and inputs used by KOA were duplicated for consistency.</p> <p style="text-align: right;">Exhibit F Page 7 of 11</p>	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;"> K-120 (con't) </div>

COMMENT	RESPONSE
<p>Table 2 summarizes the analysis results of evaluating the Community Plan Intensity Alternative at the seven selected intersections for Phase 4 Without Phyllis Place Connection during Year 2022 at project build out. The results were compared to the KOA study to see if traffic-related impacts were reduced. The level of service summary is shown on Table 2.</p> <p>As seen in Table 2, when the 7 selected intersections were analyzed at the community plan intensities, delays are lower and levels of services are improved. Of the 7 selected intersections, impacts at 4 intersections are reduced to less than significant. The four locations are:</p> <ul style="list-style-type: none"> • Friars Rd @ Frazee Rd (AM Peak hour) • Mission Center Rd @ I-8 EB ramps (PM Peak hour) • Texas Street @ El Cajon Blvd (PM Peak Hour) • Phyllis Place @ I-805 NB Ramps (PM Peak Hour) <p>Additionally, the 7 selected intersections were evaluated as a Community Plan Intensity Alternative during Phase 4 With the Phyllis Place Connection in Year 2022 at project build out. The Community Plan Intensities are considered and compared to the KOA study. The results are summarized in Table 3.</p> <p>As seen in Table 3, when the 7 study intersections are analyzed with the lower community plan intensities, delays are reduced and levels of services are improved. Of the seven selected intersections, 3 intersections continue to be significantly impacted with the lower intensity and the Phyllis Place Connection constructed. However, although significant impacts are not reduced, this alternative improves intersection levels of service and lower delays. The following intersections resulted in improved levels of service:</p> <ul style="list-style-type: none"> • Friars Rd @ SR-163/Ulric St (AM LOS improved from F to E) • Friars Rd @ Frazee Rd (PM LOS improved from F to E) • Mission Cntr Rd @ I-8 EB ramps (PM LOS improved from F to E) <p>An analysis of ten percent of the intersections studied in the EIR (7 of 68 intersections) that the community plan alternative is an environmentally superior alternative, at least in regard to traffic circulation. In the case of project build out in Year 2022 without the Phyllis Place connection, the community plan alternative reduces significant project impacts to 4 intersections. At project buildout in Year 2022 with the Phyllis Place connection, significant project impacts still exist but levels of service are improved and delays are reduced.</p> <p style="text-align: right;">Exhibit F Page 8 of 11</p>	

**K-120
(con't)**

K-120
(con't)

Table 2
Level of Service Summary
Phase 4 Without Phyllis Place Connection

Intersection	Peak Hour	Phase 4 (WOPP) Baseline KOA Study		Phase 4 (WOPP) With project KOA Study				Phase 4 (WOPP) Baseline Priority Engineering		Phase 4 (WOPP) With community plan intensity, as analyzed by Priority Engineering			
		Delay	LOS	Delay	LOS	Increase	Significant	Delay	LOS	Delay	LOS	Increase/Decrease	Significant
Friars Rd @ SR-163/Ulric St	AM	77.4	E	97.2	F	19.8	Yes	66.2	E	71.0	E	4.8	Yes
	PM	92.1	F	132.2	F	40.1	Yes	59.2	E	79.8	E	20.6	Yes
Friars Rd @ Frazee Rd	AM	35.7	D	55.3	E	19.6	Yes	25.2	C	25.9	G	0.7	No
	PM	136.4	F	226.4	F	90.0	Yes	43.2	D	68.2	E	25.0	Yes
Mission Ctr Rd @ I-5 EB ramps	AM	15.6	B	16.1	B	0.5	No	14.9	B	15.0	B	0.1	No
	PM	96.0	F	110.6	F	14.6	Yes	57.7	E	59.0	E	1.3	No
Qualcomm Way @ I-8 WB ramps	AM	11.7	B	15.6	B	3.9	No	19.6	B	25.3	C	5.7	No
	PM	15.3	B	71.6	E	56.3	Yes	45.9	D	122.1	F	76.2	Yes
Texas St @ El Cajon Blvd	AM	25.2	C	25.5	C	0.3	No	27.7	C	28.2	C	0.5	No
	PM	49.9	D	57.6	E	7.7	Yes	34.9	C	36.1	D	1.2	No
Phyllis Pl @ I-805 NB ramps	AM	25.2	C	28.1	C	2.9	No	15.7	C	15.8	C	0.1	No
	PM	57.9	F	84.5	F	26.6	Yes	18.7	C	22.7	C	4	No
Murray Ridge Rd @ Pinecrest Ave	AM	17.7	C	20.0	C	2.3	No	17.3	C	18.3	C	1.0	No
	PM	33.0	D	44.0	E	11.0	Yes	28.2	D	35.6	E	7.4	Yes

Notes:
Bold indicates LOS E or F.
Highlight indicates reduced significant impact from KOA study to community plan intensity.

Exhibit F
Page 9 of 11

COMMENT

RESPONSE

LETTERS OF COMMENTS AND RESPONSES

K-120
(con't)

**Table 3
Level of Service Summary
Phase 4 With Phyllis Place Connection**

Intersection	Peak Hour	Phase 4 (WPP) Baseline KOA Study		Phase 4 (WPP) With project KOA Study				Phase 4 (WPP) Baseline Priority Engineering		Phase 4 (WPP) With community plan intensity, as analyzed by Priority Engineering			
		Delay	LOS	Delay	LOS	Increase	Significant	Delay	LOS	Delay	LOS	Increase/Decrease	Significant
Friars Rd @ SR-163/Ulric St	AM	77.4	E	87.9	F	10.5	YES	66.2	E	71.1	E	4.9	YES
	PM	92.1	F	112.0	F	19.9	YES	59.2	E	82.4	F	23.2	YES
Friars Rd @ Frazee Rd	AM	35.7	D	45.6	D	9.9	NO	25.2	C	25.5	C	0.3	NO
	PM	136.4	F	192.9	F	56.5	YES	43.2	D	76.7	E	33.5	YES
Mission Ctr Rd @ I-8 EB ramps	AM	15.6	B	14.5	B	-1.1	NO	14.9	B	17.5	B	0.2	NO
	PM	96.0	F	91.5	F	-4.5	NO	57.7	E	43.2	E	-14.5	NO
Qualcomm Way @ I-8 WB ramps	AM	11.7	B	13.8	B	2.1	NO	19.6	B	19.6	B	1.7	NO
	PM	15.3	B	39.2	B	23.9	NO	45.9	D	31.7	C	-0.1	NO
Texas St @ El Cajon Blvd	AM	25.2	C	25.3	C	0.1	NO	27.7	C	28.1	C	0.4	NO
	PM	49.9	D	56.6	D	6.7	NO	34.9	C	37.0	D	2.1	NO
Phyllis Pl @ I-805 NB ramps*	AM	25.2	C	999	F	973.8	YES	15.7	C	178.4	F	162.7	YES
	PM	57.9	F	999	F	941.1	YES	18.7	C	OVRFLW	F	xxxx	YES
Murray Ridge Rd @ Pincrest Ave*	AM	17.7	C	21.0	C	3.3	NO	17.3	C	18.3	C	1.0	NO
	PM	33.0	D	48.8	D	15.8	NO	28.2	D	39.0	D	10.8	NO

Notes:
Bold indicates LOS E or F.
Highlight indicates reduced significant impact from KOA study to re-study.
 *Unsignalized intersection

Exhibit F
Page 10 of 11

COMMENT

RESPONSE

LETTERS OF COMMENTS AND RESPONSES

LETTERS OF COMMENTS AND RESPONSES


COMMENT	RESPONSE
<p data-bbox="142 256 239 321">K-120 (con't)</p> <p data-bbox="296 240 1041 310">The EIR should analyze all of the 68 intersections (plus roadway segments and freeway segments), at the community plan intensity and with and without the Phyllis Place connection, to fairly compare it to the Quarry Falls proposal.</p> <p data-bbox="919 1308 1035 1354">Exhibit F Page 11 of 11</p>	

COMMENT	RESPONSE
<p style="text-align: center;">Additional Comments on the PEIR’s Mitigation Measures for Significant Traffic Impacts</p> <p>As defined by the State CEQA Guidelines (§15370), “Mitigation” includes:</p> <ul style="list-style-type: none"> (a) Avoiding the impact altogether by not taking a certain action or parts of an action. (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation. (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment. (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action. (e) Compensating for the impact by replacing or providing substitute resources or environments. <p>The PEIR inappropriately identifies mitigation measures when there is no assurance that the measure will ever occur or that the measure will truly provide any mitigation. Two examples, which are discussed below, are Friars Road between Avenida de las Tiendas and Ulric Street and Texas Street between Camino del Rio South and El Cajon Boulevard.</p> <p><u>Friars Road – Avenida de las Tiendas to Ulric Street</u></p> <p><u>Page 5.2-25</u> – The PEIR states that the Phase 2 (Year 2012) significant “segment impact to Friars Road from Avenida de las Tiendas to Ulric Street is temporary and fully mitigated by the future extension of Hazard Center Drive as identified in the Mission Valley Public Facilities Financing Plan.</p> <p>K-121 The Mission Valley Public Facilities Financing Plan (PFFP), Fiscal Year 2006, however, does not support this conclusion. As shown on page 35 of the PFFP, \$6,640,000 of funding is unidentified; and no date for construction is shown. Therefore, the significant impact to this section of Friars Road is not mitigated.</p> <p><u>Texas Street – Camino del Rio South to El Cajon Boulevard</u></p> <p>In discussing impacts to Texas Street, the PEIR states the following:</p> <p><u>Page 5.2-19</u> – Impact 5.2-1: Impacts from Phase 1 are expected to be significant on the following roadway segments:</p> <ul style="list-style-type: none"> • Texas Street – Camino del Rio South to Madison Street • Texas Street - Madison Avenue to Monroe Avenue • Texas Street - Monroe Avenue to Meade Avenue <p><u>Page 5.2-22</u> – The following mitigation measures are identified to reduce traffic impacts associated with Phase 1 to <u>below a level of significance</u> (emphasis added) for the following street segments:</p> <p style="text-align: right;">Exhibit G Page 1 of 3</p>	<p>K-121. The Mission Valley PFFP identifies a project (MV-6) from Colusa Street to Ulric Street to restripe Friars Road to six lanes. It also identifies that the portion from west of Ulric Street to east of Fashion Valley Road is completed. This is not inconsistent with the conclusion stated on Page 5.2-25. Additionally, the TIS shows that in the Horizon Year With Project condition Friars Road from Avenida de Las Tiendas to Ulric Street operates at LOS C both with and without the Road Connection. LOS C is an acceptable level of service; therefore, the segment is fully mitigated by the future extension of Hazard Center Drive.</p> <p>Hazard Center Drive is included in the PFFP and must be constructed as part of the proposed Hazard Center project. The TIS conservatively assumed the construction of Hazard Center Drive would not occur until Phase 4 of the project and acknowledges a temporary unmitigated impact until such time the street is constructed. In addition, an updated PFFP is being prepared and will be considered along with the project at the City Council hearing.</p>

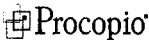
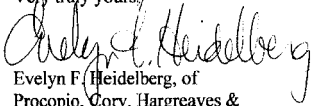
LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="margin-left: 40px;">c. <u>Texas Street – Camino del Rio South to El Cajon Boulevard</u> – Provide lighting and new sidewalks from Camino del Rio South to Madison Avenue as described in the Greater North Park Public Facilities Financing Plan priority list; contribute \$100,000 (2007 dollars) in funding for traffic calming to be determined by the Greater North Park community from Madison Avenue to El Cajon Boulevard.</p> <p><u>Page 5.2-23</u> – Segments along two roadways (Friars Road and Texas Street) would remain significant and unmitigable. These segments include:</p> <ul style="list-style-type: none"> • Texas Street – Camino del Rio South to Madison Avenue* • Texas Street – Madison Avenue to Monroe Avenue* • Texas Street – Monroe Avenue to Meade Avenue* <p style="margin-left: 80px;">* Partially mitigated by traffic calming improvements (MM 5.2-1c) in the Phase 1 Transportation Plan.</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-122</div> <p>The statement on page 5.2-23 contradicts the statement on page 5.2-22 that traffic impacts are reduced to below a level of significance.</p> <p>Other PEIR discussions relating to Texas Street follow:</p> <p><u>Page 5.2-24</u> - Mitigation is feasible to widen Texas Street; however, the Greater North Park Community has established priorities for traffic calming as an alternative to road widening due to the benefits derived from slowing vehicular speed and providing a more pedestrian friendly environment.</p> <p><u>Page 5.2-25</u> – Impact 5.2-5: Impacts from Phase 2 are expected to be significant on the following additional segments:</p> <ul style="list-style-type: none"> • Texas Street – Meade Avenue to El Cajon Boulevard ** <p style="margin-left: 80px;">** Partially mitigated by traffic calming improvements in the Phase 1 Transportation Improvement Plan</p> <p><u>Page 5.2-27</u> – The project’s impact on the following roadway segments would remain significant and unmitigable:</p> <ul style="list-style-type: none"> • Texas Street – Meade Avenue to El Cajon Boulevard* <p style="margin-left: 80px;">* Partially mitigated by traffic calming improvements (MM 5.2-1c) in the Phase 1 Transportation Improvement Plan</p> <p><u>Page 5.2-43</u> – Prior to the issuance of any building permits for Phase 1, the applicant shall assure by permit and bond, the implementation of the following traffic calming measures on Texas Street from El Cajon Boulevard to Camino Del Rio South: provide lighting and new sidewalks from Camino Del Rio South to Madison Avenue (per item T4 in the Greater North Park Planning Committee’s Priority List on page 13 of the Public Facility Financing Plan, 2002), and contribute \$100,000 (2007 dollars) in funding for traffic calming to be determined by the community from Madison Avenue to El Cajon Boulevard.</p> <p style="text-align: right; margin-right: 40px;">Exhibit G Page 2 of 3</p>	<p>K-122. The TIS and PEIR identify the impacts to Texas Street to be significant and unmitigated. This is based upon the Greater North Park PFFP that states the community’s desire to implement traffic calming measures rather than road widening. The statement in the summary Table 5.2-8a (page 5.2-25) and page 5.2-23 correctly identify this impact to Texas Street to be partial mitigation that does not reduce the impact to below a level of significance. The statement of page 5.2-22 is incorrect and has been corrected in the Final PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
 <p>Procopio, Cory, Hargreaves & Savitch LLP</p> <p style="text-align: right;">Evelyn F. Heidelberg Direct Dial: (619) 525-3804 E-mail: efv@procopio.com Personal Fax: (619) 398-0134</p> <p style="text-align: center;">November 27, 2007</p> <p><u>VIA E-MAIL [jmmirrasoul@sandiego.gov] AND U.S. MAIL</u></p> <p>Ms. Marilyn Mirrasoul Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101</p> <p>Re: Draft EIR for Project No. 49068/SCH No. 2005081018, Quarry Falls Project</p> <p>Dear Ms. Mirrasoul:</p> <p>On behalf of our client, Paseo del Rio, Ltd., we offer the following comments on the referenced Draft EIR.</p> <p>Paseo del Rio, Ltd., is the owner of property that is the subject of the Levi-Cushman Specific Plan, approved by the City of San Diego ("City") on August 11, 1987 and of a Development Agreement with the City adopted on August 8, 1988 (hereinafter, the "Paseo del Rio Property"). The Paseo del Rio Property is located in Mission Valley proximate to the property that is the subject of the Quarry Falls EIR.</p> <p>The Levi-Cushman Specific Plan, which is incorporated into the Mission Valley Community Plan Update of 2003, allocates to the Levi-Cushman project for the development of the Paseo del Rio Property 67,000 average daily trips ("ADT"). See Levi-Cushman Specific Plan, at pages 3, 4, 11 and 12.</p> <p>The Quarry Falls Draft EIR references only part of the Levi-Cushman Specific Plan in its cumulative impact analysis. Specifically, that analysis includes only the Riverwalk Commercial Center as one of 17 projects that have been evaluated for cumulative impacts in conjunction with the Quarry Falls proposed development. Draft EIR, at page 8-5. The Riverwalk Commercial Center project proposes only a small percentage of the 5.3 million square foot development approved by the Levi-Cushman Specific Plan, and the ADT associated with Riverwalk Commercial Center would of course be only a small fraction of the full 67,000 ADT allocated to the Property by the approved Mission Valley Community Plan. Although the Draft EIR's</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-top: 10px;">L-1</div> <p style="font-size: small; margin-top: 20px;">530 B Street, Suite 2100 • San Diego, CA 92101-4469 • T 619.238.1900 F 619.235.0398 www.procopio.com</p>	<p>L-1. The PEIR and associated traffic study includes the full build-out of the Levi-Cushman Specific Plan. As stated in Section 8.0, <i>Cumulative Effects</i>, the discussion of cumulative impacts for the Quarry Falls project considers both existing and future projects in the Quarry Falls project vicinity. For the cumulative impacts analysis, the project vicinity is defined as the Mission Valley and Serra Mesa communities. Existing and future projects are based on the following information sources:</p> <ul style="list-style-type: none"> • A summary of projections contained in the City's adopted Progress Guide and General Plan, the Mission Valley Community Plan, and the Serra Mesa Community Plan; and • Past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the City of San Diego. These projects include those which result in or contribute to regional or area-wide conditions. <p>The Mission Valley Community Plan includes the Levi-Cushman Specific Plan, because it is part of the Community Plan build-out. Additionally, the Levi-Cushman Specific Plan is listed in Table 5-1, page 61 of the Traffic Impact Study, as generating 67,000 trips. The Riverwalk Commercial Center project was included in the cumulative analysis as one of the "past, present, and probable future projects" because an application is currently under review by the City for that portion of the Levi-Cushman Specific Plan.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: right;"></p> <p>Ms. Marilyn Mirrasoul November 27, 2007 Page 2</p> <p>discussion of the Riverwalk Commercial Center acknowledges that it is part of the Levi-Cushman Specific Plan which is included in the current Mission Valley Community Plan, it is not clear either in Chapter 8 addressing cumulative impacts or in Chapter 5.2 analyzing traffic impacts whether the 67,000 ADT approved for the entire Levi-Cushman Specific Plan has been included in the baseline for the underlying traffic model, or whether only that portion of the 67,000 ADT which is associated with the Riverwalk Commercial Center development has been included in the baseline for the traffic analysis.</p> <p>L-2</p> <p>In view of the fact that the Levi-Cushman Specific Plan is incorporated into the Mission Valley Community Plan, it is our contention that the full 67,000 ADT should have been included in the baseline for the traffic analysis for the Quarry Falls project proposal. (Furthermore, the inclusion of the Levi-Cushman Specific Plan in the Mission Valley Community Plan requires that the 67,000 ADT be included in all analyses of any application for entitlements in the area covered by, or affected by, the Mission Valley Community Plan.) If the 67,000 ADT were included, we believe that the Final EIR should make that clear; conversely, if these 67,000 ADT were not included, we contend that the Draft EIR is incomplete and inadequate and should be revised to factor in the 67,000 ADT approved in both the Levi-Cushman Specific Plan and the Mission Valley Community Plan.</p> <p style="text-align: center;">Very truly yours,  Evelyn F. Heidelberg, of Procopio, Cory, Hargreaves & Savitch LLP</p> <p>EFH/hal</p>	<p>L-2. See response comment no. L-1.</p>

COMMENT	RESPONSE
<p style="text-align: center;">UNION SQUARE at Hazard Center Condominium Association</p> <hr/> <p style="text-align: center;">C/o Packard Management Group 8745 Aero Drive • Suite 101 • San Diego, CA • 92123 Phone (858) 277-4305 X 209 • Fax (858) 277-4308 joe@packard-1.com</p> <hr/> <p>Via E-Mail (mumirrasoul@sandiego.gov)</p> <p>Ms. Marilyn Mirrasoul Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101</p> <p>Re: Draft EIR for Project No. 49068/SCH No. 2005081018/ Quarry Falls Project</p> <p>Dear Ms. Mirrasoul:</p> <p>Our development, built in 1996 and 1997, consists of 120 condominium units and common grounds known as Union Square at Hazard Center Condominium Association ("Union Square") located on Hazard Center Drive in Mission Valley which is proximate to the property that is the subject of the Quarry Falls EIR. We offer the following comments on the above-referenced Draft EIR.</p> <p>TRAFFIC</p> <p>The City's Draft EIR finds that the Quarry Falls project would have significant effects on land use, public utilities and, above all, traffic. According to the City, the first phase, with about 2,500 multifamily homes and 100,000 square feet of commercial uses, would generate an average of 39,563 vehicle trips a day on Friars Road and surrounding streets, including Mission Center and Murray Ridge Roads, Texas Street and Phyllis Place. The report concludes that when completed, the entire project would generate an average of 52,332 daily trips on Friars Road and other nearby streets.</p> <p>We believe that the Draft EIR is inaccurate because it does not realistically address traffic issues that would result from the Hazard Center Redevelopment as proposed by the developer OliverMcMillan (see attached Section 8.2.15 on page 8-8 of the Draft EIR).</p> <p>Attached hereto is a copy of a petition submitted to the San Diego Planning Commission Members on July 5, 2007 by the owners of Union Square protesting the proposed Hazard Center Shopping Center redevelopment (the "Proposed Hazard Center Redevelopment").* The Proposed Hazard Center Redevelopment would exacerbate the already existing traffic congestion and significantly increase the average daily trips by adding more residential units and more commercial space. We know this from our own experience as the average unit at Union Square has at least two residents and two registered automobiles. Accordingly, if 400+ residential units and numerous commercial elements are added by the Proposed Hazard Center Redevelopment, a minimum of 800 new residents with automobiles would be leaving and returning to Hazard Center Drive every day. This fact was not accurately addressed by the handout attached to the above-referenced petition from the representative of Urban Systems Associates, Inc. at the January 2007 monthly meeting of the Union Square</p>	<p>M-1. The first phase of the project will not add 39,563 daily trips to the community (this is the phase two trip generation). Phase one will add 17,450 external daily trips to the community.</p> <p>At the time that the Draft PEIR was prepared the Hazard Center redevelopment project proposed no new net trips. The project description has changed and is now proposing a two-phased project. The first phase will generate no new net trips. The second phase (year 2020) is expected to generate between 500 - 1,100 new additional driveway trips for Hazard Center. The traffic study includes several conservative assumptions for background traffic, including traffic from the existing mining operation at Quarry (200 ADT) and trips from the Riverwalk Commercial Center (3,720 ADT) project that are also accounted for in the full build-out of the Levi-Cushman project. Additionally, the project conservatively assumes that there is no decrease in trips due to transit ridership, which can account for four percent of all daily project trips (2,080 ADT). These trips more than offset any increase from the Hazard Center project which will only generate between 500-1,100 ADT in the network.</p> <p>M-2. This comment does not address the Quarry Falls project, but rather another project that is currently under review by the City. The traffic study for that project has not been completed. However, development of the Hazard Center Redevelopment project has been included in the cumulative impacts discussion of the Quarry Falls PEIR, including cumulative traffic impacts, based on development intensities available as part of the Hazard Center Redevelopment project application.</p> <p>NOTE: The petition referenced in this comment addresses the Hazard Center Redevelopment project and has, therefore, not been reprinted here. The petition, including its signatory, is on file at the City of San Diego Development Services Department.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Board. Said handout stated that, "There will be an overall reduction in total traffic due to the split in traffic (i.e., East & West instead of only East.>"). In addition, as indicated on the handout, the Hazard Center Drive Extension (see attached Section 8.2.17 on page 8-8 of the Draft EIR) will narrow from the current four lanes to two lanes as it passes under Route 163. Finally, where the Hazard Center Drive Extension narrows to two lanes under Route 163, there is no plan for pedestrian sidewalks to Fashion Valley Mall, thus making an automobile the only way into or out of Fashion Valley Mall on Hazard Center Drive, except for the trolley, which already operates at full capacity on most days in Mission Valley.</p>	
<p>M-3 Based on the above, we feel that the trip generation calculation used for the Draft EIR associated with the Proposed Hazard Center Redevelopment needs to be recalculated as it relates to Quarry Falls.</p> <p>*For the record, the owners of Union Square are still opposed to the Proposed Hazard Center Redevelopment.</p> <p><u>OTHER DENSITY-RELATED CONCERNS</u></p> <p>The Mission Center Road/Friars Road/Interstate 163 corridors are driven daily by Mission Valley residents, shoppers and tourists. Unfortunately, due to the proliferation of commercial and residential mixed-use developments, Mission Valley has also been one of the highest crime areas in San Diego for many years. More residential and commercial density makes for more crime victims. Typical criminal activity in our area includes auto theft, drunk driving, shoplifting, noise complaints (especially from 10 p.m. to 7 a.m.), vandalism, graffiti or tagging, trespassing, public intoxication, disorderly conduct, drug dealing, prostitution, burglary, assault and homicide. Union Square has personally suffered the consequences of many of these crimes. In spite of Mission Valley's high crime rate, public safety services have been lacking for years. Proponents of Quarry Falls, Hazard Center redevelopment and other Mission Valley growth projects and the government agencies who approve their projects consistently fail to meet the growing population's safety and emergency needs. Union Square has grave concerns that once again the public's safety, specifically residents' needs for police, paramedics, fire and other emergency responders will become even more inadequate than already exists. In addition, Union Square strongly points out that since September 11, 2001, there has been no emergency response or evacuation plan for Mission Valley in the event of another man-made or natural catastrophe. If there is such a plan, please tell us. Our homeowners would like to know.</p>	<p>M-3. Please see response no. M-1.</p>
<p>M-4</p>	<p>M-4. Emergency response and evacuation is handled in the County of San Diego by the Unified Disaster Council (UDC), which is the governing body of the Unified San Diego County Emergency Services Organization. The Council is comprised of the Chair of the San Diego County Board of Supervisors, who serves as Chair of the Council, and representatives from the 18 incorporated cities. The primary purpose of the UDC and the Emergency Services Organization is to provide for the coordination of plans and programs designed for the protection of life and property in the County of San Diego.</p>
<p>M-5</p> <p>In mixed-use, commercial interests inevitably trump residents' interests. With more density, the best interests of current and future residents will continue to be downplayed and even ignored. Property values, including Union Square's and Mission Valley in general, have plummeted in recent years and are expected to remain low for at least another year or two. With the addition of Quarry Falls and/or Hazard Center redevelopment and their myriad associated problems, Union Square property values may never recover to prior levels. But more disconcerting, we fear the loss to our Union Square residents' quality of life, which is beyond measure.</p> <p>Sincerely,</p> <p>Board of Directors Union Square at Hazard Center Condominium Association</p> <p>Enclosures</p>	<p>The County of San Diego Office of Emergency Services (OES) serves as staff to the UDC. In this capacity, OES is a liaison between the incorporated cities, the State Office of Emergency Services and the Federal Emergency Management Agency (FEMA), as well as non-governmental agencies such as the American Red Cross.</p> <p>The City of San Diego is one of the 18 incorporated cities that participate in the OES program and also has a Homeland Security Office headed by the Mayor. Additional information on homeland security is available on the County and City web pages to through the OES and the City's Homeland Security Office.</p> <p>See also response no. K-36.</p> <p>M-5. Comments noted. These comments do not address the adequacy or completeness of the Quarry Falls PEIR.</p>

COMMENT	RESPONSE
<p style="text-align: center;">8.0 CUMULATIVE EFFECTS</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">M-6</div> <p>associated amenities. The Mission Valley Multi-Use project proposes the development of the site with a mixed-use urban village consisting of approximately 600 multi-family dwelling units, with ten percent of the units built as affordable on-site and a "Main Street" commercial area, consisting of approximately 18,000 square feet of commercial development. Environmental review has not yet been completed for the project. The current proposal limits traffic generation to the level of the existing use; therefore, the trip generation associated with this project accounted for in the existing baseline environmental condition.</p> <p>8.2.15 Hazard Center Redevelopment Hazard Center is an approximate 41.3 acre mixed-use development located between SR-163 on the west, Friars Road on the north, Mission Center Road on the east, and the San Diego River on the south, and is within the Mission Valley community planning area. The Hazard Center Redevelopment project proposes removal of the existing movie theater (approximately 26,125 square feet) and the addition of 473 residential dwelling unit, parking, and an additional 6,060 square feet of commercial space. Residential uses would include both rental and condominium units in a proposed 22-story tower, a 21-story tower, and 5-story row houses. The existing hotel, office building, commercial/retail space and residential dwelling units would remain in place. Environmental review has not yet been completed for the project. The current proposal limits traffic generation to the level of the existing use; therefore, the trip generation associated with this project accounted for in the existing baseline environmental condition.</p> <p>8.2.16 Friars/SR-163 PSR The Quarry Falls project proposes to construct the following local improvements: widen southbound Ulric Street at Friars Road, widen westbound Friars Road from Frazee Road to SR-163 northbound ramps, widen eastbound Friars road at Frazee Road, widen and lengthen the Friars Road Bridge, and widen southbound approach to Friars Road/Frazee Road.</p> <p>8.2.17 Hazard Center Drive Extension Hazard Center Drive is to be extended to connect to Fashion Valley from Mission Center Road. This connection is expected to provide another route parallel to Friars Road for traffic traveling in the east-west direction.</p> <p>8.3 CUMULATIVE EFFECTS ANALYSIS The project's potential to make a considerable contribution to cumulative effects associated with the various environmental issue areas addressed in this Program EIR is evaluated below.</p> <p>8.3.1 Land Use As presented in this Program EIR, the majority of the Quarry Falls project develops a previously disturbed site identified for multiple use in the Mission Valley Community Plan and it is therefore consistent and compatible with that plan. As a general rule, projects that are consistent and compatible with surrounding land uses and the applicable community plan should not result in land use impacts. However, the intensity of development proposed by the Quarry Falls project would result in significant land use impacts associated with traffic circulation, including both direct and cumulative traffic circulation impacts. Cumulative impacts associated with traffic circulation would be the same as those evaluated in Section 5.2, <i>Transportation/Traffic Circulation/Parking</i>, of this</p> <p style="font-size: small; margin-top: 20px;">Quarry Falls Program EIR Draft: November 2007</p> <p style="text-align: right; font-size: small; margin-top: 20px;">Page 8-8</p>	<p>M-6. This attachment to Union Square at Hazard Center Condominium Association Letter is a copy of page 8-8 of the draft PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;">CRAIG A. SHERMAN ATTORNEY AT LAW</p> <p style="text-align: center;">1901 FIRST AVENUE, SUITE 335 SAN DIEGO, CA 92101-2311 SHERMANLAW@ACL.COM</p> <p>TELEPHONE (619) 702-7892</p> <p style="text-align: center;">December 19, 2007</p> <p style="text-align: right;">FACSIMILE (619) 702-9299</p> <p><i>Via Facsimile (619) 446-5489 Followed By U.S. Mail</i></p> <p>Marilyn Mirrasoul, Environmental Planner Jeanette Temple, Project Manager CITY OF SAN DIEGO 1222 First Avenue, MS 501 San Diego, CA 92101-4155</p> <p>Re: <i>Comments on Discretionary and Adjudicatory Decisions Relating to the Quarry Falls Planned Development Project Project No. 49068; State Clearinghouse No. 2005081018</i></p> <p>To the Environmental Review and Project Managers of the City of San Diego</p> <p>These comments are presented on behalf of the public interest group Mission Valley Community Council and other interested community groups and persons who reside, visit, use, and/or recreate in the City and County of San Diego.</p> <p>The below comments are provided in response to the Draft Environmental Impact Report ("DEIR") for the Quarry Falls Planned Development Project (hereinafter referred to as "Project") and related considerations that might approve of one or more legislative decisions including rezoning, amendments to the community and general plans, adoption of a specific plan, and other discretionary or adjudicatory actions.</p> <p>These comments are provided as an essential and integral part of the California Environmental Quality Act, Cal. Public Resources Code §§ 21000 et seq., ("CEQA"). CEQA Guideline § 15201; <u>Sutter Sensible Planning, Inc. v. Board of Supervisors</u>, (1981) 122 Cal.App.3d 813, 820. The purposes of these comments are specifically and generally intended to (1) share knowledgeable local expertise, (2) check the accuracy and detect omissions of agency and project proponent analysis, (3) disclose public concerns, (4) disclose inadequacies of the agency's responses to DEIR comments, (5) disclose legal deficiencies and misapplication of local, state and federal laws, and (6) to solicit and recommend necessary counterproposals. CEQA Guideline § 15200; Selmi, <i>The Judicial Development of the California Environmental Quality Act</i> (1984) 18 U.C. Davis Law Review 197, 245; <u>Towards Responsibility in Planning v. City Council</u>, (1988) 200 Cal.App.3d 671, 682.</p>	<p>N-1. Comments noted.</p>

N-1


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Page Two December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p><u>Project Density, Population and Amount of Development</u></p> <p>There appears to be a major flaw and deception with the DEIR and as it pertains to the possible final density of the specific plan Project. The public notice informs the public, other agencies, and decision-makers that Project is one that “would include approximately 4,780 residential units; 603,000 square feet of retail space; 620,000 square feet of office space...” However, the project description in Table 3-2, p. 3-11, shows that the possible build-out of residential units alone <i>could</i> be 6,834 and total commercial (retail and office) space <i>could</i> reach 1,530,000 square feet of development. Does the DEIR analyze impacts from the potential maximum development of this stated 6,834 residential units and 1,530,000 square feet of total commercial (retail and office) space? Why are reduced numbers being continually published to the public, other agencies and decision-makers?</p>	<p>N-2. See response to comments nos. K-2 and H-6.. In response these comments, Table 3-1 has been revised to identify the development intensity in each of the land use categories.</p> <p>N-3. See response to comment no. N-2.</p> <p>N-4. It is true that lower levels of development could occur on the project site, within the limits established by the Quarry Falls Specific Plan and Master Planned Development Permit. Development at lower levels would still result in traffic impacts, some of which cannot be mitigated to below a level of significance.</p> <p>N-5. The target development intensity is based on the proposed project as described in Section 3.0, <i>Project Description</i>, of the PEIR. The Project Description is based on the proposed Quarry Falls Specific Plan, Vesting Tentative Map, Master Planned Development Permit and other associated actions and represents anticipated development at this time. The project allows some flexibility in land uses and development intensities in order to respond to market demands over the next five – 15 years. Restrictions placed on the project relative to ADT and peak hour trips will ensure the traffic impacts do not go beyond those evaluated in the PEIR. See also response no. H-6.</p> <p>N-6. The Alternatives section of the PEIR, Section 10.0, addresses a project alternative that would not result in any unmitigated traffic impacts. As described in Section 10.1.4, in order to avoid unmitigated traffic impacts, traffic generated under that alternative would be held to 13.8 percent of the traffic generated by the proposed project. This would result in a total generation of 9,147 new daily driveway trips for the project under the alternative, resulting in 400 single-family homes, 35,000 square feet of neighborhood retail uses, and 45,000 square feet of office space. Other alternatives also address different levels of traffic.</p> <p>N-7. See response to comment no. N-6.</p> <p>N-8. See response to comment no. H-6.</p> <p>N-9. See response to comment no. H-6.</p>
<p>N-2</p>	
<p>N-3</p>	
<p>N-4</p>	
<p>N-5</p>	
<p>N-6</p>	
<p>N-7</p>	
<p>N-8</p>	
<p>N-9</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Page Three December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p>	<p>N-10. See response to comment no. H-6.</p> <p>N-11. Comment noted.</p> <p>N-12. The City of Villages Policy and the Strategic Framework Element are described and evaluated in detail in Section 5.1, <i>Land Use</i>, of the PEIR. The City of Villages policy and Strategic Framework Element, and the newly adopted General Plan identify areas of the City which have a propensity for mixed-use development to occur. These areas are termed “villages” and are located proximate to transit opportunities. According to the General Plan:</p> <p style="padding-left: 40px;"><i>“A “village” is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village will be unique to the community in which it is located. All villages will be pedestrian-friendly and characterized by inviting, accessible, and attractive streets and public spaces. These spaces will vary from village to village and may consist of: public parks or plazas, community meeting spaces, outdoor gathering spaces, passive or active open space areas that contain desirable landscape and streetscape design amenities, or outdoor dining and market activities. Individual villages will offer a variety of housing types and rents/prices. Over time, villages will be increasingly connected to each other by an expanded regional transit system. The village land use pattern and densities help make transit operate more efficiently, which in turn allows for improved and more cost effective transit services. The mix of land use should also include needed public facilities such as schools, libraries, or other community facilities as appropriate in each community.”</i></p> <p>The <i>City of Villages</i> is a growth strategy that has been designed to create mixed-use areas within communities throughout San Diego. The strategy draws upon strengths and characteristics of existing neighborhoods to determine where and how new growth should occur. The Strategic Framework Element identifies a Subregional District as “. . . a major employment and/or commercial district within the region containing corporate or multiple-use office, industrial and retail uses with some adjacent multifamily residential uses.” Mission Valley is an area identified as a Subregional District according to the Strategic Framework Element. According to Village Propensity Map included in the General Plan, the project site has a High Propensity to develop as a village.</p>
<p>N-10</p> <p>If the amount of development is currently a “target,” and, the amount of ADT (whether total or peak AM/PM) is a “target,” what is to keep these targets from changing? Isn’t it true that either or both of the “targets” can move or change under the currently proposed Project? The public needs to know, so this writer will ask, what is the maximum allowed traffic ADT (total and peak AM/PM) requested to be approved for the Project? What is the maximum number of residential units requested to be approved for the Project? What is the maximum amount of commercial (retail and office) square footage requested to be approved for the Project?</p>	
<p>N-11</p> <p>The Table 10-6 at DEIR p. 10-21 clearly shows the proposed Project is seeking to <u>double</u> residential units, and even <u>quadruple</u> commercial and business uses) in contravention of the deliberated and already decided existing plan for the site.</p>	
<p>N-12</p> <p>The explanation given for doubling or quadrupling density appears to be the City of Villages and Strategic Framework Plan (CVSFP). What provisions in the CVSFP require, mandate or suggest or otherwise support that the doubling (or more) of current zoning and land uses is intended for this Project site? With this interpretation and application of the CVSFP, what other areas in the city of San Diego is such a rezoning and re-planning anticipated under the CVSFP?</p>	
<p>N-13</p> <p>Without walking distance mass transit (light rail or regional bus lines), is this Project considered a transit oriented community? What are the time estimates to walk or shuttle from the Project site to even reach public transit. What are the current use levels of mass transit by Mission Valley residents for similar types of development? What do behavioral studies show regarding decisions of residents to use mass transit (when multiple transfers are required) as opposed to having immediately access to community-wide distribution via regional express buses and rail transport?</p>	
<p>N-14</p>	
<p>N-15</p> <p><u>Amendments to the Public Facilities Financing Plan</u></p>	
<p>N-16</p> <p>As stated in the DEIR (p. 3-73), what is the rationale, background data, and support for amending the Public Facilities Financing Plan (PFFP)? How were those numbers derived at? What projects and goals in the relevant previously adopted PFFP have been achieved and put into place as of today’s date? What relevant developments are planned or are in process (for this relevant area of Mission Valley) under the PFFP to achieve particular PFFP anticipated and needed projects? How will the additional funds be obtained? What is the expected timeline for obtaining funds to put one or more of the existing or proposed PFFP projects into effect?</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>N-13. A Transit Oriented Developments (TODs) mixes residential, retail, employment centers, open space, and public uses within comfortable walking distance, making it convenient for residents and employees to travel by transit, bicycle or foot, as well as by car. According to the City’s Transit-Oriented Development Design Guidelines (TOD Design Guidelines), a TOD is defined as “mixed-use neighborhoods, up to 160 acres in size, which are developed around a transit stop and core commercial area.” Without the availability of transit, the project would not meet the intent of a TOD.</p> <p>N-14. Presented below is a map that shows the typical time to travel to the LRT station from various areas within the project site.</p>  <p>The map, titled 'Sorra Mesa', illustrates various land use zones and their proximity to a 'Trolley Station' (marked with a blue dot). The zones are color-coded and labeled as follows: <ul style="list-style-type: none"> A (Light Green): Low/Medium Density Residential B (Yellow): High/Low Density Residential C (Orange): High Density Residential M (Red): Medium-Density R (Dark Green): Recreation/Open Space P (Light Green): Public Open Space P0 (Dark Green): Private Recreation Space The map shows a central area with zones A, B, and C, surrounded by zones M and R. A blue shaded area indicates the '10 minute walk to trolley' zone, while a smaller blue shaded area indicates the '5 minute walk to trolley' zone. Major roads like I-805 and Mission Valley are also shown. </p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>The walking distance from the southernmost portion of the project in the vicinity of the pedestrian bridge is approximately 1,500 feet from the Rio Vista trolley station. The City of San Diego concluded the traffic study should be prepared assuming no trip reduction for proximity to transit; thereby assuring traffic impacts would not be underestimated.</p> <p>Bus routes 14 and 928 provide accessible service to Quarry Falls and the Green Line of the Trolley station at Rio Vista West. The bus stops are adjacent to Quarry Falls. The Trolley station at Rio Vista West is 0.3 miles or a five to ten minute walk from Quarry Falls across the pedestrian bridge.</p> <p>Regarding the current level of transit use in Mission Valley, SANDAG provides periodic ridership information for the bus routes and LRT system. In 2007 it appears that approximately 120 bus patrons were traveling in the peak direction during the peak 3 hours on the two nearest routes to the project (routes 14 and 928). On the rail system (Trolley Green Line), there were in excess of 1,000 directional riders in the same peak 3 hours. It is undetermined what percentage of Mission Valley trips are using transit presently, but it would appear to be relatively low (perhaps near 2 percent). SANDAG forecasts future (Year 2030) transit usage in the region, and it appears that there will ultimately be approximately a 4 percent use of transit by Mission Valley for bus and rail combined.</p> <p>See also response no. E-22.</p> <p>N-15. Regarding behavioral studies, SANDAG makes use of the state-of-the-art knowledge and research available to calibrate and apply their regional travel demand model to produce the ridership estimates for transit and for highway traffic volumes. Generally, every time a rider has to transfer modes and make a switch from one vehicle to another a time penalty is associated with the transfers making the attractiveness of a trip that is dependent on transfers less desirable than one that does not have the penalties. A good source for a variety of scholarly papers on this topic is the Transportation Research Board which is a part of the National Academy of Sciences.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>N-16. The amendment to the Mission Valley Public Facilities Financing Plan (MVPFFP) ensures that new growth and associated public infrastructure is added to the plan so that adequate development impact fees are collected for future projects in the community. The facilities listed in the Financing Plan will be needed over the next approximately 25 years when the full community development is anticipated.</p> <p>The MVPFFP is periodically revised to reflect any community plan is amendments, as is proposed by the Quarry Falls Specific Plan or on an annual basis to reflect inflationary and/or construction cost increases. The MVPFFP is developed in compliance with the State of California Mitigation Fee Act and is prepared under the direction and to the satisfaction of the City of San Diego.</p> <p>The MVPFFP includes anticipated development and the facilities that will serve the community as provided in the Mission Valley Community Plan. The MVPFFP identifies each individual project including the project description, justification, and status. The funding schedule is then determined by the type and size of estimated future development. A community priority list is included in the MVPFFP. The latest version of the MVPFFP was adopted by the City Council in July 2005.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Page Four December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p><u>Hazardous Waste Issues</u></p> <p>N-17 The notice and/or the DEIR does not indicate what hazardous substances are located at the project site, where such hazardous materials are located and why those portions of the Project area are on the Cortese list of hazardous waste sites. (Cal. Gov. Code § 65962.5; Cal. Pub. Res. Code § 21092.6(a); CEQA Guidelines § 15087(c)(6).) In reviewing the Health and safety section of the DEIR, the location of the hazardous material is still not disclosed. Please identify where the listed sites are located. What are the land uses and zoning (anticipated by the proposed Project and all of its elements) at those hazardous waste site locations? How do these hazardous waste sites affect any planned development features of the Project such as schools, parks, residences, and the like?</p> <p><u>City's Significance Thresholds</u></p> <p>Throughout the DEIR, multiple references and analyses of impacts are made to the City of San Diego's "Significance Determination Guidelines under the California Environmental Quality Act." (e.g. DEIR, pp. 1-5, 5.1-17) Please identify the date that such thresholds were adopted. Were these thresholds adopted after public review, and adoption by ordinance, resolution, or rule? (CEQA Guidelines § 15064.7(b).) Assuming the referenced Significance Determination Guidelines were not legally or validly adopted pursuant to CEQA, which sections of the DEIR would need to be re-written or reevaluated based on such faulty reliance and application? Assuming different sets of Significance Determination Guidelines (e.g. Jan. 2007, draft 2006, etc.) were used in different sections of the DEIR, which sections of the DEIR would need to be re-written or reevaluated to use a proper and consistent set of City's adopted Thresholds? Please identify the particular <i>Significance Determination Thresholds</i> document used for analyzing Project traffic impacts, and state how and when said Thresholds were adopted by the city in accordance with CEQA.</p> <p><u>Violating Intent of Adopted Plans</u></p> <p>N-19 The DEIR does not fairly or accurately disclose impacts and inconsistencies with adopted plans and ordinances. The current Community Plan and PDO are designed to maintain and protect the quality of life for residents and visitors to Mission Valley. The DEIR concludes that the "proposed project is consistent with the goals of the MVCP and MVPDO" because it prepared a traffic study and because a plan amendment is being prepared. (DEIR, pp. 5.1-21 to 5.1-22) However, the PDO expressly intends to "limit development intensity to levels allowed under the adopted community plan." The Quarry Falls project would generate traffic</p>	<p>N-17. Hazardous materials are addressed in detail in Section 5.7, <i>Health and Safety</i>, of the PEIR. As stated in Section 5.7, Vulcan Materials Company owns and operates one 10,000-gallon diesel UST. The UST is located on-site and would remain on-site until the asphalt plant is removed. There is no evidence of leakage at the existing UST. The PEIR analysis concluded that removal of the UST may pose a health risk and provides mitigation that will reduce those impacts to below a level of significance.</p> <p>Off-site hazardous materials, including locations, are presented in Table 5.7-1, <i>Off-Site Hazardous Materials Sites</i>. As stated in the PEIR, the proximity and nature of the off-site hazardous materials properties would not result in significant health and safety considerations for the proposed project.</p> <p>N-18. See response nos. H-9 and K-27.</p> <p>N-19. See response nos. K-11 and K-12.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="margin: 0;">Page Five December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p style="margin: 10px 0 0 20px;">in excess of the traffic Threshold 2.” (DEIR, p. 5.1-21) Thus, it appears that the DEIR and its drafters are guilty of the often seen EIR “double-speak” type of impact reporting. The DEIR identifies those goals, polices and standards the Project is purportedly <u>consistent</u> with. However, CEQA requires that “inconsistencies” and conflicts be pointed out and discussed. Please identify the conflicts, inconsistencies and differences the Project has with the existing MV Community Plan and MVPDO so that the public and decision-makers can determine if plan amendments are desirable or warranted. Doing this in a comparative chart may be necessary and helpful.</p> <p style="margin: 10px 0 0 20px;"><u>Circulation of the DEIR and Availability of Referenced Documents</u></p> <p style="margin: 10px 0 0 20px;">CEQA requires that the EIR public review notice indicate the address where copies of the DEIR and all “referenced” documents are available for inspection. (Cal. Pub. Res. Code § 21092(b); CEQA Guidelines § 15087(c).) All documents incorporated by reference in the DEIR shall also be available for inspection. (CEQA Guidelines § 15150(b).)</p> <p style="margin: 10px 0 0 20px;">The November 1, 2007 notice for availability of the DEIR does not give the address where referenced or other pertinent documents would be available for public review. That same notice states that should a person desire the DEIR or its referenced documents in an alternative format, one need only “call the DSD immediately to ensure availability.”</p> <p style="margin: 10px 0 0 20px;">During the comment period for the DEIR, it was raised by members of the public and elected community planning officials that availability, access and review of the DEIR’s referenced documents (technical appendices) was predominantly hampered. This is a significant concern because many extremely adverse environmental impacts appear to be buried in the technical appendices and not even disclosed in the DEIR.</p> <p style="margin: 10px 0 0 20px;">Through at least the first full month of the DEIR comment period (Nov. 1 through Dec. 1), complaints about non-circulation and unavailability of the DEIR’s referenced documents and technical appendices were responded to by City officials that: (1) there is no requirement that such additional documents be circulated with the DEIR; and (2) those additional referenced documents were lodged with and available for review at 2 branches of City’s public libraries (Mission Valley and Main branches). However, this author personally investigated and confirmed with lead reference, main and assistant librarians at both branches that only the DEIR was available. Personal inspection with the assistance of said librarians confirmed there were no technical appendices available for review.</p> <p style="margin: 10px 0 0 20px;">Was the State Clearinghouse provided a copy of the DEIR’s technical appendices? What, if any, agencies received copies of the DEIR’s technical appendices?</p>	<p style="margin: 0;">N-20. Land use impacts associated with the Quarry Falls project are addressed in Section 5.1, <i>Land Use</i>, of the PEIR. As stated in Section 5.1, the project would generate traffic in excess of the traffic Threshold 2. The project would result in significant impacts associated with traffic circulation. Mitigation measures are proposed to reduce impacts; however, all impacts would not be reduced to below a level of significance. The PEIR identifies the projects impacts associated with traffic circulation as a significant and unmitigable land use impact. Therefore, approval of the project would require that the decision-makers adopt Findings and a Statement of Overriding Considerations in accordance Sections 15091 and 15093 of the CEQA Guidelines. In addition, Table 10-6 within the Alternatives Section provides a side-by-side comparison of that allowed by the existing community plan and the proposed project.</p> <p style="margin: 10px 0 0 0;">N-21. The Public Notice of availability includes the address of where members of the public can review or obtain copies of the PEIR, Technical Appendices and support documentation. In addition, the phone number and e-mail address of the City’s environmental analyst for this project were provided. Numerous calls and e-mails were received by the City’s environmental analyst with questions or requesting additional copies of the documents. A link to the environmental document was also posted on the Sudberry Properties website.</p> <p style="margin: 10px 0 0 20px;">Information has not been “buried” in the technical appendices. The PEIR presents the information and the analysis contained in the technical appendices.</p> <p style="margin: 10px 0 0 0;">N-22. As stated in the Public Notice and in the PEIR Section 1.0, <i>Introduction</i>, copies of the PEIR were placed at the Mission Valley, Serra Mesa and the San Diego Central Library. During the public review period, staff was made aware that copies of the technical appendices were not at the public libraries. Staff had copies of the technical appendices delivered to the public libraries. However, the technical appendices were available for review at the City of San Diego Development Services Department during the duration of the public review period. Individual requests by the public for copies of technical appendices were responded to directly.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Furthermore, at the request of the Serra Mesa Community Planning Group, the public review period was extended from December 17, 2007 until January 7, 2008 – providing the public with an additional three weeks of review time, for a total of 66 days, during which time the technical appendices were available for review. Copies of the PEIR and technical appendices were provided to the State Clearinghouse on November 6, 2007. See also response to comment no. J-1. The appendices were also provided to all applicable local, state, and federal agencies, including U.S. EPA, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers, Caltrans Planning, California Department of Fish & Game, Regional Water Quality Control Board, State Clearinghouse, California Air Resources Board, and the Native American Heritage Commission.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>December 19, 2007 City of San Diego Project No. 49068; State Clearinghouse No. 2005081018</p> <p>N-23 Also, there seems to be discrepancies and differences in the formatting/page numbers between the electronic and print versions of the circulated DEIR. In order for the public, decision-makers, preparers, reviewers and drafters of responses to comments be aptly advised, please identify what agencies, groups, and persons received which type of copy (print or electronic). So that everyone is aware, please describe all of the differences between the circulated electronic and print versions? How does the city intend to reconcile those differences to avoid future confusion?</p> <p><u>Use of Consultants for Preparation of the DEIR</u></p>	<p>N-23. Comment noted. The information in this comment did not provide adequate detail to determine if substantive discrepancies existed between the electronic and print versions of the document. A comparison of both versions of the document was conducted and did not identify differences in the material content of the Draft PEIR. If the conversion between electronic and hardcopy versions resulted in format and/or page numbers differences, these would not be material to the information provided by the Draft PEIR for the purpose of determining the impacts of the project and providing that information to the public.</p>
<p>N-24 The DEIR does not indicate or disclose whether the City prepared the DEIR or whether one or more private consultants were retained to prepare it. (Cal. Pub. Res. Code § 21082.1(a); CEQA Guidelines § 15084(d).) By “consultant” here, the commenter does not mean hired experts (geotechnical, traffic, etc.) and their reports. Rather, what persons, company or entity was principally charged with preparing and writing the DEIR document. Please indicate what, if any, consultants were principally retained or contracted by the city for preparation of the DEIR. Where the consultants hired and paid for by the City, or was the preparer’s contract between the developer/applicant and the hired consultant/preparer?</p> <p><u>Requirement for Recirculation Based on Omitted or Unavailable Information During Circulation of the DEIR</u></p>	<p>N-24. Section 14.0, <i>Certification</i>, clearly states who prepared the PEIR. Specifically, as stated in Section 14.0, the PEIR has been completed by the City of San Diego’s Environmental Analysis Section, under the direction of the Development Services Department Environmental Review Manager. This Program EIR is based on independent analysis and determination made pursuant to the San Diego Land Development Code Section 128.0103.</p>
<p>N-25 Based on the legal standards for recirculation of an EIR, it is believed that facts and circumstances support recirculation is required. With so many adverse environmental impacts buried in the technical appendices, the defects regarding noticing, availability, access and review of the DEIR’s referenced documents (technical appendices) precluded meaningful disclosure and review.</p>	<p>The firm of KLR Planning, a private planning firm, was principally charged with preparing and writing the PEIR under City staff direction. The consultant was contracted to and paid by Sudberry Properties/Entitlement, LP, the applicant for the project.</p>
<p>N-26 Pursuant to CEQA, recirculation is required when additional of new information deprives the public of a meaningful opportunity to comment on substantial adverse project impacts or feasible mitigation measures, or alternatives that are not adopted. (CEQA Guidelines § 15088.5) This new information may include not only project changes, but also additional data or other information. (CEQA Guidelines § 15088.5(a).) The facts and circumstances of having information not disclosed in the DEIR, which is buried in unavailable technical appendices is improper under CEQA. (<u>Mountain Lion Coalition v. Fish & Game Commission</u> (1989) 214 Cal.App.3d 1043, <u>Save Our Peninsula Comm. v. Monterey County Bd. of Supervisors</u> (2001) 87 Cal.App.4th.99,131, and <u>Laurel Heights II</u> (1993) 6 Cal.4th 1112, 1130.) This makes the DEIR is so fundamentally conclusory and hides the basic information to know and understand the true severity of impacts, such that public comment is rendered essentially meaningless on those points. As far as recirculating the entire EIR, CEQA expressly contemplates the circulation of an entire EIR after a draft EIR has been circulated for comments. (See CEQA Guidelines § 15988.5(f)(1).)</p>	<p>N-25. No environmental impacts have been “buried” in the technical analysis. All impacts identified in the technical appendices have been disclosed in the PEIR. There have not been any “defects” in the noticing, availability, access and review of the PEIR, technical appendices and supporting documentation. All materials are and have been on file for review at the City of San Diego Development Services Department. When it was noticed that the public libraries did not have copies of the technical appendices, this situation was remedied immediately and copies were placed at the public libraries. Furthermore, at the request of the Serra Mesa Community Planning Group, the public review period was extended from December 17, 2007 until January 7, 2008 – providing the public with an additional three weeks of review time, for a total of 66 days. See also response to comment no. J-1.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>N-26. Per CEQA Section 15088.5, re-circulation of the PEIR is not required. No new environmental impacts have been identified, and for those impacts identified in the PEIR, no impacts would result in an increased in severity. There are no feasible project alternatives or mitigation measures that are considerably different than those addressed in the PEIR. The PEIR provides a thorough analysis of the potential environmental impacts associated with the project allowing meaningful public review and comment. Information has not been buried or hidden form the public. Any issues with availability of the PEIR and technical appendices were remedied as soon as those became known. There has been sufficient time allowed for review by the public.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Page Seven December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p><u>Improper Establishment and Application of an Environmental Baseline</u></p> <p>N-27 The DEIR fails in many regards by evaluating Project and CEQA impacts by assuming that the environmental baseline is the already reviewed and considered full build-out of its general plan, community plan, reclamation plan, and current zoning. (See, e.g., multiple references and comparisons to “Approved Reclamation Plan, DEIR p. 2-6, Figures 2.5 & 2.6) This defect is conclusively proven at p. 1-9 of the DEIR wherein it states: “For the Quarry Falls project, the analysis of environmental impacts is based on certain baseline conditions resulting from the approved CUPs and Reclamation Plans.” (DEIR, p. 1-9)</p> <p>This is a substantial legal defect because when considering a new or amended general plan, the CEQA environmental review must address the existing level of actual physical development in the area as the baseline for its impact analysis, not the existing plan and development planned therein. (<u>Environmental Planning & Information Council v. County of El Dorado</u> (EPIC) (1982) 131 Cal.App.3d 350. The court in EPIC clearly held that the measure of impacts against the prior plan was incorrect and disallowed: “We hold that the EIRs must report on the impact of the proposed plans on the existing environment” ...and... “CEQA nowhere calls for evaluation of the impacts of a proposed project on an existing general plan; it concerns itself with the impacts of the project on the environment, defined as the existing physical conditions in the affected area.” (<u>Id.</u>, 131 Cal.App.3d at p. 352 and p. 354, respectively)</p> <p>According to CEQA Guidelines § 15125(a), a project’s impacts must be measured against the physical environmental conditions existing at the time of the NOP, or if no NOP is published, at the time the environmental analysis begins. Without reference and analysis against <i>existing</i> conditions, an accurate analysis of the Project’s full range of potential impacts could not have been conducted correctly or honestly.</p> <p>The failure to discuss and quantify important aspects of existing conditions (environmental setting) is a prejudicial error under CEQA. (<u>County of Amador v. El Dorado County Water Agency</u>, (1999) 76 Cal.App.4th 931, 955 [description of setting must include analysis sufficient to allow informed comparison of pre-project and post-project conditions]; <u>Cadiz Land Co. v. Rail Cycle</u>, (2000) 83 Cal.App.4th 74, 94 [failure to set forth conditions of possibly impaired groundwater would make impact assessment impossible and faulty])</p>	<p>N-27. The PEIR describes the existing conditions and does not assume that the environmental baseline has already been reviewed. Instead, the PEIR is based on an environmental setting that anticipates completion of the approved CUP and implementation of the approved Reclamation Plan. The approved CUP and Reclamation Plan have undergone previous environmental review (EQD MND No. 82-0315, dated 7/14/82; and EIR, dated April 1979). The Reclamation Plan is bonded, providing the financial assurance that reclamation will occur. With this baseline in place, the PEIR conducts a “plan to ground” analysis, as required by CEQA. In accordance with CEQA Section 15130, the cumulative analysis conducted for the PEIR assumes build-out under the existing community plans, as well as implementation of projects that could affect the baseline analysis for cumulative effects. Therefore, the cumulative analysis is also a conservative analysis, as many of the additional projects have already been assumed as part of the baseline for the approved community plans.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Page Eight December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p><u>Reclamation</u></p> <p>It appears from the DEIR that a substantial majority of the Project site is undergoing “on-going earthwork /reclamation.” (DEIR, p. 2-10, Figure 2-7) What development standards control this current earthwork being conducted? Has there been any inspection, report, study or verification by any government officials that the reclamation earthwork is in accord with the currently adopted Reclamation Plan? If so, please identify the oversight agencies, officials, studies, and/or verifications that have been obtained which indicate whether or not the applicant/owner/developer are in compliance with the adopted Reclamation Plan. This information is relevant to know if the environmental baseline is different or the same as the current Reclamation Plan, and whether any elevation changes or terracing might have already been undertaken towards implementation of the Project.</p> <p><u>Noise</u></p> <p>The Project’s proposed relocation of mining activities adjacent to residential units exposes the applicant’s true intent to hurry residential development at the mining site. Rather than finish mining (as reasonably contemplated, considered, planned and decided), and <i>then</i> develop the site, the proposed Project creates a development project to continue mining adjacent to newly developed residential units. Why? This seems ill-advised and very poor urban planning. (See, DEIR cover page, p. 4 of 9 [there would be 24-hour plant operation; noise at 7 a.m. next to residents would be 65 dB; noise at 4 a.m. next to residents would be 50 dB].) What is the rationale for subjecting persons to such noises at these hours? What are the potential psychological and environmental consequences from such close and continued proximity? Are these mining and plant facilities where the applicant plans to implement and set aside its affordable housing units? What protections are planned to be put in place (in the DEIR, mitigation measures or final approvals so that “environmental justice” considerations disclose or ensure these impaired units and locations do not result in lower income enclaves?</p> <p><u>Air Quality</u></p> <p>The conclusions section on the cover page of the DEIR (page 1 of 9) omits any reference about or concerning air quality, thereby finding that there will be no unmitigated adverse impacts to air quality. The conclusion is purportedly supported by the statement that “implementation of best management practices [to control fugitive dust] would reduce impacts to below a level of significance.” (DEIR cover, page 3 of 9). The Executive Summary corroborates and reiterates the same conclusion by referencing PM₁₀ and Mitigation Measure No. 5.4.1. (ES-7) These conclusions appear inaccurate and inconsistent with other analyses and admissions in the DEIR.</p>	<p>N-28. As presented in Section 2.0, Environmental Setting, the on-going mining operations, asphalt and concrete batch plants are functioning under CUP/Reclamation Plan 5073 and 82-0005 which included the review and certification of an environment document prior to their approval. Inspection of the site for compliance with the CUP and Reclamation Plans occur on an annual basis by the City of San Diego which acts as the lead agency under the Surface Mining and Reclamation Act (SMARA). The City is required to notify the California Department of Conservation within thirty days of completion of the inspection that the inspection has been conducted. In addition, an annual surface mining report is filed with the Department of Conservation and the City of San Diego. On an annual basis, financial assurances are prepared and submitted to the lead agency to ensure compliance with the surface mining operation’s reclamation plan and that bonds for reclamation activities are adequate to meet the estimated cost of reclamation. A copy of the financial assurances is provided to the State of California Department of Conservation for review.</p> <p>The mining operation is in compliance with the approved CUP. The site is identified for future development in the Mission Valley Community Plan; therefore, the reclamation of the site is being performed as required by the approved Reclamation Plans to compaction standards that would allow future development to occur. The Reclamation Plans have not yet been fully implemented, however, the creation of manufactured slopes and final grade elevations are in conformance with these plans.</p> <p>In accordance with Section 3502 of SMARA, the Quarry Falls project would not “<i>substantially affect the approved end use of the site as established in the [approved] reclamation plan.</i>” The amended Reclamation Plan is processed solely to retain approximately 2.4 million cubic yards of excess fill material and update the revegetation plan to current landscape standards. The amended Reclamation Plan maintains the proposed end land use as a compacted, revegetated site which would allow for future urban development as identified in the land use section of the Mission Valley Community Plan. CUP 5073 and/or CUP 82-0315 would be amended to adjust the grading scheme of the Reclamation Plan and to allow for the relocation of the asphalt and concrete plants to the southeast corner of the site. Section 3.0, page 3-67 of the Final PEIR has been revised to include an explanation of the Reclamation Plan Amendment.</p>
N-28	
N-29	
N-30	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>N-29. The PEIR treat all types of residential uses the same. Relative to noise impacts, all residential types would be considered sensitive receptors. An evaluation of the project's compatibility with the existing mining operations is presented in Section 5.1, <i>Land Use</i>. As shown in Table 5.1-1, the majority of mining operations are expected to cease in 2010. The existing plants would operate at their existing locations until 2009 and then would be relocated and would operate at the new location until 2022. Development would begin in 2009, with residential units beginning to be occupied in 2010. The PEIR concludes that land use conflicts could arise as a result of noise generated by on-going mining operations, as well as noise from the asphalt and concrete plants. Noise impacts are addressed in Section 5.5, <i>Noise</i>, of the Program EIR. Based on the analysis presented in Section 5.5, impacts to sensitive receptors could occur; therefore, mitigation measures are required and are included within the MMRP which would reduce compatibility impacts to below a level of significance.</p> <p>N-30. Relative to air quality impacts, the PEIR states that maximum daily emissions associated with construction are below the significance criteria for all construction phases for CO and SOx, but are above the City of San Diego's significance thresholds for ROG, NOx, and PM10, even with implementation of mitigation measures to reduce emissions. While these emissions are above the significance criteria, impacts to air quality would be short-term and temporary. Emissions of diesel particulate during the construction phase of the project would be short-term and would not result in a significant long-term impact.</p> <p>Operational emissions would be mainly associated with traffic accessing the Quarry Falls Project. Based on the estimates of the emissions associated with Project-generated traffic, the emissions are above the significance screening criteria for CO and ROG for all phases, and for NOx for Phases 2 and 3. Emissions would decrease with time due to phase-out of older vehicles and improvements in emission standards. Emissions are below the significance screening criteria for all other pollutants and would therefore not cause or contribute to a violation of an air quality standard for the other criteria pollutants. Because the project is consistent with growth projections for the Major Statistical Area, emissions of NOx and ROG would not be expected to cause an exceedance of an air quality standard.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>The potential for impacts was evaluated based on the significance criteria and utilizing the procedures set forth in the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol to screen projects for the potential for CO “hot spots.” Based on these procedures, the project would not exceed the City’s significance criteria, and would not conflict with the RAQS or SIP. The Project would therefore not result in a significant impact based on operational emissions.”</p> <p>Therefore, the construction emissions would remain above the significance threshold but would be temporary. The operational emissions would be above the thresholds but would decrease with time and would be consistent with growth projections for the region.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Page Nine December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p>	<p>N-31. The Air Quality Technical Report includes CO “hot spots” modeling that was conducted for 23 intersections without the Phyllis Place connection, and 20 intersections with the Phyllis Place connection, along with CALINE4 model outputs included in the appendix. The analysis thus supports the conclusion that the project would not result in a significant impact on CO levels because the project’s traffic, when added to the cumulative traffic for the intersections in the study area, along with background ambient CO concentrations, would not cause an exceedance of the CO standards. See also response no. N-30.</p>
<p>N-31</p> <p>For instance, as set forth in table 5.4-5, “the emissions from project generated traffic are above the significance screening criteria for CO, ROGs for all phases, and for NO_x for Phases B through D.” (DEIR, pp. 5.4-8 to 5.4-11) The DEIR discussion then goes on to discuss CO hotspot analyses, and then simply concludes “impacts would be less than significant.” (DEIR, p. 5.4-11) The “no impact” conclusion here fails to “bridge the gap” between the findings and any plausible evidence that might support it.</p>	<p>N-32. As stated in Section 8.0, the Air Quality Technical Report also includes an analysis of global climate change (Section 5.0) and provides detailed calculations of GHG emissions. A cross-reference has been added to the Air Quality Section in the PEIR (Section 5.4) to direct the reader to the Cumulative Effects Section 8.0 for the analysis of global climate change and greenhouse gas emissions.</p>
<p>N-32</p> <p>Based on the excessive number of vehicle trips generated by the Project, and the incumbent delays at impaired intersections and roadway segments, it appears the DEIR does not sufficiently address for all potential air pollution impacts. Also apparently missing is a meaningful and visible analysis and discussion of California’s new greenhouse gases control standards.</p>	<p>N-33. The project will be constructed with adequate landscaping that provides more landscaping than currently exists at the site (a sand and gravel extraction operation) and would likely reduce rather than increase heat effects.</p>
<p>N-33</p> <p>This writer was unable to trace or follow the Greenhouse Gas (GHG) calculations (AB 32) for the proposed Project because there was no mention of the same in the air quality section of the DEIR. Why is this? Where is it located? With the amount of incumbent (direct) and cumulative traffic congestion caused by the Project, it is hard to accept that this Project can somehow be an impact neutral or comply with GHG emissions on a per capita basis. Also, because very little of the Project site is left as undeveloped open space, potential impacts from reflectivity, urban heat island, and other heat trapping impacts have not been discussed or addressed.</p>	<p>N-34. The PEIR provides a range of project alternatives that foster informed decision making and public participation, as required by CEQA Section 15126.6.</p>
<p><u>Project Alternatives</u></p> <p>N-34</p> <p>The number of alternatives considered in the DEIR appear short-sighted, lacking in number, and fail in their essential purpose to analyze alternatives which “avoid” significant environmental impacts of the Project, meet the purpose of the Project, <u>and which are feasible</u>.</p>	<p>N-35. The Program EIR Alternatives Section 10 evaluates several possible alternative locations for the project: within the Mission Valley Community Plan area; on other similar mining sites where resource extraction is nearing completion; in other areas of the City, including Otay Mesa; and in other areas within San Diego County. Relative to alternative sites within Mission Valley, there are only two other areas (Levi-Cushman Specific Plan area and Qualcomm Stadium) of sufficient size that could develop in a manner similar to that proposed by the Quarry Falls project. However, because existing or planned developments have already been considered for alternative sites and/or the alternative sites are owned by others, the alternative locations would not be available for the Quarry Falls project. This is consistent with CEQA Section 15126.6 (f) (3), which states:</p>
<p>N-35</p> <p>The dismissal of alternative development sites is not supported by the substantial evidence. Rather, it is conclusion after conclusion, supported by hyperbole. There is no supporting financial evidence that the mining site cannot be sold for mining or other purposes and have the development built in one of the other identified locations. There is no evidence that traffic, biological or other impacts would be WORSE than the astronomical traffic impacts proposed by the proposed Project. Additionally, one or more of the other disturbed mining sites have a planned trolley route through them and are better situated to disburse traffic throughout the region. The outright rejection of alternative land use plan locations are not supported by the substantial evidence and apparently violate CEQA Guidelines § 15126.6(f)(2).</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p style="text-align: center;"><i>“An EIR need not consider an alternative whose effect cannot be reasonable ascertained and whose implementation is remote and speculative.”</i></p> <p>Two existing sand and gravel sites within the City, located in Mission Gorge and Carroll Canyon, were evaluated as potential alternative sites. These sites are where resource extraction is on going but where redevelopment is likely to occur within the next 20 – 25 years. Both sites are actively pursuing entitlements for future development with a mix of uses, making acquisition of the property beyond the financial resources of the owners of Quarry Falls.</p> <p>Otay Mesa is currently undergoing an update to the community plan to determine the appropriate mix of uses. Approval of that community plan (or similar alternatives to the plan) may provide opportunities for future residential and mixed-use development. The majority of land is privately held; however, the ability to acquire a contiguous site of comparable size (200+ acres) would not be certain. The timing for approval of the community plan update coupled with the need to develop a multi-modal transit system would occur a number of years beyond the schedule for the development of Quarry Falls and, therefore, would not meet the objectives for development of the project.</p> <p>Relative to other sites within the County, the project requires a large land mass to aggregate the types and intensities of development to form a viable Urban Village. Additionally, such a site must be accessible by public transit. While there are areas in other cities that remain undeveloped, many are constrained by sensitive biological resources, limiting development potential, or are planned for other uses in accordance with that City’s General Plan.</p> <p>In accordance with CEQA Guidelines Section 15126.6(f)(2), alternative locations for the proposed project would be considered if <i>“any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessens any of the significant effects of the project would need to be considered for inclusion in the EIR.”</i> Moving the Quarry Falls project to an alternative site in the community or other areas of the City would not avoid or substantially lessen the project’s impact and could result in greater environmental effects. Additionally, large landholdings that could accommodate the project could be further removed from existing infrastructure and lack access to transit.</p>

LETTERS OF COMMENTS AND RESPONSES

	COMMENT	RESPONSE
	<p>Page Ten December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p>	<p>N-36. As required by CEQA, the PEIR addresses the No Project alternative. Relative to the requirement to address a “No Project” alternative, CEQA Guidelines Section 15126.6(e) states that:</p> <p style="padding-left: 40px;"><i>When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the “no project” alternative will be the continuation of the existing plan, policy or operation into the future.</i></p> <p style="padding-left: 40px;"><i>If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the “no project” alternative is the circumstance under which the project does not proceed.</i></p> <p>To fully inform the public and comply with CEQA, two No Project alternatives have been evaluated. The first is the No Project/No Build alternative, which is the continuation of the mining operations under the approved Conditional Use Permit and ultimate implementation of the approved Reclamation Plans. The second No Project alternative describes what would reasonably be expected to occur if the proposed project is not approved, based on build-out under the land uses and development intensities of the adopted community plans and consistent with available infrastructure and community services. The two No Project alternatives are not at all similar, as one would result in a continuation of the mining operation and the other would develop the site with urban uses.</p> <p>As stated in Section 10.2.2 of the PEIR, continuation of mining operations under the approved Conditional Use Permit would result in traffic and circulation impacts as described in the existing conditions analysis presented in Section 5.2, <i>Traffic/Circulation/Parking</i>, of this Program EIR and in the accompanying <i>Quarry Falls Traffic Impact Study</i>. Figure 5.2-1, <i>Existing Study Area Roadway Classifications</i>, presents existing roadway classifications in the community; and Tables 5.2.1, <i>Existing Roadway Segment Conditions</i>, and 5.2-2, <i>Existing Arterial Segment Classifications</i>, show the existing LOS on community street segments that would be affected by the proposed project. While the traffic detail may seem excessive, the information was intended to summarize a very lengthy traffic study.</p>
N-36	<p>The two “No-Project /No-Build” and “No Project/Continuation under Existing Plan” alternatives are very similar in nature but have been presented in a fruits vs. vegetables approach in violation of CEQA. For example, Table 10-6 at DEIR p. 10-21 is helpful to compare relative features and impacts for the one particular alternative (No Project/Continuation under Existing Plan) versus the proposed Project. However, no such comparison chart is presented for the “No-Project/No-Build” alternative. Instead, a confusing and ad nauseum traffic comparison goes on and on leaving the reader dazed and uninformed other than to suggest the traffic impact forecast for Mission Valley is out of control under any development scenario, so why not allow the proposed Project’s construction of an additional 5000+ residential mini-city in the heart of it all?</p>	
N-37	<p>The comparison of the proposed Project and the No Project/Continuation Under Existing Plan Alternative (Table 10-6, DEIR p. 10-21) discloses the true travesty and motivation driving the Project. The proposed Project is seeking to <u>double</u> residential units, and even <u>quadruple</u> commercial and business uses, over and above the massive number of units in the existing plan for the site. Other than greed, what are the legitimate and supported recent circumstances which have created a “need” to change the existing and planned development intensities for the subject site?</p>	
N-38	<p>Please provide a copy of the current land use plans and currently imposed CUP Nos. 5073 and 82-0005) in an appendix to a recirculated DEIR. Because CUP’s are mitigation and condition intensive, it would be helpful to the decision-makers and public to have access to the baseline plans and conditions currently in place for the Project site?</p>	
N-39	<p>If a primary purpose of the Project is to develop “parks and open spaces on the existing 230.5-acre mining site,” please provide a comparison of the amount of parks required under the current reclamation plan vs. the proposed Project, and compare the same with Table 10-6.</p>	
N-40	<p>Everything about the No Project/Continuation Under Existing Plan Alternative suggests it should remain the legislated plan(s), zoning and land uses for the site. By designating multiple “no-build” alternatives (2 of 4 total), the analysis and conclusion about the most environmentally superior alternatives is legally flawed.</p>	
N-41	<p>The discussion in the Executive Summary of the DEIR is also quite telling in that no determination of the environmentally superior alternative is made. (DEIR, p. ES-18 thru ES-19) This is bantering at its best and does not comport with the requirements of CEQA to either (1) appraise the decision-maker or (2) provide a useful tool for comparison.</p>	
N-42	<p>The construction, phasing and ultimate build-out (number of units) for the Project has been set by an arbitrary control traffic “target” of 66,286 total ADT. Isn’t it true that this has been done because traffic is the most significant and challenging adverse effect being caused by the Project?</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>N-37. For the most part, this comment expresses the opinion of the reviewer and does not address the adequacy and completeness of the PEIR. See response no. N-12 for a discussion of the project's proposed intensity and relationship to the City of Villages policy and Strategic Framework Strategy.</p> <p>N-38. A copy of the current Mission Valley Community Plan Land Use Map is shown in Figure 2-11 of the PEIR; the Serra Mesa Community Plan Land Use Map is presented in Figure 2-12 of the PEIR. The approved CUP and Reclamation Plan are presented in Figures 2-5 and 2-8, respectively. The full text of the Mission Valley Community Plan and the approved CUP and Reclamation Plan are on-file with the City of San Diego.</p> <p>N-39. The approved reclamation plan is described within the 3.1 Project Background within the Project Description Section 3.0. No parks and open space are required under the approved Reclamation Plan. The proposed project would provide 31.8 acres of parks and open space.</p> <p>N-40. See response to comment no. N-36.</p> <p>N-41. The Executive Summary does, in fact, include a discussion of the environmentally superior alternative. As clearly stated in the Executive Summary, through a comparison of potential impacts from each of the proposed alternatives and the proposed project, the No Project/No Build Alternative could be considered environmentally superior because it would result in the least amount of environmental impacts. The No Project/Continuation of Existing Plans Alternative could also be considered the Environmentally Superior Alternative, because it would result in a reduction of those impacts associated with the proposed project that are density driven. Because either of the No Project Alternatives could be considered environmentally superior to the proposed project, CEQA requires that the EIR also identify an Environmentally Superior Alternative among the other alternatives.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>For the Quarry Falls project, the Reduced Density Alternative is identified as the environmentally superior among the other project alternatives. Please also see the Environmental Superior Alternative Section 10.3 on pages 10-39 through 44 of the draft PEIR, which includes a table comparing each of the alternatives.</p> <p>N-42. See response to comment no. H-6.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Page Eleven December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p style="margin-left: 20px;">Therefore, shouldn't one or more of the project alternatives select and analyze different traffic ADT "targets" that would or could result in no further direct or cumulative significant adverse impact to existing roadways and intersections? Based on the mitigation measures identified in Table 5.2-9 and Figure 5.2-2 (DEIR, pp. 5.2-41 to 5.2-46), what is such a "target" ADT traffic increase that would result in a neutral - no significant traffic impact - level and effect from development of the project site? Stated another way, yet important for the public and decision-makers to understand, assuming all of the above-referenced mitigation measures are imposed and mitigated, how many residential units and how much commercial space can be constructed without causing any adverse impacts to already impacted existing roadways and intersections? If traffic "targets" are so important to control and guide the maximum amount of development, shouldn't the DEIR consider a reasonable range of different project alternatives with different levels of traffic targets?</p> <p style="margin-left: 20px;">Based upon the already existing traffic limitations and constraints, and because such expected environmental impacts were known before the preparation of the DEIR, CEQA mandates that this subject of environmental impacts (traffic) should have reasonably been incorporated in the selection of project alternatives which were reviewed in the DEIR process.</p> <p style="margin-left: 20px;">The selection of a reasonable alternative which minimizes and avoids significant unmitigated traffic impacts is a substantive requirement of CEQA which is a mandatory requirement, not merely a procedural one. (<u>Kings County Farm Bureau v. City of Hanford</u>, (1990) 222 Cal.App.3d 692, 711, 730-731; Public Resources Code §§ 21002, 21081; CEQA Guidelines §§ 15002(a)(3), 15021(a)(2), and 15091(a).) In light of the above, the City of San Diego is under a legal duty to deny approval of the Project and deny certification of the DEIR because may be reasonable and feasible alternatives which should have been explored in the DEIR and which can substantially lessen the environmental effects. (<u>Sierra Club v. Gilroy City Council</u>, (1990) 222 Cal.App.3d 30, 41.)¹</p> <p style="margin-left: 20px;">¹ The City and CEQA lead agencies have a legal duty and cannot approve a project if there are feasible alternatives or feasible mitigation measures available which would substantially lessen significant environmental effects of a project (Cal. Public Resources Code §§ 21002, 21002.1(b), 21081(a)(3); CEQA Guidelines § 15091(a)(3)) The definition of "feasible" for this determination is whether it is "capable of being accomplished in a successful manner within a reasonable period of time" while taking into account "economic, environmental, social and technological factors." (Public Resources Code § 21061.1; CEQA Guidelines § 15364)</p>	<p>N-43. Under existing conditions, numerous traffic impacts to the existing circulation system would occur. Therefore, even without development of the project, significant unmitigated impacts would result. This is the analysis that is conducted under the No Project/No Build alternative. Relative to addressing an alternative that would not result in significant unmitigable impacts, the PEIR addresses the Avoidance of Unmitigated Traffic Impacts Alternative (see Section 10.1.4). See also response no. K-99.</p> <p style="margin-left: 20px;">The selection of alternatives was based upon those required by CEQA which included no-project alternatives, as well as an avoidance of unmitigated traffic impacts alternative.</p> <p>N-44. The "No Project/No Build" alternative incorporates existing conditions as required by CEQA. The PEIR includes a No Unmitigated Traffic Impact Alternative that addresses the existing congested traffic conditions in Mission Valley. The TIS (Chapter 4) and Draft PEIR (Chapter 5.2) include a discussion of existing conditions, which identifies the level of service based upon national and City standards for determining level of service. These existing conditions, along with a list of cumulative projects (TIS Chapter 5) form the basis for the traffic analysis.</p> <p>N-45. Comments noted. The decision maker will consider the feasibility of project alternatives when it considers the PEIR for certification.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Page Twelve December 19, 2007 City of San Diego Project No. 49068; State Clearinghouse No. 2005081018</p> <p><u>Surface Water Runoff</u></p> <p>In order to control and prevent pollutants in surface water runoff, the DEIR purports to implement a Proposed Drainage Plan involving a series of BMPs and bioswales. (DEIR, pp. 5.12-11) However, there are substantial defects and nondisclosures about the types and quantities of pollution estimated to be generated from the construction and occupation of a fully built-out Project. What are the volumes of expected flows under different rain events? Can the BMPs and bioswales actually handle and filter surface water runoff in a moderate rainfall? The conclusion in the DEIR that the combination of BMP's for the Project "would serve to reduce water flows, filter runoff, and control erosive processes" does not support there will be no potential significant adverse effects. Filters on cigarettes also "serve" to filter smoke, carbom monoxide and the like, but they still kill. The public and decision-makers need to know the amount of pollutants they might be willing to tolerate from the massive number of homes and businesses planned for the project. Not only are the potential impacts glaringly omitted and not disclosed, but the DEIR blatantly lacks any commitment for enforceable mitigation measures to eliminate and reduce pollution materials in surface water runoff as required by CEQA.</p> <p><u>Transportation and Traffic</u></p> <p>Many other commenters have raised (at public hearings and written comments to date), details of the traffic impacts and other impaired conditions which are purportedly not presented or disclosed in the DEIR. Another noted example is the purported commitment to alleviate traffic congestions at the Friars Road/SR-163 interchange. (DEIR p. 5.2-41) The mitigation measure in Table 5.2-9 states that "the city may require the project to pay \$5,000,000 (2007 dollars) to the City of San Diego in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at the same location..." (DEIR, p. 5.2-41) What is this "regional set of improvements"? Who will fund it? Are funds allocated and available for the same? What is the mechanism to obtain the remaining funds? Have they been allocated yet? Are they speculative and might not be obtained? What are these "regional improvements?" This ambivalent and ill-suroy statement and alternative mitigation measure does not pass legal muster under CEQA.</p> <p><u>Water Supply</u></p> <p>The Project is estimated to require an average daily domestic water demand of 2.42 mgd (million gallons per day), with a peak demand of 9.68 mgd. The DEIR asserts that the Project's water demand will be met by construction of a 36-inch water main from (and with) improvements at the Kearny Mesa Pipeline. The DEIR does not identify the location of the Kearny Mesa Pipeline so that the public and decision-makers can understand the scope of a potentially very large city waterworks project. The impacts arising from the construction of the offsite water delivery infrastructure have not been disclosed, analyzed or mitigated in anyway.</p>	<p>N-46. The <i>Drainage Study for Quarry Falls</i>, prepared by TCB, Inc. (August 2007) and included as Appendix G to the Draft PEIR for the Quarry Falls Project, includes a detailed discussion of the existing and future drainage conditions as well as the channel and box culverts that were constructed as the stormwater conveyance system to support the mining activities on the project site. Under existing conditions the projected 100 year runoff is estimated at 527 cubic feet per second (cfs). The calculated drainage capacity of the channel is 341 cubic feet per second (cfs); as a result of this constraint, under the proposed project conditions, the runoff rate will be limited to 316 cfs. The proposed drainage system includes a comprehensive analysis of runoff conditions and includes a series of retention facilities to capture and regulate the flow of stormwater. The limiting of the runoff rate also mitigates for any concern of an increase in the frequency of flooding since it more closely resembles the 10 year rate of flow under existing conditions. The conceptual <i>Drainage Study for Quarry Falls</i> concludes the Quarry Falls project can be accomplished without adverse impact to the existing storm drainage infrastructure, and has been reviewed and accepted by City staff.</p> <p>The Quarry Falls project is subject to water quality regulations defined by the Clean Water Act (CWA) Section 402 (National Pollutant Discharge Elimination System [NPDES]). The <i>Final Water Quality Technical Report for Quarry Falls</i>, prepared by EDAW, Inc. (October 2007) and included as Appendix K of the Draft PEIR, describes a storm water management program to address the water quality issues associated with the project and to meet the intent of these regulations. The project has included an integrated combination of best management practices (BMPs) to address both flow and water quality and has utilized source control, site design, and treatment BMPs to achieve treatment to the maximum extent practicable (MEP). The proposed BMPs were also selected based on their ability to (1) address the site characteristics and limitations, (2) address limitations of the receiving waters, (3) integrate land uses, and (4) represent more natural systems that integrate the concepts of low-impact development as opposed to mechanical and end-of-pipe treatment processes. The Quarry Falls project would include construction and post construction BMPs that minimize impacts to onsite and offsite resources to the MEP; therefore, the project has met the goal of minimizing anticipated impacts to water resources and reducing potential impacts to below a level of significance.</p>
<p>N-46</p>	
<p>N-47</p>	
<p>N-48</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>N-47. See Comment E-5.</p> <p>N-48. The project does not propose to construct a new 36-inch pipeline; the 36-inch Kearny Mesa Pipeline is a part of the existing water infrastructure. In order to manage water pressure and redundancy, the project proposes to construct a 12-inch water main to interconnect the 36-inch Kearny Mesa transmission line and the 8-inch water line in Encino Avenue; this improvement is located within existing City right-of-way (shown in Figure 3-44 as item W7). Mitigation for potential impacts of the construction has been included within the MMRP.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Page Thirteen December 19, 2007 City of San Diego Project No. 49068; State Clearinghouse No. 2005081018</p> <p>The DEIR incorporates by reference a Water Quality Assessment (Appendix L) which concludes there are sufficient water supplies to meet the project demand of the proposed project. (DEIR, p. 5.12-2) However, omitted from that study is the most recent news that the State of California and Southern California is suffering from a severe drought and water shortages. As recently as December 7, 2007, it was reported in a local newspaper that wholesale water supplier for the City and Project, the County Water Authority (CWA), is having trouble providing water <i>today</i>, notwithstanding the additional 4.36 mgd maximum daily demand expected by the Project:</p> <p>Water leaders from around San Diego County voted to formally hike their water-shortage alert status Thursday, and to buy water from Northern California farmers <u>if possible</u> to buttress 2008 supplies.</p> <p>The vote Thursday by San Diego County Water Authority board members firmed up action the agency took in September, when it voted to start negotiating with farming interests in Butte County.</p> <p>Water Authority officials said the action to formally initiate water-transfer deals hiked the agency's three-stage supply shortage alert system ---- its drought management plan ---- <u>to stage two</u>. The Water Authority initiated stage one in May by asking local residents to voluntarily cut water use by about 10 percent in their "20-gallon challenge." The agency's third stage would likely include mandatory water cutbacks for county residents.</p> <p>Water officials around the state say Southern California could face water shortages in 2008 and beyond because of a long-term drought on the Colorado River and a court decision that could cut supplies from Northern California to save endangered fish.</p> <p>The CWA reported itself in a December 6, 2007 news release:</p> <p>Extremely dry conditions have impacted the region's local and imported water supplies. The reliability of the State Water Project (SWP), the source of about 40 percent of all water used the San Diego region, has been adversely impacted by federal court-ordered restrictions on pumping from the Sacramento-San Joaquin Bay-Delta to protect the threatened Delta smelt. Water officials expect these restrictions to reduce SWP deliveries in 2008 and beyond.</p> <p>On November 26, the state Department of Water Resources (DWR) announced its initial allocation for water deliveries to SWP contractors in calendar year 2008 would be 25 percent. That's a significant reduction from the 60 percent initial allocation for calendar year 2007</p> <p>Stage 3 of the Drought Management Plan, mandatory water use restrictions, will be triggered. This stage could include reducing water allocations to the Water Authority's 24 member agencies.</p>	<p>N-49. California periodically undergoes periods of drought. The water supply system developed by the Department of Water Resources, Metropolitan Water District of Southern California, San Diego County Water Authority, and City of San Diego Water Department has been designed to provide consistent, reliable water supplies even during periods of drought. Furthermore, the Water Supply Assessment prepared in October 2007 (referenced in Appendix L) confirmed that there are sufficient water supplies to serve existing demands, estimated demands of the Quarry Falls project, and future water demands within the Water Department's service area in normal and dry year forecasts, over the required 20 year planning horizon.</p> <p>The Water Supply Assessment itself is based upon the 2005 Regional Urban Water Management Plan of the Metropolitan Water District of Southern California, the 2005 and Updated 2005 Urban Water Management Plans of the San Diego County Water Authority, and the 2005 Urban Water Management Plan of the City of San Diego. These long-range water planning documents all conclude that there are sufficient water supplies to serve existing demands and estimated future demands within the agencies' service areas in normal and dry year forecasts, over the required 20 year planning horizon.</p> <p>Section 5.12.1 and 5.12.2 include a supplemental discussion relative to water availability in California and the region.</p> <p>Because the EIR concludes that there will be no significant impact on water supply (Section 5.12.2, Issue 1), mitigation measures are not required. Furthermore, the Quarry Falls project will implement a series of best management practices and project design features (PDFs) in order to use water efficiently. These PDFs are discussed in Section 5.12.2, in the Public Utilities section.</p>

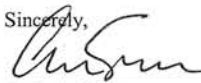
N-49

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Page Fourteen December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p>In spite of state and regional water shortages, and in spite of changed conditions arising from a court-ordered water withdrawal, the water assessment and DEIR conclude (without support) that City of San Diego’s Water Department can supply adequate supplies of water service to the Project under “multiple dry water years.” (DEIR, p. 5.12-2) Also, there is no indication or evidence of any “will serve” letter from any potential water supplier.</p> <p>The DEIR also fails to address the cumulative impacts of obtaining a water supply. The DEIR fails to explore implementation of any mitigation measures or water plan for the collection and re-use of wastewater should it be necessary under the current stage 2 or impending stage 3 CWA drought condition status.</p> <p>The failure to analyze water issues is particularly troubling since the Project is essentially in a dry desert climate with limited supply. An analysis of the Project’s direct and cumulative water resource impacts is critical to a full understanding and balancing of its environmental costs against its potential benefits. In the absence of such information, important ramifications of the proposed project are being hidden from view during this time the Project is being discussed and considered.</p> <p>Cal. Water Code §§ 10910 et seq. and CEQA Guidelines §15083.5 require, in part, that a lead agency such as the City, at the time it releases a Notice of Preparation (“NOP”) for a project of 500 or more residential units, must send a copy of the NOP to all water agencies that might serve the proposed project, and request that each water agency prepare a water supply assessment. (CEQA Guidelines § 15083.5(a)-(b); Water Code § 10910.) The water supply assessment must reveal the following:</p> <p style="padding-left: 40px;">Whether the projected water demand of a proposed project was included as part of the water purveyor’s most recently adopted urban water management plan (UWMP);</p> <p style="padding-left: 40px;">Whether the total projected water supplies available during normal, single-dry, and multiple-dry water years included in a the UWMP’s 20-year projection will meet the projected water demand associated with the proposed project, in addition to the water purveyor’s existing and planned future uses.</p> <p>The water supply assessments received by the City are required to be included in the Draft EIR for public review and comment. (CEQA Guidelines § 15083.5(d); Water Code § 10911.) It is apparent the City has failed to comply with the requirements of the Water Code. The City failed to request water supply assessments from the potential water purveyors at the time the NOP was released for the Project. Thus, the City received none of the information that should have been included in the water supply assessments, and has failed to include this information in the DEIR for public review and comment.</p>	<p>A Water Supply Assessment (WSA) was completed by the City of San Diego Water Department on June 16, 2006 and submitted as part of the environmental review process. This assessment was prepared during the time that long-range water planning documents were in process and did not account for the subsequent approval of the 2005 Regional Urban Water Management Plan of the Metropolitan Water District of Southern California, the 2005 and Updated 2005 Urban Water Management Plans of the San Diego County Water Authority, and the 2005 Urban Water Management Plan of the City of San Diego.</p> <p>Incorporating the latest water planning documents into the WSA warranted an update to the initial assessment and was completed on October 31, 2007, superseding the June 2006 Water Supply Assessment. The October 2007 Water Supply Assessment was referenced in Appendix L to the EIR and was available to the public from the City of San Diego Water Department during the public comment period.</p>

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LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Page Fifteen December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p><u>Final Remarks</u></p> <p>Thank you for considering the issues presented in this comment letter to the partially circulated DEIR. Should you have any questions concerning any of the points raised herein, please do not hesitate to contact this office. Please place my name and this office on the notification list for any administrative or legislative actions or hearings related to this Project.</p> <p>Sincerely,  _____ Craig A. Sherman</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>>>> Mary Slupe 11/14/2007 10:53 AM >>> dear marilyn, as a board member of mission valley community council i do not like this project. there are several issues regarding thios project that the mission valley community council dislikes and cannot approve: 1. the increased traffic volume and density of this project. mission valley has already severe traffic problems . this project just adds more traffic, noise and density to the already over crowded over polluted valley. the pollution emmissions due to car traffic is the worst in the valley. the increased volume of car traffic due to this project just compounds and aggravates this problem. 2. the access to this project is difficult. 3. the plan to build /develop 1.2 million square feet of office space. 4.it really does not meet the needs of the community of mission valley. we do not need more cars, more people. 5.they are not providing a new fire station that will serve mission valley. 6. the owners , lessee, developer are members of the mission valley unified planning committee. these people should not have been able to use their positions to approve this project. sincerely mary j slupe mission valley community council</p>	<p>O-1. The PEIR addresses traffic impacts in Section 5.2, <i>Transportation/Traffic Circulation/Parking</i>, and concludes that the project would result in significant direct and cumulative traffic impacts. Mitigation measures are required to mitigate traffic impacts associated with the project. However, even with implementation of traffic mitigation measures, some impacts would remain significant and are not mitigable.</p> <p>Noise impacts are addressed in Section 5.5, <i>Noise</i>, of the PEIR. The PEIR concludes that the project would result in significant noise impacts associated with roadway internal to Quarry Falls, as well as operation of the relocated asphalt and concrete plants. Mitigation measures would be incorporated into the project to reduce impacts to below a level of significance. No significant noise impacts would occur in the off-site areas.</p> <p>Pollution emissions are addressed in Section 5.4, <i>Air Quality</i>, of the PEIR. The PEIR concludes that the project would result in significant air quality impacts associated with construction. Mitigation measures would be implemented to reduce these impacts to below a level of significance.</p> <p>O-2. The project access has been designed to allow efficient flow of traffic and has been accepted by the City Engineering section.</p> <p>O-3. The project proposes 620,000 square feet of office space.</p> <p>O-4. Comment noted. This comment expresses the opinion of the reviewer and does not address the adequacy and completeness of the PEIR.</p> <p>O-5. See response no. K-40.</p> <p>O-6. Comment noted. This comment expresses the opinion of the reviewer and does not address the adequacy and completeness of the PEIR. The City Councilmembers are the decisionmakers for this project and consider the recommendations of the Mission Valley Unified Planning Committee.</p>
O-1	
O-2	
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LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: Doug [mailto:Doug@wescotts.org] Sent: Friday, December 28, 2007 6:53 AM To: Mirrasoul, Marilyn Cc: 'Doug' Subject: FW: Project No. 49068</p> <p>Ms. Mirrasoul,</p> <p>Please accept this forwarded e-mail as a comment on the Quarry Falls DEIR.</p> <p>Sincerely,</p> <p>Doug Wescott</p> <p>Doug Wescott Chair, Serra Mesa Planning Group PO Box 23315 San Diego, CA 92123 858.361.8462 (Cell) www.serramesa.org/smpg</p> <p>-----Original Message----- From: Patti B Hall [mailto:fantmladee@juno.com] Sent: Tuesday, November 20, 2007 4:15 PM To: SMPG@SerraMesa.org Subject: Project No. 49068</p> <p>P-1 No, No, NO!!! I have lived just about 1/8 mi. above Qualcomm and Friars Road since Jan. 1959. The last thing we need is more traffic on Friars and going down Mission Center Road.</p> <p>Patricia B. Hall 9388 Ronda Ave. San Diego, CA 92123 858/278-7634</p>	<p>P-1. Comment noted. This comment expresses the opinion of the reviewer and does not address the adequacy and completeness of the PEIR. No response is necessary.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="281 302 1052 326">Marilyn Mirrasoul - Quarry Falls Project Page 1</p> <p data-bbox="352 402 600 488">From: MA - H Price To: Mirrasoul, Marilyn Date: 11/27/2007 1:30:30 PM Subject: Quarry Falls Project</p> <p data-bbox="130 526 176 548">Q-1</p> <p data-bbox="352 509 972 610">We are realistic enough to know that this project will go forward in some fashion albeit we would just as soon see other utilization for the property, commercial and business structures would be preferable. The impact that this project implies is at best a developers money pot not a development that will enhance the experience of San Diego nor lessen the environmental impact on an already congested and dirty emissions area.</p> <p data-bbox="352 634 972 654">We definitely do not want a road connecting Phyllis Place with Friars Road as shown in the Alternative 4 .</p> <p data-bbox="352 675 422 695">Thank you,</p> <p data-bbox="352 716 678 735">Mary Ann and Harlan Price; 8232 Polizzi Place, 92123.</p>	<p data-bbox="1098 496 1969 553">Q-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: Randy Berkman To: Doug; Aguirre, Michael; Edwards, Shirley; Fain, Nina; shermanlaw@aol.com; tmullaney@aol.com; gallt@att.net; joycenease@msn.com; stuartsr@aol.com; brandynlc@yahoo.com; cthompson3@san.rr.com cc: uhcdc@netzero.com; mjslupe@sbcglobal.net; savewetlands@cox.net; peugh@cox.net; ellenshively@sbcglobal.net; jimbaross@cox.net; c.a.moore@sbcglobal.net; friarsroadvet@sbcglobal.net Subject: request for extension of Quarry Falls DEIR public comment period due to incomplete DEIR provided by</p> <p>Ms. Mirasoul:</p> <p>R-1 The first page of the QF DEIR air quality chapter (pdf page 297) states: "The air quality analysis is summarized in this section, and the entire report is included as Appendix C to this Program EIR." The DEIR Table of Contents (pdf p. 21) lists this and other technical studies (like traffic, biology) as part of the DEIR. The CD sent me by the City does not have these technical studies; and therefore I do not have a copy of the complete DEIR.</p> <p>R-2 Under CEQA, the public comment period must be re-scheduled After the public is provided with a copy of the complete DEIR. At least a 30 day comment period should occur once the public has the complete DEIR. However, for a project that proposes to add about 1/2 to 2/3 amount of Mission Valley's current 18,000+ population (8300 to 12000+ depending on projections), a longer public comment period appears warranted--due to the magnitude and controversy surrounding this proposal as well as the large amount of pages to review (576 with incomplete DEIR).</p> <p>R-3 Also, I have not heard back from you regarding 2 sets of questions emailed.</p> <p>R-4 Again, how many acres of site is steep hillside? The MVPDO does refer to there being steep hillsides on site and they are currently excluded from the ADT allowance by the PDO which now applies to this land. So this is essential information for the public and decision makers--as is the 140 ADT/acre now allowed by the PDO. While the DEIR does state that a community plan amendment is being proposed to exceed the restriction of 140 ADTs/acre, the DEIR does not list the 140 ADT/acre restriction! Since this information is vital to the public and decision makers to determine the amount of intensity increases being proposed relative to the MVPDO and MVCP, why is this fundamental information omitted from the DEIR?</p> <p>Email reply requested.</p> <p>thanks, Randy</p> <p>You keep typing, we keep giving. Download Messenger and join the i'm Initiative now. http://im.live.com/messenger/im/home/?source=TAGLM</p>	<p>R-1. CEQA Section 15087 requires that the public be notified of the availability of the Draft EIR. The notice must include the location of where the EIR, including background material, may be reviewed. CEQA does not require that copies of the Draft EIR or technical appendices be provided to the public. However, the City of San Diego makes copies of the Draft EIR available to members of the public upon request. Nonetheless, Mr. Berkman was provided a complete set of the technical appendices upon request made to the City.</p> <p>R-2. The City of San Diego Municipal Code Section 128.0307 allows requests for extension of time to review EIRs only by recognized community planning groups or interested party, if there is no officially recognized community planning group. Specifically, LDC Section 128.0307 states:</p> <p><i>“The Planning and Development Review Director may approve a request from the affected officially recognized community planning group or interested party if there is no officially recognized community planning group for an additional review period not to exceed 14 calendar days. The additional time for review shall not extend the time for action beyond that required under law. The failure to allow additional time for review shall not invalidate any discretionary approval based upon the document for which the additional review time was requested.”</i></p> <p>On December 7, 2007, Mr. Doug Westcott, chair for the Serra Mesa Community Planning Group, requested an extension of time on behalf of his planning group. That request was granted and the public review period was extended until January 7, 2008.</p> <p>R-3. Comment noted. This comment references an e-mail that inadvertently had not been sent to EAS staff.</p> <p>R-4. See response nos. J-4 and K-12.</p> <p style="text-align: right; font-style: italic;">128,0307</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: lisaware@aol.com [mailto:lisaware@aol.com] Sent: Wednesday, December 05, 2007 11:59 PM To: mmirrasoul@sandiego.gov. Cc: im-dicken@san.rr.com Subject: Project No. 49068/2005081018</p> <p>Hello. I wanted to stand up & be counted as one of the folks living in the neighborhood off of Phyllis Place. I think Mr. Sudberry has designed a lovely development - a rare and beautiful thing. I had a chance to page through the EIS. I liked the clever pictures showing the visual effect of the development. And I was impressed with the reams of traffic data. I notice that the connection to our neighborhood, while not preferred, is still mentioned as an alternative. So, I just want to register that this alternative would be hugely inconvenient for our neighborhood, as well as being counter to our longstanding Serra Mesa Community Plan. Another resident, Dicken Hall, put two facts together that were in the report - current traffic on Phyllis Place and the expected traffic if the connection were to be put through. According to the EIS, current traffic is about 2760 trips per day. The Phyllis Place connection alternative would increase this to about 24,855 - almost ten times as many trips per day! I can't even fathom the congestion that would occur. We'd all be crawling out of our neighborhood. Please bear in mind that Phyllis Place is the ONLY route out of our neighborhood. We have NO alternative routes we could take to avoid this huge onslaught of cars. I'm already sad that my commute will increase due to 2 new traffic signals at the off-ramps. Please do not add another signal AND a huge pile of cars between me & the freeway. Thanks. -Lisa Lisa Tansey 2364 Greenwing Drive San Diego, CA 92123 Below is the excerpt from my fellow neighbor's email, in case he hasn't sent it to you directly.</p> <p>The other alternative, the one that would be the worst for all of us 218 family units, is the one to which I earlier alluded, the "Road Connection to Phyllis Place - Alternative 4". As far as it is written, it portrays the fact that this desire of the MVPG, of providing a connection through the project to Phyllis Place, creates a conflict with the SMCP. It also states that: "...due to the different distribution of traffic associated with the Phyllis Place connection, some impacts in the Mission Valley community would be eliminated or reduced. More impacts to freeway segments would occur under this alternative." This is true; however, this statement directly follows this one: "This alternative would impact roadway segments and intersections similar to the proposed project." This statement definitely is NOT TRUE!! The project as proposed has <u>no</u> connection to Phyllis Place, nor does the desired alternative, so there would have to be some additional impact to our only point of access, but how much? In the EIR's table of traffic counts, it shows that Phyllis Place, as currently</p>	<p>S-1. Comments noted. The Phyllis Place road connection would add approximately 27,000 trips to 450 feet of Phyllis Place between the proposed connection and the I-805 interchange. It would add approximately 1,000 trips to Murray Ridge Road north of the I-805 interchange to the Serra Mesa community. Feasible mitigation has been identified in the PEIR for impacts to these roadway segments and intersections which reduces project impacts to below a level of significance. After project mitigation, the interchange would operate at an acceptable level of services.</p> <p>The road connection alternative requires the installation of a new signal at the intersection of Phyllis Place and Franklin Ridge Road. The level of service at this intersection (LOS A in both the AM and PM Peak for all project phases) and the Phyllis Place segment south of the I-805 southbound ramps (Phase 2 - LOS B; Phase 3/4 - LOS C; Horizon Year - LOS - D) is acceptable at both these locations. In addition, the coordination of the signals at the interchange will further improve the flow of traffic.</p> <p>S-2. The PEIR describes project alternatives with and without access via Phyllis Place. The PEIR has identified specific mitigation for both the "with" and "without Phyllis Place" alternatives that is appropriate for the different traffic volumes anticipated under each scenario (see also response to comment nos. E-10 and WW-9).</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="132 402 201 440">S-3</p> <p data-bbox="270 293 1035 591">exists, has about 2,760 trips per day (Table 5.2-1, on page 5.2-7 of the EIR). Elsewhere in the report, there is a casual statement that: "Once constructed, approximately 1/3 of the project traffic would be expected to use the road connection to get to I-805 and beyond." (Traffic / Circulation / Parking paragraph of Environmental Analysis on page 10-31 of the EIR). Since the projected daily traffic for Quarry Falls is 66,286, then 1/3 of that, or 22,095 vehicles, would be traveling Phyllis Place every day in addition to the current 2,760. That means that Phyllis Place would be loaded with a devastating 24,855 vehicle trips <u>every day</u>, or nearly NINE TIMES the current traffic. If you think that the 5 o'clock traffic on the bridge, with maybe 2 dozen cars waiting to go south on I-805 is bad now, just imagine a nine-fold increase – all on <u>our</u> side of the southbound ramp.</p>	<p data-bbox="1100 407 1451 435">S-3. Please see response no. S-1.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: right;">Page 1 of 1</p> <p>Mirrasoul, Marilyn</p> <hr/> <p>From: Monacomary@aol.com Sent: Thursday, December 06, 2007 11:06 PM To: Mirrasoul, Marilyn Subject: re: Quarry Falls Development - Project 49068</p> <p>Ms. Mirrasoul -</p> <p>My question about this development is:</p> <p>Has anyone driven through Mission Valley lately?</p> <p>The traffic is impossible so just how are the people who will live in Quarry Falls to travel on the only major road ... Friars Rd.?</p> <p>T-1 I live in Fashion Valley and abhor the planning(?) that has gone into the entire development in the Valley. How can it be worse? If Quarry Falls is in fact given the OK of the council it would mean the end of any travel and make living here impossible. And I fear there is not a project that has not been passed by the council. With all the condo/apartment projects over the past 15 years the truth is the impact on the Valley has been horrible.</p> <p>I also think the ubiquitous Chargers are still hanging around coveting Qualcomm Stadium and all their "interest" in Chula Vista and National City nothing but a smokescreen until they can "get to" the mayor and council ... once again.</p> <p>What exactly goes into an environmental impact ... does it have anything to do with the quality of life that is left for us poor human beings?</p> <p>I implore you to stop this travesty.</p> <p>Mary McMillan 5805-2112 Friars Rd. San Diego CA 92110</p> <hr/> <p>Check out AOL Money & Finance's list of the hottest products and top money wasters of 2007.</p>	<p>T-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; width: 40px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 10px;">U-1</div> <p>From: Doug [mailto:Doug@wescotts.org] Sent: Friday, December 28, 2007 6:59 AM To: 'MYRA WEBB'; Mirrasoul, Marilyn Subject: RE: Project No. 49068, Quarry Falls</p> <p>Ms. Webb,</p> <p>Thanks for your comments, and your attendance at the SMPG meeting in December. I am forwarding your comments on to Marilyn Mirrasoul with City Staff, who is coordinating the DEIR review, per your request.</p> <p>Sincerely,</p> <p>Doug Wescott</p> <p>Doug Wescott Chair, Serra Mesa Planning Group PO Box 23515 San Diego, CA 92123 358.361.8482 (Cell) www.serramesa.org/smpg</p> <p>-----Original Message----- From: MYRA WEBB [mailto:myra8952@sbcglobal.net] Sent: Monday, December 10, 2007 5:42 PM To: doug@wescotts.org Subject: Quarry Falls</p> <p>Hello, Doug,</p> <p>In case I don't make it to Thursday's meeting, I wanted to give my 2 cents' worth to the SMPG on Quarry Falls.</p> <p>I attended the workshop last May sponsored by Sudberry Properties. I was very favorably impressed that they brought in Fred Kent and his group, Project for Public Spaces, to make a presentation and to work with the attendees. Before I retired from UCSD, I participated in a couple of planning committees for campus buildings and have attended several such workshops. The conduct and quality of the Quarry Falls workshop was absolutely the best of them all.</p> <p>I have also been impressed, then and since, by the attitudes and desires expressed by the Grant family and Sudberry Properties (e.g., at the last SMPG meeting) to "do it right" and produce a high quality, sustainable, and affordable development. They may be fooling me, but I believe they are knowledgeable, competent people of integrity and believe they will deliver what they say they will.</p> <p>I've read the 10-page summary section at the beginning of the draft EIR. And, of course, the letters to the editor in the SD Union-Tribune, which I believe to be largely, if not totally, uninformed and which seem to express the usual knee-jerk reactions. Of course this development will have many impacts on the surrounding area, but I, for one, feel that the mitigation measures planned are entirely reasonable.</p> <p>Let's face it -- this property will be developed. I would far prefer that it be done by Sudberry Properties in accordance with the plan put forth, than to have some other developer who is only interested in profits come in and do it.</p> <p>My two cents' worth.</p> <p>Myra Webb</p>	<p>U-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: Doug [mailto:Doug@wescotts.org] Sent: Friday, December 28, 2007 7:02 AM To: 'Brad Savall'; Mirrasoul, Marilyn Subject: RE: Project No. 49068, Quarry Falls EIR</p> <p>Brad,</p> <p>Thank you for your comments and attendance at the December SMPG meeting. I am forwarding your comments on to Marilyn Mirrasoul, DEIR Comments Coordinator at the City.</p> <p>Thanks,</p> <p>Doug</p> <p>Doug Wescott Chair, Serra Mesa Planning Group PO Box 23315 San Diego, CA 92123 858.361.8462 (Cell) www.serramesa.org/smpg</p> <p>-----Original Message----- From: Brad Savall [mailto:bsavall@san.rr.com] Sent: Tuesday, December 11, 2007 11:01 PM To: SMPG@SerraMesa.org Subject: Quarry Falls EIR</p> <p>Dear SMPG,</p> <p>I am writing in response the the environmental impact report (EIR) on the proposed Quarry Falls development in Mission Valley.</p> <p>I am concerned about the proposed water usage impact of this planned development. A concern that is justifiably heightened due to the recent voluntary cutbacks that have been requested across the county of San Diego.</p> <p>The key number that I would like to bring to your attention is 151 gal/person/day (gpd). According to the San Diego County Water Authority (SDCWA) that is how much water the average San Diegan uses each day</p>	<p>V-1. Comments noted.</p>

V-1

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="310 269 1010 337">for indoor (54 gal) AND outdoor (97 gal) use. This statistic is available at the SDCWA website:</p> <p data-bbox="310 367 806 386">http://www.sdcwa.org/about/faqs.phtml#wateruse</p> <p data-bbox="132 428 176 448">V-2</p> <p data-bbox="310 415 1056 555">The Quarry Falls project has the potential to be a model water use development for the City of San Diego. On page 5.12-6 they estimate that water usage will be 150 gpd; the current San Diego average. Using the current technologies, it should be able to be well below the current city wide average for water use; they should set a new standard in water conservation.</p> <p data-bbox="310 584 1052 799">In the Quarry Falls EIR on page 3-4 the stated objective is to "Encourage sustainability in design to foster 'green' development that reduces project energy needs and water consumption." However, in the Quarry Falls EIR, they state that there is no impact on water usage. When the Sudberry representative was asked about this during a recent local meeting (10/18/2007), he told the audience that the current water use at the quarry was negligible, and that the Quarry Falls project would increase the water use substantially.</p> <p data-bbox="310 828 1056 1019">I am at a loss to explain how the EIR does not list water usage as a significant impact when the site will go from "negligible" water use to over 2.4 million gallons per day. Page 5.12-6 of the EIR states that "There is adequate capacity within this system to serve the proposed project." Just because there is sufficient water pressure and big enough pipes, does not mean that the proposed development does not have an impact on water use. An increase of 2.4 million gallons a day is significant!</p> <p data-bbox="310 1049 1026 1117">If possible, I would like to request that the water use impact of the proposed Quarry Falls development be an item of discussion at a future meeting. Please let me know if this is possible.</p> <p data-bbox="310 1146 485 1166">Sincere Regards,</p> <p data-bbox="310 1195 533 1263">Brad M. Savall, Ph.D. 9512 Ronda Avenue San Diego, CA 92123</p>	<p data-bbox="1098 406 1969 581">V-2. In accordance with Senate Bill 610, the City of San Diego prepared a Water Supply Assessment (WSA) for the Quarry Falls Project. The assessment, prepared in August 2007 and updated in October 2007, concludes there will be sufficient water supplies to serve the build-out of the project. The WSA relies upon the City's <i>Water Department's 2005 Urban Water Management Plan</i> approved by the City Council on September 11, 2006.</p> <p data-bbox="1171 617 1969 760">The water use estimate of 150 gallons per day for the Quarry Falls project employed by the PEIR is a conservative estimate. The project design features and best management practices incorporated into the Quarry Falls project will conserve water and improve water use efficiency. These project design features are discussed in Section 5.12.2, in the Public Utilities section.</p> <p data-bbox="1171 795 1969 1269">The significance determination threshold applied by the City of San Diego asks, "[w]ould the proposed project result in the need for new or expanded public facilities including those necessary for water, sewer, storm drains, solid waste disposal, and the provision of energy? If so, what physical impacts would result from the construction of these facilities?" (Section 5.12.2, Issue 1). Although the Quarry Falls project would rely in part on new or expanded water supply projects due to its connection to the integrated water supply system, no particular water supply project would be constructed to serve the Quarry Falls project. Furthermore, the environmental impacts of such new and expanded water supply projects have been studied in previously certified environmental documents, or the planning for such projects is too preliminary to permit reasoned analysis in this PEIR at this time. Finally, the Water Supply Assessment and other supporting water agency reports conclude that there would be a sufficient water supply to serve the project. Therefore, the Quarry Falls project would have a less than significant impact on the water supply system.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; width: 40px; height: 20px; display: inline-block; margin-bottom: 10px; text-align: center; line-height: 20px;">W-1</div> <p>From: ed buselt [mailto:ebuselt@san.rr.com] Sent: Wednesday, December 12, 2007 8:40 AM To: Mirrasoul, Marilyn Subject: Project number 49068</p> <p>I looked over the draft of the environmental impact statement for the Quarry Falls project. I live in the Hye Park Complex at 5838-B Mission Center Road, 92123. home 858-576-8528, work 858-677-0364. In general, I like the concept of the Quarry Falls project. I feel it would be an improvement to Mission Valley over the present rock quarry and concrete facility. It would be more crowded but that's the price you pay to live in the city. We should continue to move forward with the project. My wife goes for a walk every day and with the completion of Quarry Falls another safe, attractive area to walk would be provided. We also go out to eat in restaurants often and the project would possibly attract some more quality restaurants to the Mission Valley area which would please us.</p> <p>We need to do everything we possibly can to mitigate the increased traffic that will impact Friars Road and Mission Center Road. I would like you to give serious consideration to option 4 to have an access road to Phyllis Place and hopefully to the 805 freeway there.</p>	<p>W-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: Robert Garner [mailto:rgarner2@san.rr.com] Sent: Wednesday, December 12, 2007 5:28 PM To: Mirrasoul, Marilyn Cc: smpg@serramesa.org Subject: Quarry Fall EIR Comments</p> <p>I present the following comments to the Quarry Falls EIR:</p> <p>X-1 Page 3-17 notes that "17.5 acres of population-based park would be provided by the project. The remaining requirement for population-based community park area would be satisfied by the payment of Development Impact Fees." There is adequate acreage within this project to support the park requirements and I see no reason why this requirement should not be met. Additionally or alternatively, what would the City of San Diego accomplish with these fees that would take the place of park space?</p> <p>X-2 At a Serra Mesa Planning Department meeting, a Quarry Falls representative stated that the parks in Quarry Falls would be open to use by Serra Mesa residents. I think this should be documented, memorialized, and made a part of the Quarry Falls EIR.</p> <p>X-3 The water features at the north end of the site rely on precipitation runoff and would not exist during dry periods. This should be noted so the public is not led to believe these features would be present year around.</p> <p>Thank you for this opportunity to participate in this process.</p> <p>Robert Garner 8859 Sandmark Avenue San Diego CA 92123</p>	<p>X-1. See response no. K-49.</p> <p>X-2. As a condition of the Master Planned Development Permit, public parks and park areas with public access easements would be available for use by the public, including Serra Mesa residents.</p> <p>X-3. Comment noted. The waterfall would be a manufactured water feature designed using influences from the upper San Diego River that provides a linkage to the history of the site as a rock and gravel quarry and is part of a symbolic connection to the river. The waterfall has been designed to be self-contained with a recirculating system to minimize water usage and loss; water usage for this area was conservatively estimated based upon the park usage rate of 4,000 gallons per day per acre. However, the waterfall could also be integrated to the stormwater treatment system, independent from the self-contained system, which would divert runoff from precipitation that has been treated to the maximum extent practicable. Flows diverted over the waterfall would be captured at the base of the falls into the stormwater system. These two options will allow flexibility to implement the waterfall based upon the availability of a particular water source and input from the community.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: right;">Page 1 of 2</p> <p>Mirasoul, Marilyn</p> <p>From: William Graham [bgraham5@san.rr.com] Sent: Sunday, December 16, 2007 5:07 PM To: Frye, Donna; Atkins, Councilmember; Mirasoul, Marilyn Subject: comment re potential road onto Phyllis Place</p> <p>Y-1</p> <p>I adamantly agree that the proposed road from Quarry Falls to Phyllis Place Road will be a disaster for the Serra Mesa community as a whole and decimate the 200 homes above Quarry Falls and to the West of 805. Quarry Falls provides nothing to Serra Mesa. It is a Mission Valley project. If Mission Valley residents and Businesses desire the addition of 4000 + homes (and I don't believe they do) Then let them have it. But the project should not be allowed to negatively effect Serra Mesa. This project, in reality, brings nothing to Serra Mesa but problems if the road goes in. Serra Mesa gets no D.I.F. funds and only servers as a band aide to miserable traffic problems in Mission Valley. Sincerely William M. Graham 8377 Abbotshill Road Serra Mesa Resident and Home Owner, Registered Voter 858-560-4209 92123</p>	<p>Y-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: tomaseb@aol.com [mailto:tomaseb@aol.com] Sent: Wednesday, December 12, 2007 11:20 AM To: Mirrasoul, Marilyn Cc: Tomaseb@aol.com</p> <p>Subject: Project No. 49068/2005081018</p> <p>To Marilyn Mirrasoul, Environmental Planner, City of San Diego Development Services Center</p> <p>From Serra Mesa resident Tom Leech</p> <p>Ref: Quarry Falls Draft Environmental Impact Report (EIR) dated November 1, 2007</p> <p>Section: Road Connection to Phyllis Place - Alternative 4</p> <p>The EIR's Alternative 4 potential road connection directing vehicle traffic from the proposed Quarry Falls (QF) <u>and also other traffic from Friars Road</u>, vastly downplays the hugely negative effect such a road would have on Phyllis Place traffic movement and the QF development itself. The EIR estimate projects that:</p> <ul style="list-style-type: none"> - 1/3 of QF residents would use this road, - leading to a nine times traffic increase of vehicles coming onto Phyllis Place for access to I-805 - that this impact would not be major. <p>I suggest this analysis and conclusions are faulty, because:</p> <ul style="list-style-type: none"> - The forecast of only 1/3 QF residents using the access road is likely to be way low. And many QF homes are likely to have multiple vehicles. - The bulk of these coming onto Phyllis Place would be at peak rush hours, creating major backups and traffic jams at the access roads - It seems to ignore previous forecasts that many other Friars Road residents, plus other vehicles coming down Texas Street would be likely to drive over to and up through the QF project for I-805 access. - The term "vehicles' coming up the road is more than just autos, but many will be trucks of various sizes. And the road up has a significant and steady rise upward, creating constant stop-and-go, with heavy pollution and noise. 	<p>Z-1. Please see response no. S-1.</p> <p>Z-2. The forecast modeling from the SANDAG/City of San Diego model shows that approximately 8,500 non-project related daily trips would travel through the site if the connection were made. This is accounted for in the traffic study analysis.</p> <p>Z-3. The potential for air quality impacts on localized roads and intersections was addressed in the Air Quality Technical Report. According to Caltrans' guidance document, the ITS Transportation Project-Level Carbon Monoxide Protocol, the key issue with vehicle congestion is the potential for CO "hot spots". That is because as speeds decrease, emissions of CO increase. The EMFAC2007 model estimates emissions from vehicles based on the speed of travel of the vehicle in miles per hour. The CO "hot spots" analysis addressed the potential for an exceedance of the CO standards by taking into account emissions based on the slowest speed possible (1 mile per hour). This is a conservative approach because it assumes that all traffic would have emissions at an emission rate (in grams per mile) based on the slowest possible speed; thus the emissions were assumed to be at their highest levels. The CO "hot spots" analysis took into account a mix of vehicles from light-duty autos to heavy-duty trucks. The CO "hot spots" analysis indicated that the project's traffic, plus cumulative traffic from existing and future growth, plus the background CO concentrations would not result in an exceedance of the ambient air quality standards for CO.</p> <p>Z-4. Noise impacts are analyzed in Section 5.5 of the PEIR. The Noise analysis is based on traffic volumes from the proposed project, as well as traffic on external roadways and traffic traveling through the project. Section 5.5 includes measures required to mitigate noise that exceeds City standards based on vehicular noise levels.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">Z-5</div> <p>All this clearly suggests a major negative impact on Phyllis Place and for long-term residents whose only access out of the Abbots Hill area is via Phyllis Place. This will transform what has long been a desirable community into a community with major traffic congestion inflicted on it.</p> <div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">Z-6</div> <p>Finally, the <u>effect on the QF residential attraction will be enormously negative</u>. Who would want to buy or live in a condo right next to this potential road, with constant noise, congestion, pollution, foot traffic, and danger? No way would I ever buy a QF condo anywhere near this proposed road, should it actually be approved..</p> <p>Concluding, this Alternative 4 is a complete loser and should be totally eliminated as a potential option.</p> <p>Thomas Leech</p> <p>8387 Abbots Hill Road, San Diego, CA 92123</p> <p>858-650-0810</p>	<p>Z-5. Please See responses no. S-1 and S-2.</p> <p>Z-6. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: Eric Sanderman [mailto:eric@enscpa.com] Sent: Wednesday, December 12, 2007 8:19 AM To: Mirrasoul, Marilyn Cc: michelles@nnj.com Subject: Quarry Falls Development Project - Comments</p> <p>Dear Ms. Mirrasoul:</p> <p>I have read the draft environmental impact report on the Quarry Falls Development Project and I want to thank you for your professional and unbiased analysis of the project. I'd like to add my comments, if possible, so that the readers of the report can know more about the thoughts of the neighbors and residents of Mission Valley and Fashion Valley.</p> <p>Of course, no one ever wants development to happen in their back yard. If it were up to me, my home would be bordered by a 10,000 acre park on all sides (publicly funded, of course). But that's not reality and I'm smart enough to understand the economics associated with a project this size.</p> <p>Nevertheless, I think the planners should take a hard look at what's already happened to Mission Valley and Fashion Valley to see if it makes sense to continue flooding the area with ever more homes, cars and commercial space. Already, on any given day, Friar's road can be most closely compared to a parking lot during several hours each morning and afternoon. All of the roads carrying traffic into and out of this area are bumper to bumper traffic during rush hour each day and on any busy holiday. During the months of November and December, the 1 mile trip on Friars road from Mission Center road to the Fashion Valley mall can easily take 45 minutes. Also, every sporting event at Qualcomm Stadium floods the area with thousands more cars.</p> <p>How can any reasonable person think that adding nearly 5,000 homes and 1.2 million square feet of retail, office and business space would be anything but a choking traffic nightmare in an area that's already oversaturated? Even adding the new road connectors proposed in the plan would have only a marginal impact on this new traffic. Not all of those folks will enter and leave the Valley on 805. Plus, the new business space will attract thousands more cars and commuters into the area. I believe this area is already at 110% of capacity.</p>	<p>AA-1. Comments noted. Special events at Qualcomm Stadium generally occur off-peak (Saturdays and Sundays) when commuter traffic is minimal and overall traffic conditions do not reflect normal conditions. Holiday traffic associated with Fashion Valley Mall occurs at several times throughout the year. These conditions also do not reflect normal conditions. These trips are also leisure trips versus commuter trips and if congestion due to the Fashion Valley Mall becomes high enough it will cause travel behavior to change. Trips associated with commuters do not have the same flexibility. The Traffic Impact Analysis includes the existing conditions analysis based on normal traffic conditions experience in the study area as presented in the Program EIR Section 5.2, <i>Traffic/Circulation/Parking</i> and the projected traffic impacts based upon the implementation of the project.</p>

AA-1

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">AA-2</div> <p>San Diego, because of its unique geography will always have some scarcity of homes. That's the nature of any resort community. But flooding the Mission Valley area with homes to the point where the area is simply unlivable won't solve San Diego's housing problem but it will reduce the value of the homes already there by creating traffic nightmares, noise, and pollution.</p> <p>Please vote for an alternative development that leaves this quarry area as open reclaimed parkland or a low density neighborhood that would have minimal impact on the area. The folks who operate that property have already made millions by mining the natural resources there. Let's return the area to a more natural state and move forward with a more livable Mission Valley.</p> <p>Thanks,</p> <p>Eric</p> <p>Eric N. Sanderman - Homeowner 7960-A Sevan Court San Diego, CA 92123</p> <p>914.319.4684</p>	<p>AA-2. Comments noted. The PEIR addresses project alternatives, including alternatives which would result in less development on the project site (the No Project/No Build Alternative: Continuation of Approved Conditional Use Permit/ Implementation of Approved Reclamation Plans; the No Project/Continuation of Existing Plan Alternative: Build-out Under Community Plans; and the Reduced Density Alternative, all of which would result in some reduction of development when compared with the proposed project (see Section 10.0, <i>Alternative</i>, of the PEIR).</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: MARLENE COLVIN [mailto:mbcolvin@mindspring.com] Sent: Thursday, December 13, 2007 5:34 PM To: Mirrasoul, Marilyn Subject: Proposed Quarry Falls Project</p> <p>> The plan looks good. However we are strongly opposed to any road > connecting to Phyllis Place.</p> <p>> The EIR's Alternative 4 potential road connection directing vehicle > traffic from the proposed Quarry Falls (QF) and also other traffic > from Friars Road, vastly downplays the hugely negative effect such a > road would have on Phyllis Place traffic movement and the QF > development itself. ></p> <p>BB-1</p> <p>> The EIR estimate projects that: > - 1/3 of QF residents would use this road, > - leading to a nine times traffic increase of vehicles coming onto > Phyllis Place for access to I-805 > - that this impact would not be major. ></p> <p>> I suggest this analysis and conclusions are faulty, because: > - The forecast of only 1/3 QF residents using the access road is > likely to be way low. And many QF homes are likely to have multiple > vehicles. > - The bulk of these coming onto Phyllis Place would be at peak rush > hours, creating major backups and traffic jams at the access roads > - It seems to ignore previous forecasts that many other Friars Road > residents, plus other vehicles coming down Texas Street would be > likely to drive over to and up through the QF project for I-805 > access. BB-2</p> <p>> - The term "vehicles" coming up the road is more than just autos, but > many will be trucks of various sizes. And the road up has a > significant and steady rise upward, creating constant stop-and-go, > with heavy pollution and noise. ></p> <p>BB-3</p> <p>> All this clearly suggests a major negative impact on Phyllis Place > and for long-term residents whose only access out of the Abbots Hill > area is via Phyllis Place. This will transform what has long been a > desirable community into a community with major traffic congestion > inflicted on it. I was driving down Mission Center Road last night > and the traffic coming up the hill was bumper to bumper all going to > the 805 access -- this is now -- what would it be if QF traffic were > routed to 805 via Phyllis Place.</p> <p>> NO TO A CONNECTING ROAD.</p> <p>> BILL AND MARLENE COLVIN > 2383 SALISBURY DRIVE, > SAN DIEGO, CA 92123</p>	<p>BB-1. The number of residents estimated to use Phyllis Place was based on a distribution from a SANDAG/City of San Diego traffic model. This distribution was reviewed and approved by City staff..</p> <p>BB-2. Please see response to comment no Z-3 & Z-4.</p> <p>BB-3. With the addition of signals at Phyllis Place/ Franklin Ridge Road, Murray Ridge Road/ I-805 southbound ramp, Murray Ridge Road/ I-805 northbound ramp and Murray Ridge Road/ Mission Center Road all of the intersections will operate at acceptable levels of service and some will operate with less delay than existing conditions. However, if a road connection is provided vehicles from the Abbots Hill community are more likely travel through the Quarry Falls project site (0.8 miles) rather than travel north through the Murray Ridge Road/ Mission Center Road (1.7 miles) to access Mission Valley because it is a shorter route.</p> <p>The implementation of the Phyllis Place Road connection identifies the signalization of five intersections in Serra Mesa; Phyllis Place at Franklin Ridge Road; Phyllis Place at I-805 Southbound Ramps; Phyllis Place at I-805 Northbound Ramps; Mission Center Road at Murray Ridge Road and Pinecrest Avenue at Murray Ridge Road.</p> <p>With all improvements and mitigation completed, the Level of Service (LOS) at build-out of the project would be LOS C or better which would not result in significant delays and would improve safety at this intersections. In addition, Phyllis Place at I-805 Southbound Ramps and Mission Center Road at Murray Ridge Road are currently planned for signalization.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: Michael & Marilyn Foster [mailto:mfooster@hyepark.org] Sent: Thursday, December 13, 2007 11:18 AM To: Mirrasoul, Marilyn Subject: Project 49068 Quarry Falls</p> <p>December 13, 2007</p> <p>Dear Ms. Mirrasoul:</p> <p>As a 16+ year resident of Hye Park my wife and I am very concerned about the impact of the Quarry Falls development on Mission Valley.</p> <p>I don't understand the trip analysis jargon in the PEIR but I have seen the rise in traffic volume on both Friars Road and Mission Center Road. Another 3,000 living units dumped in the valley will be detrimental to the valley both in traffic and air quality.</p> <p>The primary ingress and egress for this project is Mission Center Road which is to be widened. This will cause a disastrous traffic mess.</p> <p>There is talk of another entrance on Phyllis Place. Forget it! Donna Fry and the Serra Mesa resident will never allow that.</p> <p>Think of the gallons of diesel fuel used to build the project. Then think of the gallons of gasoline burned by the over 3,000 vehicles housed in the completed development. Welcome again to a stinky choking yellow haze that will settle in our valley.</p> <p>Quarry Falls does not belong in Mission Valley! Please stop it now!</p> <p>Sincerely ,</p> <p>Michael R. Foster</p> <p>7960-B Sevan Court</p> <p>San Diego, CA 92123</p>	<p>CC-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>My VistaPrint Electronic Business Card Page 1 of 1</p> <p>Mirrasoul, Marilyn</p> <hr/> <p>From: Carolina Shreve- The RIBOC Group [cshreve@san.r.com] Sent: Friday, December 14, 2007 1:56 PM To: Mirrasoul, Marilyn Subject: Project # 49068 (Quarry Falls Project)</p> <p>DD-1 I am responding to the proposed development of Quarry Falls project. I both live and work in Mission Valley. Actually my residence is directly across from the Quarry Falls project as I live in Hye Park located on the 5800 block of Mission Center Road.</p> <p>I am not an anti-development person. I would welcome new shops, restaurants, and neighbors with open arms if it not for the traffic congestion that already exists and can only get worse from this development without the proper improvements to the major arteries that feed the Mission Valley area. Let me be blunt the improvement proposed by the developers of this project fall so far short of the minimum that is necessary that I am actually scared that this would even be consider as satisfactory.</p> <p>DD-2 I have read through the proposal and I was shocked at what the people believe acceptable traffic conditions (LOS of A, B, C, and D). First, there are some stats that are truly flawed. For example on page 5.2-7 it gives the Metropolitan Dr to Mission Center Road an LOS =A which is great isn't it? That is not true, that intersection is jammed between 5-6pm enough so that people begin to cheat and go through the private shopping center roads which isn't metered but let me put an LOS = F for the Ralph's grocery store parking lot. Isn't this really a bypass which isn't metered but a stat that should be added to calculation of this artery?</p> <p>DD-3 The report also gives a LOS of "A" to the Friars Rd/Mission Center Rd Westbound PM intersection. This is absolutely CRAZY. Anyone living down here knows that the northbound Mission Center Road cars jam the westbound onramp to Friars road so that the lucky southbound Mission Center Road motorists are STUCK for about 2-3 lights just to pass through. That gets and "A"? These grades are very, very generous in their assignment. What is really needed is for real live people to come out here and see what tremendous traffic jams currently exist without this development.</p> <p>DD-4 I am not saying the development should not be built. It should if they could solve the traffic situation. Right now they are not solving it but adding to it. They are adding more traffic than they are taking out by a large amount. Based on their proposal as it stands right now, the only way I see to solve this problem is to have no entrances or exits from Quarry Falls Project from Friars Road AND Mission Center Road which leaves only Phyllis Place for entry and exit of the development. I don't think the developers would go for that because it would inconvenience and thus slow down the success of their project (i.e. MONEY). But as they have it now, they will build and sell their project and leave the massive traffic problem to us the residents and workers and thus inconvenience us for decades to come. So whose inconvenience is more important and valued the developers or the residents and workers? An approval for this project as it stands would be a big seal of approval for the developer and a slap in the face to all of us Mission Valley residents and workers.</p> <p>DD-5</p> <p>DD-6 Please withhold your approval on this project until a true and accurate traffic congestion study can be done. This is the only fair vote that can be cast. I am not saying that it should not be built but this proposal is unacceptable and it is time for the developer to go back to the table. They need to over-solve the traffic problem as these studies truly underestimate the traffic congestions and conditions in Mission Valley. Again, the only solution is to over-solve the underestimated traffic problem and bring a better plan to the community.</p> <p>Sincerely, Carolina Shreve 5854 Mission Center Rd # C San Diego CA 92123</p>	<p>DD-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p> <p>DD-2. The LOS A referenced by the commenter (page 5.2-7 of the PEIR) is for the existing roadway segment of Mission Valley Road between Metropolitan Drive to Mission Center Road. The existing LOS A for this roadway segment reported by the TIS is a level of service for a full 24-hour period and not for a peak hour period. The intersection of Mission Valley Road and Mission Center Road operates at a LOS B per the TIS. The calculation of Level of Service is a quantitative measure of a roadway's or intersection's operating performance and the motorists' perception of roadway performance; LOS B represents stable flow, more restrictions, and operating speeds beginning to be affected by traffic volume. In this case, the commenter's perception of LOS is worse than the calculated LOS from the traffic study.</p> <p>DD-3. See response to comment no. DD-2.</p> <p>The level of service for the intersection in the PM peak is a LOS B and is projected to operate at a LOS B in the horizon year; no significant impacts occur. In addition, the queuing analysis for the PM peak period indicates there is no queue. The commenter may be relaying their experience for a specific time period while the calculation of level of service reflects peak usage over a longer peak period. This could possibly account for the commenter's perception that the level of service is worse than the calculated LOS.</p> <p>DD-4. Comment acknowledged. The PEIR addresses traffic impacts in Section 5.2, <i>Transportation/Traffic Circulation/Parking</i>, and concludes that the project would result in significant direct and cumulative traffic impacts. Mitigation measures are required to mitigate traffic impacts associated with the project. However, even with implementation of traffic mitigation measures, some impacts would remain significant and are not mitigable.</p> <p>DD-5. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR. .</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>DD-6. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: right;">Page 1 of 1</p> <p>Mirrasoul, Marilyn</p> <hr/> <p>From: William Graham [bgraham5@san.rr.com] Sent: Wednesday, December 12, 2007 1:33 PM To: Mirrasoul, Marilyn Cc: Marco (sudberry) Sessa Subject: Quarry Falls</p> <p>This idea of a 4 lane road from Mission Valley through the Quarry Falls proposed development to the small bedroom community of Serra Mesa, Phyllis Place / hwy 805 intersection is a potentially dangerous and disastrous mistake. There is no reason to even build the development if this road is necessary. Serra Mesa's roads are small and even stadium events turn Murray Ridge into a freeway.</p> <p>EE-1 I believe there area of Quarry Falls was originally designated as Serra Mesa and suddenly one day was part of Mission Valley. Since that fact can not now be changed I believe Serra Mesa would never allowed such a large development to be approved and it is a fact that the previously proposed road was vetoed down by the planning commission. Mission Valley residents have allowed terrible over development Now they have allowed another boondoggie. IT IS NOT FOR THE RESIDENTS OF SERRA MESA TO SUFFER FOR THE MISTAKES OF MISSION VALLEY.</p> <p>EE-2 I believe that it has said that the road would bring at least 20,000 vehicles a day to Serra Mesa. The noise of the stop and go of the vehicles at the proposed 4 stop lights would be intolerable in itself. Also causing huge traffic jam's during peak hours. and turning access for the residents of Serra Mesa into a nightmare.</p> <p>EE-3 The race home from Mission Valley up Mission Center Road to 805 is already a major problem and I dare you to walk the bike line on the east side of that road. Adding over 4000 homes with 2 cars each, trying to evacuate and race back including those trying to get in and out of Mission Valley by using 805 and Phyllis Place would destroy our community.</p> <p>If Mission Valley wants Quarry Falls Development they can have it. But they can not bring misery into Serra Mesa for their mistakes. If that Road remains in the plans for Quarry Falls the residents of Serra Mesa will take every effort to stop the development and until there is a home built in the middle of the proposed road it's a deal breaker for Serra Mesa Residents in my opinion.</p> <p>William M. Graham 8377 Abbots Hill Road San Diego Ca 92123, Serra Mesa Resident home owner</p> <p>No virus found in this outgoing message. Checked by AVG Free Edition. Version: 7.5.503 / Virus Database: 269.17.0/1180 - Release Date: 12/10/2007 2:51 PM</p>	<p>EE-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p> <p>EE-2. Please see responses no. S-1, S-2, and BB-3.</p> <p>EE-3. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: right;">Page 1 of 2</p> <p>Mirrasoul, Marilyn</p> <p>From: Kevin Mattison [krmattison@gmail.com] Sent: Sunday, December 16, 2007 10:10 PM To: Mirrasoul, Marilyn Subject: Comments on Quarry Falls project (Project No. 49068, SCH No. 2005081018)</p> <p>Attn: Marilyn Mirrasoul, Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego CA 92101</p> <p>Comments on Quarry Falls project (Project No. 49068, SCH No. 2005081018):</p> <p>As residents of Serra Mesa, adjacent to the proposed Quarry Falls project on the North side, we have several concerns about plans for development of this property. We find that the DEIR (Draft Environmental Impact Report) is lacking in several areas on determining the impact this project will have on our Serra Mesa neighborhood:</p> <p>1) Crime: In it's current condition (a securely guarded quarry), foot traffic up to Serra Mesa from Mission Valley is nearly impossible. Once the Quarry Falls project begins, it will be possible for foot traffic to enter Serra Mesa (it will even be encouraged by trails and pedestrian accessways, and a park on the North end). Mission Valley has a statistically higher crime rate than Serra Mesa. Nither the DEIR nor Sudberry Properties indicate what measures will be taken to ensure that Serra Mesa remains secure once this new access route is in place.</p> <p>The DEIR says that the effects of the development could be mitigated by increasing the police force by 23 officers and 8 civilian staff. The DEIR indicates that the project would fund the estimated start up costs for equipment for the additional officers, but does not mention funding start up costs for the civilian staff. Also, the project would not pay for the (much larger and ongoing) costs of police salaries. The DEIR states that the actual effect of the project depends on City funding to the police department and how resources are allocated to this area. Thus, the project relies on the City's budget to fund the ongoing police needs generated by the development.</p> <p>2) Traffic: Any of the proposals that involve a road up to Phyllis Place from Mission Valley are unacceptable and are in direct conflict with the Serra Mesa Community Plan (1977), which is much older than the Mission Vally Community Plan (1985). Although this road is not in the current Quarry Falls proposed development, it has been proposed in "Road Connection to Phyllis Place - Alternative 4". If allowed to be built, the DEIR indicates traffic would jump from 2760 to 22,095 vehicle trips per day -- that 9 times increase would most definitely have a huge impact on our neighborhood for the worse and lessen our quality of life.</p> <p>3) Parking: the DEIR concludes that parking CANNOT be mitigated, therefore parking will be at a premium in the Quarry Falls project. Undoubtedly residents of Quarry Falls will be tempted to park in Serra Mesa and simply take a short walk down the hill to their residence. More study needs to be done to determine how this will be prevented. Allowing this to happen will undoubtedly have a negative effect on our community.</p>	<p>FF-1. Comment noted. Existing case law has ruled "increased crime" is not a proper subject of a CEQA inquiry". The purpose of an EIR is to "Inform governmental decision makers and the public about the potential, significant effects of proposed activities" (CEQA Guidelines Section 15002), such as the Quarry Falls project. Effects analyzed under CEQA must be related to a physical change in the environment. Whether or not a project would result in an increase in crime is speculative and not addressed by an EIR.</p> <p>Pedestrian access from Mission Valley to Serra Mesa is achieved via Mission Center Road north to Murray Ridge Road. It is highly speculative to conclude the development of Quarry Falls, which would create pedestrian access to Serra Mesa to that already existing via Mission Center Road, would also result in an increase in crime rate. The most recent crime statistics for the year ending 2007 reflect the City's overall crime rate has decreased over the past several years, resulting in San Diego being one of the safest large cities in America.</p> <p>FF-2. See response no. S-1.</p> <p>FF-3. The PEIR does not conclude that parking cannot be mitigated. The PEIR concludes that the project would not have a significant impact on parking. Specifically, the draft PEIR (page 5.2-50) states:</p> <p><i>The project would provide parking in accordance with the City's parking requirements for the various uses being proposed. Significant impacts associated with on-site parking or off-site parking, which may affect the surrounding neighborhood, would not occur.</i></p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: right;">Page 2 of 2</p> <p>FF-4 4) Property Value: there doesn't appear to be any study indicating the effect on Serra Mesa property values of a large development next to our low density housing. Increases in crime, traffic, and parking will undoubtedly LOWER our property values in Serra Mesa.</p> <p>FF-5 5) Noise: there doesn't appear to be any study on the effect of noise from the Quarry Falls on the Serra Mesa neighborhood above. The noise studies in the DEIR seem to deal only with on the effect of noise to Mission Valley, which is not the same. The Quarry Falls development proposes to drastically alter the land structure, building it up closer to Serra Mesa. We are concerned about an overall increase in the noise level of our Serra Mesa community from the proposed Quarry Falls project, both from construction and after construction is complete. We would like to know how the proposed development will affect our noise levels and any steps proposed to mitigate the noise. Also, we are concerned about noise generated by the optional school (e.g., bells, sirens).</p> <p>FF-6 6) Building low density housing near Phyllis Place: "Build-Out Under Community Plan Alternative 2" seems to propose constructing housing in the 6 acres in Serra Mesa on the North end of the property. We are concerned that, since this "Alternative 2" is not very well defined in the DEIR, it will result in a greater housing density than currently exists in the adjacent Serra Mesa neighborhood. The impacts of this alternative are unclear, since it is not clear what exactly is proposed. We're concerned that not enough environmental impact study has been performed for "Alternative 2".</p> <p>In our opinion, the "Reduced Density Alternative - Alternative 3" is preferable to the proposed project, and, despite its pedestrian connectivity to Serra Mesa, is the least likely of the development options discussed in the DEIR to change the character of our Serra Mesa community, which we are quite fond of. In short, Quarry Falls is more than just a proposed housing project, since it effectively "opens up" a corridor between Serra Mesa and Mission Valley that has very little positive benefit for Serra Mesa. We do not wish to see Serra Mesa become an extension of Mission Valley and to adopt the congestion, bustle, crime, and traffic associated with it. We would prefer Mission Valley to compensate for its development issues (e.g., traffic), instead of distributing some of them into our neighborhood.</p> <p>Thank you. Sincerely,</p> <p>Kevin and Amy Mattson 8426 Kingsland Rd. San Diego, CA 92123 krmattson@gmail.com</p>	<p>FF-4. Comment noted. Property values are not an issue addressed in an EIR (Section 15131 of CEQA); and there is no evidence that the project will negatively affect the neighboring property values. Police services are addressed in Section 2.0 of the FEIR, and will be adequate to serve the project. There is no evidence to support the assertion that the project will increase the crime rate. Please also see response no. FF-1.</p> <p>Furthermore, to be analyzed under CEQA the indirect change must also result in a physical change to the environment resulting from urban decay. There is no substantial opinion or evidence that the development of Quarry Falls would create direct social and economic effects that would ultimately lead to a reduction of property values to a level that may lead to foreclosure and vacancy rates that could be result in a physical change to the environment.</p> <p>The project analyzed parking and concluded no significant impacts. The project analyzed traffic and identified feasible mitigation for all significant traffic impacts to the Serra Mesa community.</p> <p>FF-5. Noise impacts are addressed in Section 5.5, <i>Noise</i>, of the PEIR. The PEIR concludes that the project would result in significant noise impacts associated with roadway internal to Quarry Falls, as well as operation of the relocated asphalt and concrete plants. Mitigation measures would be incorporated into the project to reduce impacts to below a level of significance. No significant noise impacts would occur in off-site areas. The provision of a school within Quarry Falls would not create noise levels that would affect the Serra Mesa community. The potential location for a school is on the interior of the project. Noise levels associated with a school would not exceed City standards and would further be attenuated by development occurring between the school and the Serra Mesa community.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>FF-6. The No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative (Alternative 2) is described in detail in Section 10.0, <i>Alternatives</i>, in the PEIR. As stated in the PEIR, the No Project/Continuation of Existing Plan alternative would occur as a mixed-use project, similar to the proposed project, for that area within the Mission Valley Community Plan; however, the intensity of development would be reduced. This alternative would develop the northern six acres with single family homes in accordance with the adopted Serra Mesa Community Plan and the underlying RS-1-7 Zone. Table 10-1 <i>Proposed Project and No Project/Continuation of Existing Plan Alternative Development Intensity Comparison</i>, provides a summary of a typical project which could development in accordance with this alternative.</p> <p>FF-7. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: right;">Page 1 of 1</p> <p>Mirrasoul, Marilyn</p> <hr style="border: 0.5px dashed black;"/> <p>From: Floyd Sedlund [r2sedlund@sbcglobal.net] Sent: Sunday, December 16, 2007 5:30 PM To: Mirrasoul, Marilyn Subject: Quarry Falls development</p> <p>We have been residents along Murray Ridge Road since 1959, and have experienced tremendous increases in the amount of vehicle traffic on this street, making it difficult to emerge from our driveway. The proposed option of providing access to Phyllis Place from the Quarry Falls development would do nothing to alleviate this situation. Restriping Murray Ridge Road to 4 traffic lanes would cause further delays in accessing Murray Ridge Road. If the stated intention of the development is to encourage residents to utilize public transportation, it seems that providing an additional access to I805 would be counter-productive.</p> <p>Floyd R. and Ruth A. Sedlund 8692 Converse Ave. San Diego, CA 92123 (858)278-2612</p>	<p>GG-1. Restriping Murray Ridge Road to four lanes is only one of two improvement options. The other option is providing traffic calming along Murray Ridge Road to reduce speeds. However, if the community chooses to restripe Murray Ridge Road, the added lane in each direction would make it easier to back out of a driveway because through traffic would have a second lane in order to pass.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: right;">Page 1 of 2</p> <p>Mirrasoul, Marilyn</p> <p>From: joyful.smith@gmail.com on behalf of L. Smith [smith@smithhouse.us] Sent: Sunday, December 16, 2007 9:41 PM To: Mirrasoul, Marilyn Subject: Project number 49068 ... Road Connection to Phyllis Place - Alternative 4</p> <p>To: Marilyn Mirrasoul, Environmental Planner, City of San Diego Development Services Center Re: Quarry Falls EIR</p> <p>Ms. Mirrasoul: Please, please watch out for proposed alternative #4 in the Quarry Falls EIR (Road Connection to Phyllis Place).</p> <p>Adding this road would be bad for so, so many reasons:</p> <ul style="list-style-type: none">• Planning: this community agreed--no road was better.• Promises: the developer agreed--to not put in a road.• Crime: with multiple exits, criminal activity increases.• Environmental: increased traffic--smog, extra gas, accidents. <p>From personal experience, I have seen the number of traffic accidents more than double on the Murray Ridge Road overpass since the construction of the Mission Valley State Building down below our neighborhood.</p> <p>State employees are using the back end of Mission Center Road to come through Serra Mesa to access the Southbound exit onto 805. The cars are backed up across the freeway and up Murray Ridge Road every afternoon on work days.</p> <p>As I understand the history, the residents of Serra Mesa paid the city to build this road so that they could access Mission Valley more easily. Now that road has become useful for traffic coming up out of the valley and is making our little neighborhood feel like a freeway parking lot every afternoon.</p> <p>How much more would this type of traffic block every resident in my neighborhood from getting out or in if this road was permitted?</p> <p>Thank you for taking the time to be informed on this issue now.</p> <p>Sincerely,</p> <p>(Craig &) Liese Smith 2287 Salisbury Drive San Diego, CA 92123</p> <p><i>ps. I have read my neighbor's (Tom Leach's) letter (below)</i></p> <p>HH-1</p>	<p>HH-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR. .</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; width: 50px; height: 20px; display: inline-block; margin-bottom: 10px; text-align: center; line-height: 20px;">II-1</div> <p>Mirrasoul, Marilyn</p> <hr style="border: 0.5px solid black;"/> <p>From: Watry Mary [mwatry@sandi.net] Sent: Sunday, December 16, 2007 10:41 PM To: Mirrasoul, Marilyn Subject: Project #49068</p> <p>I live at Hye Park at 5940 Mission Center Road. I am very concerned about the impact of the Quarry Falls development on my neighborhood in Mission Valley. The traffic is already congested on Friars Road and Mission Center Rd. The traffic is frequently so heavy that I have to wait through two lights at the corner of Friars and Hazard Center and Friars and Hwy 163. I get stuck in traffic jams in the Ralphs shopping center parking lot on Friars and Mission Center Road. My neighbor was injured when his car was rear-ended because the traffic exiting from Hwy 163 north to Friars Road east backs up on the freeway. Since I moved into Hye Park in 1989, thousands of apartments and condos have been built, and the Mission Valley and Fashion Valley shopping centers have expanded causing these problems. The city government has done nothing to manage this growth and can't even maintain the streets, water system and sewers that presently exist in the valley. This huge Quarry Falls project should not have been approved. Since it was approved and they started grading the property few weeks ago, please try to build additional roads to help alleviate the congestion. Thank you.</p> <p>Mary Watry 5940 Mission Center Road Unit B San Diego, CA 92123</p> <p>Phone: (858) 560-4407 E-mail: mwatry@sandi.net</p>	<p>II-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: VictorWh@aol.com [mailto:VictorWh@aol.com] Sent: Thursday, January 03, 2008 8:58 AM To: Mirrasoul, Marilyn Subject: Draft EIR for Project No. 49068/SCH No. 2005081018/Quarry Falls Project</p> <p>Ms. Marilyn Mirrasoul Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101</p> <p>Dear Ms. Mirrasoul:</p> <p>My primary concern regarding the proposed Quarry Falls project is that the fully completed project will result in very unacceptable traffic on Friars Road and in our neighborhood, in general.</p> <p>A secondary concern is that contributions made to the City in accordance with Sudburry's phased construction plan will not be used in a timely manner and that full project completion will occur without timely completion of needed infrastructure improvements.</p> <p>An overall concern is that while the density planned will possibly maximize profit for the developer, there are existing areas in San Diego where similar construction can occur and not further denigrate the quality of Mission Valley, an area that does not currently have an adopted community plan.</p> <p>Thank you for considering these points.</p> <p>Sincerely, Victor White 7499 Hazard Center Drive San Diego, California 92108 (619) 543-9890/VictorWh@aol.com</p>	<p>JJ-1. The Transportation Phasing Plan identifies mitigation measures to be implemented by the project and/or contributions to the City of San Diego for projects that cannot be feasibly implemented by the project. Where appropriate, phases of the project have been conditioned such that development shall not proceed until such time as City sponsored projects are assured, directly linking future development to the provision of the necessary infrastructure.</p>

JJ-1

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: Gail Thompson [mailto:gailt@att.net] Sent: Thursday, January 03, 2008 5:01 PM To: Mirrasoul, Marilyn Subject: Quarry Falls - project # 49068</p> <p>Ms. Mirrasoul.....My comments & questions.</p> <p>KK-1 1) The proposed widening of Friars Road & the 'redue' of the 163 & Friars interchange should be completed prior to the start of ANY construction.</p> <p>KK-2 2) How does the City & State plan to do #1 above? I believe lanes on both roadways would have to be closed to be able to perform the construction. This would create 'grid lock'.</p> <p>KK-3 3) How can we trust the traffic survey, as is was done by a company hired by the developer?</p> <p>KK-4 4) In an area of less than one mile on the southern border (Friars Road) the project would increase the population of Mission Valley by at least 50%.</p> <p>KK-5 5) Would the monies advanced to the City by the developer for road improvements, be placed in an interest bearing escrow account with the stipulation that those funds could only be spent on the intended improvements?</p> <p>KK-6 6) The proposed shuttle service to reduce the huge increase in auto traffic. Has a service of this type been successful anywhere else?</p> <p>KK-7 7) At peak hours the Green line trolley is SRO. Will the MTS guarantee additional service?</p> <p>— Gail Thompson</p>	<p>KK-1. Comment noted. The Transportation Phasing Plan identifies mitigation measures to be implemented by the project and/or contributions to the City of San Diego for projects that cannot be feasibly implemented by the project. This plan identifies the scope and timing of each improvement in relationship to the phases of the project and allows the concurrent construction of the project with the construction of the respective mitigation measures. See also response to comment no. JJ-1.</p> <p>KK-2. The City of San Diego, as lead agency for the Friars Road/SR-163 improvement project, is required to prepare a construction plan to address traffic and safety concerns. Construction staging measures would be identified in the studies prepared for the project. The details of the construction process would be contained as part of the Staged Construction plans for the Friars Road/ SR-163 project in order to minimize impacts due to construction.</p> <p>KK-3. The Traffic Impact Study was prepared under the direction of City staff. It has been reviewed and accepted by the City of San Diego as complete and accurate.</p> <p>KK-4. Comment noted. Based upon the most recent January 1, 2007 SANDAG estimate, the population for Mission Valley was 17,884 people. The estimated population for Quarry Falls, based upon 1.74 people per household is 8,317 residents, which represents an increase of approximately 47%. However, the build-out for Quarry Falls would occur over approximately 15 years, during which time it is reasonable to expect some additional growth in population from other projects previously approved or in the planning process.</p> <p>KK-5. Comment noted. An amendment to the Mission Valley Public Facilities Financing Plan will be considered by the City Council concurrent with the Quarry Falls Specific Plan and Mission Valley Community Plan Amendment. These approvals shall be structured to ensure funds contributed for specific improvements to Friars Road/SR-163 shall be set aside in an earmarked, interest bearing account to be used only for the intended improvements.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>KK-6. Comment noted. The proposed shuttle service is a condition of the Transportation Demand Management Program; in other words a project feature. Although the TDM plan has been included as part of the MMRP, it is not required as mitigation for traffic impacts. It is not being proposed for nor is it required as mitigation for traffic impacts. No reductions in average daily trips as a result of implementing the shuttle system. While it is unknown whether there are studies that indicate a reduction in trips due to the operation of a shuttle, it is becoming more and more a component of transit oriented design projects. The implementation of the shuttle will provide a strong incentive and convenience to residents, workers and visitors to use alternative modes of transportation, therefore having the potential to reduce average daily trips below those projected in the current Traffic Impact Study.</p> <p>KK-7. A transit analysis has been prepared by KOA Corporation which demonstrates the existing system has adequate capacity for any additional ridership generated from Quarry Falls (see response to comment No. E-22). The analysis reflects growth in the bus and light rail systems using SANDAG data for the transit system. The background growth rate for bus ridership is estimated to increase by 14% from 2007 to 2030. Background ridership on the trolley is projected to increase more than twofold by 2030. The headway for the Green Line is forecasted to increase from a 15-minute headway to 7.5-minute headway in the future. Transit ridership for Quarry Falls was estimated at a combined 4% of total ADT for both bus and light rail trips. For the Green Line, the addition of Quarry Falls transit ridership to projected system growth would increase total ridership to approximately 54% of peak hour maximum capacity; therefore, there is adequate capacity in the light rail system.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: Randy Berkman [mailto:jrb223@hotmail.com] Sent: Friday, January 04, 2008 1:59 PM To: Mirrasoul, Marilyn; Temple, Jeannette Cc: Fain, Nina; Edwards, Shirley; mjlupe@sbcglobal.net; shermanlaw@aol.com; tmullaney@aol.com Subject: Project #49068/SCH No. 2005081018: Quarry Falls DEIR comments</p> <p>Attached are comments on the Quarry Falls DEIR. Your email indicated that Jan. 7 is the deadline for these comments. I therefore might amend comments up to that time. thank you, Randy Berkman > From: jrb223@hotmail.com > To: jrb223@hotmail.com > Subject: FW: Project #49068/SCH No. 2005081018: Quarry Falls DEIR comments > Date: Fri, 4 Jan 2008 13:43:22 -0800 > ></p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; padding: 2px; margin-bottom: 10px; width: fit-content;">LL-1</div> <p>2 HOUR+ TRAFFIC DELAYS WITH PROJECT NOT REPORTED IN DEIR CIRCULATED TO MOST ON EIR DISTRIBUTION LIST! PUBLIC AND DECISION MAKERS KEPT IN DARK ABOUT SEVERITY OF TRAFFIC IMPACTS WITH PROJECT. Please reproduce the freeway ramp delay charts in the FEIR and recirculate for public comment. One such example is shown at: http://www.angelfire.com/wy/rvpp/quarryfalls.html</p> <p>When I read the traffic chapter from the first CD, I did not find any mention of the traffic delays which would occur with the project—only that traffic impacts were not mitigated at certain locations. I then asked the city for a copy of the appendices since they are referred to as being part of the DEIR. Not providing these appendices— is contrary to CEQA since the public has not been provided the complete DEIR. I believe the comment period should start over when all on the DEIR distribution list are provided the 2nd CD— because IT IS PART of the DEIR and that is where the lengths of traffic delays are disclosed. Who is responsible for NOT including the traffic delays on the CD titled Quarry Falls DEIR? Since this CD is allegedly a "sum" of the original traffic study, why were not these traffic delays included--especially since such delays QUANTIFY THE SEVERITY of the traffic impacts? Not including these traffic delays in the DEIR circulated to almost all of the public suggests that DSD is unable to review this project according to the San Diego Land Development Code--in a "wholly objective" manner.</p> <div style="border: 1px solid black; padding: 2px; margin-top: 10px; width: fit-content;">LL-2</div> <p>A recent email copied/pasted below is from Governor's Office of Planning & Research (this CA agency is the "horses mouth" of CEQA interpretation) states that it is "common practice" to circulate the DEIR appendices:</p> <p>RE: greenhouse gasses questions</p> <p>From: Terry.Roberts@OPR.CA.GOV</p> <p>Sent: Thu 1/03/08 3:57 PM</p> <p>To: jrb223@hotmail.com</p> <p>Dear Randy, There is no single statewide threshold of significance for GHG emissions. If you have questions about whether a particular project will trigger a significance determination, I suggest checking with the CEQA lead agency to see if they have any local guidelines or standards for determining significance. Regarding your question about an EIR appendix, please refer to CEQA Guidelines section 15087. Clearly, any appendices must be "made available" to the public during the EIR review period, and common practice is to circulate a copy of the appendix together with the Draft EIR. Sometimes lead agencies circulate electronic copies of the appendix (a CD) if it is very large.</p> <p><i>Terry Roberts Director, State Clearinghouse Governor's Office of Planning and Research P.O. Box 3044</i></p>	<p>LL-1. Existing freeway ramp conditions are listed in both the Draft PEIR and TIS in Tables 4-4 and 4-5 (page 51 of the TIS). The SANTEC Guidelines, which are another set of guidelines and are most widely used by other jurisdictions in San Diego County and developed by a committee that included employees from Caltrans, the County of San Diego , the City of San Diego and the private industry, state that the ramp meter queues and delay calculated at ramps “often do not materialize.” (page 16, SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region). This is because the most restrictive ramp meter rates are used for this analysis yielding very long waits which do not routinely occur. In reality these ramp meter rates vary depending upon freeway conditions and the real delay is much lower than reported.. For this reason the City of San Diego requires existing ramp meter conditions to be observed and documented in Traffic Impact Studies. The TIS Tables 4-4 and 4-5 list the calculated and observed ramp delays and queues; the Draft PEIR 5.2-4 - <i>Existing Ramp Meter Conditions</i> lists the calculated delay and queue.</p> <p>LL-2. See response to comment no. J-1 and R-1. It is the City’s practice to distribute appendices to the appropriate federal, state, and other local agencies with jurisdiction over the project..</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="margin: 0;"><i>Sacramento, CA 95812-3044 Tel (916) 445-0613 Fax (916) 323-3018 Email terry.roberts@opr.ca.gov</i></p> <p style="margin: 10px 0 0 0;">From: Randy Berkman [mailto:jrb223@hotmail.com] Sent: Friday, December 21, 2007 1:08 PM To: ceqa.ghg@opr.ca.gov Subject: greenhouse gasses questions</p>	
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">LL-3</div> <p style="margin: 0;">Is there currently a threshold of significance for project emission of greenhouse gasses (tons/day)?</p> <p style="margin: 10px 0 0 0;">For example, if a project would emit 17 tons of greenhouse gasses for building it, would this trigger a significance threshold under CEQA?</p>	<p style="margin: 0;">LL-3. As stated in the response from OPR to Mr. Berkman, a threshold of significance for greenhouse gas emissions has not been established. Greenhouse gas emissions and global climate change are fully addressed in the Cumulative Section 8.0 of the draft and final PEIR.</p>
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">LL-4</div> <p style="margin: 0;">Does an EIR appendix have to be circulated for public comment with the Draft EIR?</p> <p style="margin: 10px 0 0 0;">thanks RB</p>	<p style="margin: 0;">LL-4. See response to comment no. LL-2.</p>
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">LL-5</div> <p style="margin: 0;">Perhaps the most controversial aspect of the proposal is the amount of traffic that would be added to already overburdened valley roads and freeways. So before attaining the 2nd CD, I mentioned to people that not disclosing the length of traffic delays in the DEIR—made me VERY curious about the original traffic study—since I knew from experience that length of delays and average speed decreases, are routinely reported in traffic studies. CEQA case law indicates that severity of impacts must be disclosed to the public (Laurel Heights 2 quoted later in these comments).</p>	<p style="margin: 0;">LL-5. The PEIR discloses all of the project’s impacts and includes the LOS and now includes the unmitigated time delays (from the TIS) for each of the phases and the horizon year. See also response to comment no. K-105.</p>
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">LL-6</div> <p style="margin: 0;">Appendix B (2nd CD), p. 252, Table 15-5A is pdf p. 276. The Table is titled: “Horizon year Ramp meter Conditions Calculated Delay & Queue—with Road Connection.” The “road connection” would be connecting Phyllis Place to Quarry Falls. “Horizon Year” refers to year 2030—after build out of the proposal’s 4 phases. The Table lists “without project” and “with project” traffic delays during AM and PM peak traffic usage. For example, during AM peak, I-805 NB at Murray Ridge lists “0” delay without the project and 39.6 minute delay with the project. At I-15 NB at Friars Rd., a 35.3 minute delay is listed without the project and a 97.4 minute delay is listed with the project—a 62.1 minute increase in delay with project at Friars & I-15 NB. During the PM peak traffic usage, without the project, at Murray Ridge SB, a 48.1 minute delay is listed. With the project at Murray Ridge SB, a 186.5 minute delay is listed—a 138.4 minute increase in delay with project. The line of cars with the project, is listed as “22,300 feet” which is over 4 miles. The excess demand is listed as 892 vehicles/hour with the project compared to excess demand of 230 cars/hour without the project. At the PM peak, at Friars Rd. and I-15 NB, without the project a 90.9 minute delay is listed. With the</p>	<p style="margin: 0;">LL-6. Comments noted.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>project, a 154 minute delay is listed with the line of cars extending for 24,775 feet or about 4.7 miles.</p> <p>Table 15-5b, is traffic study p. 253 (pdf p. 277). It is titled “Horizon year Ramp Meter Conditions 15 Minute maximum Delay with Road Connection.” During AM peak, at 805 NB & Murray Ridge, it lists a 6500 foot line of traffic with the project compared to no line and no delay without it. The delay with project is listed as 39.6 minutes—again compared to no delay without it. This chart (15-5B) also states that delays at I-805 at Murray Ridge SB during PM peak would be 14.9 minutes without project and 110.9 minutes with project—a 96 minute added delay due to project. Here the queue with the project is listed as 19,125 feet—which is over 3 miles.</p>	<p>LL-7. See response to comment no. LL-1.</p> <p>As an example existing ramp meter conditions were observed in 2006 for the I-8 bypass ramp. The existing observed queue (page 51) was 125 feet, which is sufficiently accommodated in the available storage area. The calculated queue indicates a queue of 6,950 feet (over one mile). According to the calculation, the existing queue would extend west of Fenton Parkway; however, this condition has <i>not</i> been observed and the calculated queues at this ramp are overstated.</p>
<p>LL-7</p>	
<p>At a public meeting of the Serra Mesa Planning Group in December, 2006, the landowner's traffic consultant stated that the modeling of freeway ramp delays uses "modeling" required by city but over-states the amounts of traffic delays. Please include any online links documenting the traffic consultant's assertions. Even IF the forecasted delays of 2+ hours with the project are overstated by 4 times, the resulting one half hour+ delays are ridiculous and grounds for recalling any public official who would approve such overburdening of public roads. Is it DSD's position that such traffic delays are justifiable? How and why? How could such delays not result in CO hotspots? Please cite ANY studies which show that car lines of over 4.5 miles (as shown in traffic charts) DO NOT result in CO hotspots.</p>	<p>LL-8. See response to comment no. LL-7.</p> <p>LL-9. CO hotspots are thoroughly addressed in the Air Quality Technical Report and summarized in Section 5.4 of the PEIR. Delays do not necessarily result in CO “hot spots”. CO “hot spots” are defined as exceedances of the ambient air quality standards for CO. The California ambient air quality standards for CO are 9.0 for an 8-hour period, and 20.0 for a 1-hour period. It should be noted that studies conducted by the South Coast Air Quality Management District for their attainment demonstration for the federal CO standard modeled four congested intersections in the South Coast Air Basin, and demonstrated that no exceedance of the CO standard would result from traffic in that area. Traffic in the vicinity of Quarry Falls would be less than traffic in the South Coast Air Basin.</p>
<p>LL-8</p>	
<p>LL-9</p>	
<p>Table 16-25 (Traffic Study, p. 311, pdf p.)titled “Summary of Mitigated Peak Hour Intersection Conditions—with Road Connection” states: At PM Peak at Phyllis Place/805 SB ramp, the “horizon year” delay “without project/without mitigation” would be 5883 seconds; but With Project/With mitigation, the delay would be a mere 17.6 seconds. In that traffic mitigation does not include widening of 805 or any freeway, it is not clear how the proposed mitigation could so dramatically reduce the delay at Phyllis Place/805 from 5883 seconds without the project to only 17 seconds with the project. It is understood that Phyllis Place would be widened to 5 lanes with the project. However, that will not reduce the peak period gridlock on 805. Table 16-5 (p. 290; pdf p. 324) states that with the Phyllis Place connection, there would be significant impacts to 805 NB from I-8 to “north of Phyllis Place” though it does not state how far north these impacts would extend. How far north would these impacts occur? This table reports project impacts to SR 163 North both with and without the Phyllis Place connection. It also reports significant impacts to 8 East, 805 south, and I-15 north and south.</p>	<p>The intersections modeled in the SCAQMD's CO Attainment Demonstration included the following:</p> <ul style="list-style-type: none"> • Long Beach Blvd. and Imperial Highway • Wilshire Blvd. and Veteran Avenue • Highland Avenue and Sunset Blvd. • Century Blvd. and La Cienega Blvd.
<p>LL-10</p>	
<p>Table 16-4 (p. 289 of appendix B; pdf p. 323) is titled “Summary of Ramp Meter Significant Impacts”. It reports significant impacts at 805 north and southbound at Murray Ridge (though only with Phyllis Pl. connection), I-15 NB at Friars—both with and without Phyllis Pl. connection); I-8 eastbound at southbound Texas (both with and without Phyllis Pl. connection); and I-15 southbound at Friars though only without Phyllis Pl connection.</p>	<p>The last three intersections were identified as the most congested intersections within the city/county of Los Angeles. The first intersection was identified as the intersection near the location where the highest CO background concentrations were measure in the South Coast Air Basin. CAL3QHC modeling was conducted for each intersection using the EMFAC2002 emission factors for the years 1997 and 2002.</p>
<p>LL-11</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>The modeling demonstrated that for these congested intersections, CO concentrations would not exceed the ambient air quality standards. Intersections in the vicinity of the Quarry Falls project are less congested and would accommodate less traffic than the intersections evaluated in the CO Attainment Demonstration.</p> <p>See also response no. H-2.</p> <p>LL-10. At Phyllis Place/I-805 SB ramp under the With Phyllis Place Scenario, the intersection would be mitigated by intersection widening and signalization, which would substantially reduce the delay. The freeway impacts would extend north to the Kearny Villa Road and Mesa College Drive northbound off-ramp.</p> <p>LL-11. Comment noted.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Table 16-1 (p. 277, 278, 279 appendix B; pdf p. 311-312, 313) is titled: “Summary of Roadway Segment Significant Impacts.” It discloses horizon year impacts with the project at:</p> <p>Ulric St., HY 163, Riverdale St., Rancho Mission Rd., Frazee Rd., Murray Ridge Rd. (both with & w/o the Phyllis Pl connection), I-15 north and south ramps at Friars Rd., Qualcomm Way, Camion del Rio N. and South, Madison, Monroe, and even Quarry Falls Blvd. to Via Alta, and QF Road to Franklin Ridge Rd.</p> <p>LL-12 Table 16-2 (p. 280 of appendix B; pdf pp. 314-317) discloses horizon year project impacts on Friars Rd. to Zion, Santo Rd. to Riverdale, River Run to Fenton Parkway, Fenton PKWY to Northside Dr., Stadium Rd. to I-15, Fenton PKY to Northside Dr., Riverdale to Mission Gorge Rd, and the aforementioned freeways.</p> <p>Table 16 3 “Summary of Intersection Significant Impacts” (p. 284 appendix B, pdf pp. 318-322) discloses horizon year project impacts to: Friars at the following : Fenton PKY, at Frazee Rd., at Santo Rd., at Riverdale, at 163, at I-15 north and south; Mission Gorge & Zion, Qualcomm Way & I-8, 805 & Phyllis Pl both directions, Texas St. & Camino del Rio S., Texas & Madison, Mission Center Rd./Camino de la Reina, Fenton PKY at Rio San Diego, Texas at El Cajon Blvd (p. 287), Murray Ridge Rd. at Mission Center Rd., and Murray Ridge at Pinecrest.</p> <p>Page 2-19 of the DEIR states: “The developed commercial space of over 1.2 million square feet has an average daily trip population increase of approximately 48,900 (40 trips/1000 square feet). The increase in daily trips would increase the likelihood of traffic congestion and traffic collisions in the area.” The residential part of project would include at least 6 daily trips/residence according to the MVPDO. 6 x 4780 residential units generates 28,680 ADTs. 28680 + 48,900 = 77,580 ADTs. This is 10,000 more ADTs than used in traffic study calculations—which presumes 66,286 ADTs. Please explain.</p> <p>LL-13</p> <p>LL-14 DEIR DOES NOT DISCLOSE MISSION VALLEY PLANNED DISTRICT ORDINANCE (MVPDO) ADT RESTRICTION (140 ADTs/acre, NOT COUNTING STEEP HILLSIDES). PUBLIC AND DECISION MAKERS KEPT IN DARK ABOUT DRAMATIC INTENSITY, UPZONES BEING REQUESTED THROUGH THIS PROJECT’S SPECIFIC PLAN— WHICH WOULD EXEMPT IT FROM MVPDO REQUIREMENTS!</p> <p>LL-15 The DEIR (CD pdf page 190; EIR p 5.1-14) states: “The proposed project would exceed the traffic allocations identified for the DIDs.” [Development Intensity Districts of the Mission Valley Planned District Ordinance (MVPDO)]. However, the DID limit of 140 ADTs/acre, not counting steep hillsides, is not disclosed here or on page 5.1-21 of DEIR (pdf page 197, final paragraph)—which also refers to exceeding the DID restriction!</p> <p>The Mission Valley Community Plan (MVCP) (p. 119) states:</p>	<p>LL-12. Comment noted.</p> <p>LL-13. The project includes a mix of land uses with different trip generation rates. The rate quoted by the City of San Diego Police Department on Page 2-19 of the DEIR of 40 trips per thousand square feet is a simplified rate. For the detailed breakdown of the trip generation of the project please refer to page 19 of the TIS.</p> <p>LL-14. See response to comment no. J-4.</p> <p>LL-15. See response to comment no. J-4.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;">“Methodology for the Establishment of Development Intensity Districts</p> <p>LL-16</p> <p>The traffic forecast studies, through the use of a computer assignment model, have provided a distribution of average daily vehicle trips throughout the Valley. The Valley was divided into a series of smaller areas called traffic analysis zones. The current traffic forecast study establishes the maximum number of vehicle trips which can be generated by development (existing or new) within each traffic analysis ‘zone,’ without overburdening the circulation system. Within each ‘zone’ the available trips are distributed equitably on an acre-by-acre basis. Trips will be assigned on a gross acre basis throughout the Valley north of Interstate 8 except for those areas in the Hillside Review (HR) Overlay Zone for which trips will be calculated on a net acre basis in a manner identical to those hillsides south of Interstate 8....Hillsides which are in the Hillside Review (HR) Overlay Zone will be excluded from being a determinant of the trip generation allowance and such determinations will be based upon non-HR or net acres. This approach would place development emphasis on the flatter and more developable areas and not on the hillsides.”</p>	<p>LL-16. Comments noted. This is an excerpt from the Mission Valley Planned District Ordinance.</p>
<p>LL-17</p> <p>The MVPDO Table 1514-03A (which implements the Mission Valley Plan intensity district uses: See: SDMC 1514.0301(a): “It is the purpose of this overlay district to limit development intensity to the levels allowed under the adopted community plan”) shows that 140 ADTs/acre are allowed in sub-district F (location of the proposal). While the DEIR correctly states that project is in MVPDO sub-district F, it conveniently omits stating that only 140 ADTs/acre are allowed by the MVPDO—NOT counting steep hillsides. See footnote 1 for Table 1514-03A which states: “Excluding acreage within steep hillsides.” The DEIR is also fundamentally misleading by omitting the acreage of steep hillsides on site--both now and Prior to mining. Please reproduce the 1928 photos of site mentioned in DEIR--as available at the Dept. of Public Works (SEE page 9 of Appendix M1/Phase 1 Environmental Assessment). This lack of information deprives public and decision makers from calculating the amount of ADTs allowed by the MVPDO and MVCP—which cannot count steep hillsides from ADTs. Even if site contained NO steep hillsides, the MVPDO restricts development to 140 ADT/acre multiplied by the 225 acres in the Mission Valley Plan area. This amounts to 31,500 ADTs. It is not known how many ADTs are allowed by the approximately 5 acres of project in Serra Mesa Plan area. The proposal would result in 66,286 ADTs according to the traffic chapter (pdf file p. 230). This is over twice the amount allowed by the MVPDO. When steep hillside acreage is subtracted from 225 acres, the amount of traffic allowed would likely be substantially reduced. The DEIR should be re-circulated with this critical information—as it is essential to understand the proposal’s traffic impacts which would not be mitigated. It is also essential for an accurate project description.</p>	<p>LL-17. See response to comment no. J-4.</p>
<p>LL-18</p>	<p>LL-18. See response to comment no. J-4.</p>
<p>LL-19</p>	<p>LL-19. See response no. J-4.</p>
<p>LL-20</p>	<p>LL-20. See response to comment no. J-4.</p>
<p>LL-21</p> <p>AIR QUALITY (PARTICULATE MATTER) IMPACTS NOT DISCLOSED IN DEIR EXCEEDS SIGNIFICANCE CRITERION. DEIR MUST BE RE-CIRCULATED WITH DISCLOSURE OF THIS IMPACT. AIR QUALITY/PUBLIC HEALTH HAZARDS WOULD RESULT FROM RESIDENCES LOCATED LESS THAN 500 METERS FROM I-805. DEIR Appendices discloses over 17,600 tons of greenhouse gasses with project's construction (Table 17 of air quality study in DEIR Appendices). See also:</p>	<p>LL-21. Particulate matter impacts were evaluated and disclosed in the Air Quality Technical Report and in Section 5.4 of the PEIR. The analysis indicated that unmitigated construction impacts would be above the significance thresholds, but with implementation of mitigation measures to control construction fugitive dust, emissions would be reduced to less than significant levels. For further evaluation of road dust impacts, refer to the response to Comment LL-25. For further evaluation of potential impacts to future residents of the community from particulate matter, refer to the response to comment no. E-29.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>http://www.angelfire.com/wy/rvpp/quarryfalls.html for page showing greenhouse gas emissions from building the project (Table 17). WHY ISN'T THIS CHART IN THE CD/DEIR DISTRIBUTED TO MOST OF THE PUBLIC?</p>	<p>LL-22. The State of California's Office of Planning and Research is scheduled to issue guidance on significance thresholds on or before July 1, 2009. At this time, no significance thresholds have been issued. However, it is important to note that the statewide greenhouse gas emissions in California in 2004 were estimated at 492 million metric tons of CO₂-equivalent gases. Project construction emissions would comprise only 0.00325 percent of the overall statewide greenhouse gas emissions.</p>
<p>LL-22 How many tons of greenhouse gasses from project construction would be considered "significant"? How many tons of greenhouse gasses would be generated on yearly basis after construction?</p>	<p>The estimated annual greenhouse gas emissions at build-out of Quarry Falls are 76,644 metric tons. This is a conservative estimate that does not include further reductions from improved vehicle mileage due to improved federal CAFÉ standards, reduced emissions from the generation of electricity by public utilities from renewable resources, carbon sequestration from new landscaping, increased use of public transit and alternative modes of transportation not accounted for in the traffic analysis, and other sustainable project features.</p>
<p>LL-23 I find no analysis of air quality on I-805, other valley freeways in current or proposed conditions. Were such analyses done?</p>	<p>LL-23. The project does not propose to modify I-805. Impacts to air quality were addressed for intersections; per City of San Diego Development Services Department CEQA Significance Thresholds, impacts at intersections should be addressed because of the potential for CO "hot spots" to form due to stop-and-go traffic and congestion.</p>
<p>LL-24 The DEIR correctly notes that San Diego is a non-attainment area for particulate matter (PM). WHO DID THE AIR QUALITY STUDY? The DEIR states "Scientific Resources Associated" did it. However, I have been unable to find a telephone listing, an online listing, an email address, or ANY person's name responsible for this study. Does the person(s) who did this study have any personal relationship with the landowners and/or developers?</p> <p>(City of San Diego CEQA Significance Determination Thresholds for Air Quality) state:</p>	<p>LL-24. As stated in PEIR Section 5.4, <i>Air Quality</i>, and in Section 12.0, <i>References</i>, and Section 14, <i>Certification</i>, the <i>Air Quality Technical Report</i> was prepared by Valorie Thompson, PhD, Scientific Resources Associated (SRA). Scientific Resources Associated is a woman-owned business certified by Caltrans. Scientific Resources Associated is not affiliated with Sudberry Properties Entitlement, LLC. The address of the business is included on the title page of the Air Quality Technical Report provided to Mr. Berkman.</p>
<p>LL-25 "Another major source of airborne dust is caused by vehicle travel on paved roads; it is estimated that one pound of airborne dust is produced for each 2,100 of vehicle miles traveled. At an average trip length of nine miles per ADT and ten ADTs per single family home, a new development of 2,300 units would cause 100 pounds of airborne dust; likewise any new development causing or attracting 23K ADTs would result in 100 pounds of airborne dust." Recall, QF would add at least 66,000 ADT—over twice the amount to trigger the Particulate Matter significance threshold. The DEIR assumes the average trip length would be 5.82 miles. 66,286 times 5.82 miles/trip results in 385,784 miles/day driven from project. Divide that by 2100 miles driven for each pound of PM created by tire and road wear, and you get 184 pounds of PM/day—far more than reported in the EIR. This amount needs to be added to the amounts from tailpipe emissions. These impacts appear unmitigable—and are one reason the DEIR must be re-circulated.</p>	<p>LL-25. Tire and brake wear were accounted for in the air quality emissions analysis that was presented in the Air Quality Technical Report and summarized in Section 5.4 of the PEIR. The commenter also states that road dust contributes substantially to the emissions for the project and indicates that the City of San Diego CEQA Significance Thresholds for Air Quality estimate that one pound of airborne dust is produced for each 2,100 of vehicle miles traveled.</p>
<p>LL-26 I have read an online report (Sandag) stating that the average trip length in San Diego region is 5.8 miles. The DEIR assumes average ADT length of 5.82 miles—correct?</p>	
<p>LL-27 The air quality chapter does not admit any unmitigated impacts. This is beyond belief....in light of the following quote from city CEQA significance thresholds for air quality....</p> <p>"Significant cumulative air quality impacts would result from the development of 950 single family units. The estimated 9,500 daily vehicle trips generated by 950 units would result in the emission of 250 pounds of NOx. In addition, these trips would result in the emission of 790 pounds [daily] of CO and 100 pounds of RHC.....The proposed development of 500* or more single family units would result in a significant air quality</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Road dust emissions are based on vehicle miles traveled and vehicle weights, which are based on assumptions regarding trip lengths and vehicle distributions for land uses specified in the model. Road dust emissions are also based on estimated silt loading for roadways. EPA recommends an estimated silt loading of 0.03 grams per square meter for urban surface streets with greater than 10,000 ADT. This baseline factor takes into account the use of anti-skid abrasives, which are used in areas where road snow and ice is a problem, but are not used in San Diego.</p> <p>Furthermore, for limited-access roads, EPA recommends a silt loading factor of 0.015 grams per square meter; for the Quarry Falls project, some proportion of the trips associated with the project would occur on I-805 or Interstate 5, which are limited-access roadways and would be anticipated to have a lower silt loading and thus lower road dust emissions.</p> <p>Road dust emissions would be a function of vehicle speed, vehicle type, and vehicle miles traveled. Road dust emissions calculated by models such as the URBEMIS model tend to overestimate emissions because they are based on default assumptions regarding silt loading and vehicle trip lengths. Because of the trip length of 5.82 miles assumed for driveway trips, road dust contributions would be a regional effect rather than a localized effect. Localized impacts would be much lower than regional effects. Road dust has been added to the calculations and the calculations are presented in the Air Quality Technical Report and Section 5.4 of the EIR. The conclusions presented in the analysis are unchanged with the addition of road dust to the calculations.</p> <p>LL-26. The average trip length assumed for external trips is 5.82 miles within the Draft PEIR.</p> <p>LL-27. The purpose of establishing thresholds is to evaluate whether a project has the potential to cause an exceedance of an air quality standard, which are expressed in terms of pollutant concentrations in the atmosphere and are designed to protect the public health and welfare.</p> <p>The concept of developing emission thresholds based on a lbs/day or tons/year measurement of emissions at the source is designed to assess whether further evaluation of a project's potential to exceed an air quality standard should be conducted.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>This approach is consistent with the APCD’s approach in establishing modeling thresholds (as set forth in Rule 20.2), and with the EPA’s thresholds in establishing emission-based screening thresholds such as the Prevention of Significant Deterioration thresholds. Under these regulations, should a source’s emissions exceed the threshold, further analysis would be required to establish whether the source would cause an exceedance of an air quality standard.</p> <p>Emission thresholds established for the purpose of CEQA analyses are designed to follow these regulations, and are established to assess whether further analysis is necessary to determine whether the project would cause an exceedance of a standard.</p> <p>For pollutants such as CO, where emissions exceed the screening criteria, air dispersion modeling can be conducted to assess whether the emissions would cause an exceedance of the CO standard. CO “hot spots” modeling was conducted for the Quarry Falls project and demonstrated that no exceedances of the standard would result from traffic associated with the project.</p> <p>With regard to ozone precursors (NOx and VOCs), air dispersion modeling cannot be conducted for individual projects to evaluate their impact on the ozone concentrations in the atmosphere, because ozone modeling is a basin-wide effort and evaluates the potential for exceedances within the entire air basin based on the development, mobile sources, and stationary sources projected based on future development. The APCD is responsible for conducting basin-wide modeling based on San Diego-wide growth projections that take into account future growth as well as future improvements in vehicle emission standards. In general, provided a project is consistent with the community and general plans, it has been accounted for in the ozone attainment demonstration contained within the State Implementation Plan and would not cause a cumulatively significant impact on the ambient air quality for ozone. Because the Quarry Falls Project is projecting more intense development than the community plan land use assumptions, an evaluation of the project’s consistency with SANDAG’s housing forecast for San Diego County to determine the project’s consistency with the RAQS and SIP was conducted.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>The project is located in the Central Major Statistical Area of the San Diego Region. The projected housing growth from 2000 to 2030 is 313,939 housing units for the San Diego Region. The project is proposing to construct 4,780 housing units, which would comprise only 1.52 percent of the total projected housing growth in the Central Major Statistical Area of the San Diego Region. The project would therefore be consistent with the growth forecasts for the region and would therefore be in conformity with the RAQS and SIP.</p> <p>Despite the fact that the project is proposing denser development than accounted for in the current community plan and therefore in the SIP, emissions associated with the project have been accounted for in the growth projections for the Major Statistical Area. These emissions are therefore included in the ozone attainment demonstration that was conducted for the San Diego Air Basin by the APCD, which demonstrates that growth levels projected for the region would not result in an exceedance of the ozone standard.</p> <p>Operational emissions would be mainly associated with traffic accessing the Quarry Falls Project. Based on the estimates of the emissions associated with Project-generated traffic, the emissions are above the significance screening criteria for CO and ROG_s for all phases, and for NO_x for Phases 2 and 3. Emissions would decrease with time due to phase-out of older vehicles and improvements in emission standards. Emissions are below the significance screening criteria for all other pollutants and would therefore not cause or contribute to a violation of an air quality standard for the other criteria pollutants. CO “hot spots” modeling demonstrated that the project would not cause or contribute to a violation of an ambient air quality standard. Because the project is consistent with growth projections for the Major Statistical Area, emissions of NO_x and ROG would not be expected to cause an exceedance of an air quality standard because they would be consistent with the emissions accounted for in the attainment demonstration for ozone contained within the SIP.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>impact. 500 single family units would generate 5,000 ADTs which would result in 550 pounds of CO emissions per day..." Please recall that DEIR acknowledges 66,286 ADTs at buildout (pdf page 230 of DEIR 1st CD). That is about 12 times the amount of ADTs the City thresholds say "...would be significant"! Even with the City Thresholds assuming a higher average trip length, the total miles/day from project far exceeds the aforementioned thresholds of significance.</p> <p>LL-28 (For re-circulation of DEIR requirements, see: LAUREL HEIGHTS IMPROVEMENT ASSOCIATION OF SAN FRANCISCO, INC., v. The REGENTS OF the UNIVERSITY OF CALIFORNIA, 6 Cal.4th 1112:</p> <p>"On the other hand, recirculation is required, for example, when the new information added to an EIR discloses:(2) a substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance (cf. Guidelines, s 15162, subd. (a)(3)(B)(2))..."</p> <p>LL-29 The above comments (and air quality scientific studies quoted below) are the "new information" which refer to undisclosed air quality impacts—which appear to be unmitigable. Other such new information also requiring DEIR re-circulation includes air quality/public health impacts to persons residing close to freeways or highly traveled roads such as Friars Road. Please respond to this study and the studies summarized in the Earth Times article:</p> <p>"Los Angeles, Jan. 25, 2007 -</p> <p>"Children who live near a major highway are not only more likely to develop asthma or other respiratory diseases, but their lung development may also be stunted.</p> <p>According to a study that will appear in the February 17 issue of <i>The Lancet</i> and now available online, researchers at the Keck School of Medicine of the University of Southern California (USC) found that children who lived within 500 meters of a freeway, or approximately a third of a mile, since age 10 had substantial deficits in lung function by the age of 18 years, compared to children living at least 1500 meters, or approximately one mile, away.</p> <p>"Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life," says lead author W. James Gauderman, associate professor of preventive medicine at the Keck School of Medicine of USC.† "And poor lung function in later adult life is known to be a major risk factor for respiratory and cardiovascular diseases."‡ The QF scale diagrams show that nearly 1/2 of the residents would live within 500 meters of I-805. How many residences are proposed within 500 meters of I-805? How many residences proposed within 500 meters of Friars Road? I believe that such <i>health impacts to humans result in a mandatory finding of significance under CEQA and therefore the DEIR must be recirculated.</i></p> <p>EARTH TIMES ARTICLE ON AIR QUALITY IMPACTS: PLEASE REPLY TO EACH STUDY CITED AS RELEVANT TO QUARRY FALLS PROXIMITY TO I-805 AND FRIARS ROAD</p>	<p>LL-28. Re-circulation of the PEIR is not required per CEQA Section 15088. No new environmental impacts have been identified, and for those impacts identified in the PEIR, no impacts would result in increased severity. There are no feasible project alternatives or mitigation measures that are considerably different than those addressed in the PEIR. The PEIR provides a thorough analysis of the potential environmental impacts associated with the project allowing meaningful public review and comment.</p> <p>LL-29. The commenter suggests that no residences be constructed within 500 meters of either the 805 freeway or Friars Road. This would substantially limit the City of San Diego's ability to meet housing needs within the urban areas and is contrary to the City's "City of Villages" concept. The ARB has authority over regulation of mobile sources and has passed and is considering legislation to further tighten emission standards on vehicles.</p> <p>As discussed in the ARB's Air Quality and Land Use Handbook states the following in developing their guidelines:</p> <p>"In developing these recommendations, ARB first considered the adequacy of the data available for each air pollution source category. We assessed whether we could generally characterize the relative exposure and health risk from a proximity standpoint. The documented non-cancer health risks include triggering of asthma attacks, heart attacks, and increases in daily mortality and hospitalization for heart and respiratory diseases. These health impacts are well documented in epidemiological studies, but less easy to quantify from a particular air pollution source. Therefore, the cancer health impacts are used in this document to provide a picture of relative risk."</p> <p>As shown in the study conducted for the Quarry Falls project, excess cancer risks based on a 70-year exposure scenario are well below the background risks and are below the risks identified in the Air Quality and Land Use Handbook. Given that predicted risks would be below background risk levels measured in the County of San Diego, and given the increasingly stringent emission standards and ARB's goals to reduce diesel particulate emissions by 85%, risks to residents would not constitute a significant impact.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">LL-30</div> <p>Key studies on air pollution and health effects near high-traffic areas</p> <p style="text-align: center;"><i>Compiled by the Environmental Law and Policy Center and the Sierra Club</i></p> <p>Air pollution from busy roads linked to shorter life spans for nearby residents</p> <p>Dutch researchers looked at the effects of long-term exposure to traffic-related air pollutants on 5,000 adults. They found that people who lived near a main road were almost twice as likely to die from heart or lung disease and</p>	<p>LL-30. Comments noted. These studies do not address the adequacy or completeness of the Quarry Falls PEIR. However, as a courtesy to the reviewer a response is provided to each study, addressing applicability to the proposed project as best as possible.</p> <p style="text-align: center;"><u>Hoek, Brunekreef, Goldbohn, Fischer, van den Brandt (2002).</u></p> <p>We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>1.4 times as likely to die from any cause compared with those who lived in less-trafficked areas. Researchers say these results are similar to those seen in previous US studies on the effects of long-term exposure to traffic-related air pollution. The authors say traffic emissions contain many pollutants that might be responsible for the health risks, such as ultrafine particles, diesel soot, and nitrogen oxides, which have been linked to cardiovascular and respiratory problems.</p> <p><i>Hoek, Brunekreef, Goldbohn, Fischer, van den Brandt. (2002). Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study. Lancet, 360 (9341): 1203-9.</i></p> <p>Truck traffic linked to childhood asthma hospitalizations</p> <p>A study in Erie County, New York (excluding the city of Buffalo) found that children living in neighborhoods with heavy truck traffic within 200 meters of their homes had increased risks of asthma hospitalization. The study examined hospital admission for asthma amongst children ages 0-14, and residential proximity to roads with heavy traffic.</p> <p><i>Lin, Munsie, Hwang, Fitzgerald, and Cayo. (2002). Childhood Asthma Hospitalization and Residential Exposure to State Route Traffic. Environmental Research, Section A, Vol. 88, pp. 73-81.</i></p> <p>Pregnant women who live near high traffic areas more likely to have premature and low birth</p>	<p><u><i>Lin, Munsie, Hwang, Fitzgerald, and Cayo (2002).</i></u></p> <p>As discussed above, studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions. Studies conducted in other states do not reflect California vehicle emission standards.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>weight babies</p> <p>Researchers observed an approximately 10-20% increase in the risk of premature birth and low birth weight for infants born to women living near high traffic areas in Los Angeles County. In particular, the researchers found that for each one part per million increase in annual average carbon monoxide concentrations where the women lived, there was a 19% and 11% increase in risk for low birth weight and premature births, respectively.</p> <p><i>Wilhelm, Ritz. (2002). Residential Proximity to Traffic and Adverse Birth Outcomes in Los Angeles County, California, 1994-1996. Environmental Health Perspectives. doi: 10.1289/ehp.5688.</i></p>	<p><u><i>Wilhelm, Ritz (2002).</i></u> The study was based on data collected from 1994 through 1996. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>
<p>Traffic-related air pollution associated with respiratory symptoms in two year old children</p> <p>This cohort study found that two year old children who are exposed to higher levels of traffic-related air pollution are more likely to have self-reported respiratory illnesses, including wheezing, ear/nose/throat infections, and reporting of physician-diagnosed asthma, flu or serious cold.</p> <p><i>Brauer et al. (2002). Air Pollution from Traffic and the Development of Respiratory Infections and Asthmatic and Allergic Symptoms in Children. Am J Respiratory and Critical Care Medicine. Vol. 166 pp 1092-1098.</i></p>	<p><u><i>Brauer et al. (2002)</i></u> This study was also conducted in the Netherlands. As stated in the study itself, “These findings should be interpreted with caution because the observed associations were mostly nonsignificant.” We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>
<p>People who live near freeways exposed to 25</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>times more particle pollution</p> <p>Studies conducted in the vicinity of Interstates 405 and 710 in Southern California found that the number of ultrafine particles in the air was approximately 25 times more concentrated near the freeways and that pollution levels gradually decrease back to normal (background) levels around 300 meters, or 990 feet, downwind from the freeway. The researchers note that motor vehicles are the most significant source of ultrafine particles, which have been linked to increases in mortality and morbidity. Recent research concludes that ultrafine particles are more toxic than larger particles with the same chemical composition. Moreover, the researchers found considerably higher concentrations of carbon monoxide pollution near the freeways.</p> <p><i>Zhu, Hinds, Kim, Sioutas. Concentration and size distribution of ultrafine particles near a major highway. Journal of the Air and Waste Management Association. September 2002. Zhu, Hinds, Kim, Shen, Sioutas. Study of ultrafine particles near a major highway with heavy-duty diesel traffic. Atmospheric Environment. 36(2002), 4323-4335.</i></p> <p>Asthma more common for children living near freeways.</p> <p>A study of nearly 10,000 children in England found that wheezing illness, including asthma, was more likely with increasing proximity of a child's home to main roads. The risk was greatest for children living within 90 meters of the road.</p> <p><i>Venn et al. (2001). Living Near A Main Road and the Risk of Wheezing Illness in Children. American Journal of Respiratory and Critical Care Medicine. Vol. 164, pp 2177-2180.</i></p> <p>A study of 1,068 Dutch children found that asthma, wheeze, cough, and runny nose were significantly more common in children living within 100 meters of freeways. Increasing density of truck traffic was also associated</p>	<p><u><i>Shu, Hinds, Kim, Sioutas (2002).</i></u> Measurements in this study were collected as close as 30 meters (98 feet) from the freeway. The studies involved measurements but did not include a health risk assessment or analysis. Furthermore, the study of air pollutant concentrations on the 710 freeway was conducted on a portion of the freeway where more than 25% of the vehicles are heavy-duty diesel trucks. This is not the situation on the 805 freeway where diesel vehicles do not constitute a disproportionate number of vehicles.</p> <p><u><i>Venn et al. (2001) and van Vliet et al. (1997)</i></u> These studies were conducted in England and in the Netherlands. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>with significantly higher asthma levels - particularly in girls.</p> <p><i>van Vliet et al. (1997). Motor exhaust and chronic respiratory symptoms in children living near freeways. Environmental Research. 74:12-132.</i></p> <p>Children living near busy roads more likely to develop cancer</p> <p>A 2000 Denver study showed that children living within 250 yards of streets or highways with 20,000 vehicles per day are six times more likely to develop all types of cancer and eight times more likely to get leukemia. The study looked at associations between traffic density, power lines, and all childhood cancers with measurements obtained in 1979 and 1990. It found a weak association from power lines, but a strong association with highways. It suggested that benzene pollution might be the cancer promoter causing the problem.</p> <p><i>Pearson et al. (2000). Distance-weighted traffic density in proximity to a home is a risk factor for leukemia and other childhood cancers. Journal of Air and Waste Management Association 50:175-180.</i></p> <p>Most traffic-related deaths due to air pollution, not traffic accidents</p> <p>Another study analyzed the affect of traffic-related air pollution and traffic accidents on life expectancy in the area of Baden-Wurtemberg, Germany. It estimated that 4,325 deaths in this region would result from motor vehicle emissions compared to 891 from traffic accidents (over a lifetime).</p> <p><i>Szagun and Seidel. (2000). Mortality due to road traffic in Baden-Aurttemberg - air pollution, accidents, noise. Gesundheitswesen. 62(4): 225-</i></p>	<p><u><i>Pearson et al. (2000).</i></u></p> <p>This study was based on data collected in another study on childhood cancer in the 1980s. As stated in the study: “These associations may be due to chronic exposure to benzene or other carcinogenic components of vehicle exhaust from these nearby streets or to some other factor (e.g., noise, increased light exposure, or some unaccounted-for socioeconomic variable).” Thus the study did not provide a direct relationship to exposure to air pollutants. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p> <p><u><i>Szagun and Seidel (2000).</i></u></p> <p>This study was conducted in Germany. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;">33.</p> <p>Emissions from motor vehicles dominate cancer risk</p> <p>The most comprehensive study of urban toxic air pollution ever undertaken shows that motor vehicles and other mobile sources of air pollution are the predominant source of cancer-causing air pollutants in Southern California. Overall, the study showed that motor vehicles and other mobile sources accounted for about 90% of the cancer risk from toxic air pollution, most of which is from diesel soot (70% of the cancer risk). Industries and other stationary sources accounted for the remaining 10%. The study showed that the highest risk is in urban areas where there is heavy traffic and high concentrations of population and industry.</p> <p><i>South Coast Air Quality Management District. Multiple Air Toxics Exposure Study-II. March 2000.</i></p> <p>Cancer risk higher near major sources of air pollution, including highways</p> <p>A 1997 English study found a cancer corridor within three miles of highways, airports, power plants, and other major polluters. The study examined children who died of leukemia or other cancers from the years 1953-1980, where they were born and where they died. It found that the greatest danger lies a few hundred yards from the highway or pollution facility and decreases as you get away from the facility.</p> <p><i>Knox and Gilman (1997). Hazard proximities of childhood cancers in Great Britain from 1953-1980. Journal of Epidemiology and Community Health.</i></p>	<p><u>SCAQMD MATES II Study (2000).</u></p> <p>The study is based on measurements throughout the South Coast Air Basin. These measurements are based on the same information collected in the San Diego Air Basin which indicated that the background excess cancer risk is 607 in a million (ARB 2005). The risks associated with diesel have been evaluated for the Quarry Falls project and have been shown to be below background risk levels. Furthermore, the analysis did not take into account ARB's goal to reduce diesel emissions by 85% by 2020. Risks are likely to be much lower in the future when the Quarry Falls residential development will be occupied.</p> <p><u>Knox and Gilman (1997).</u></p> <p>This study is based on data collected from 1958 through 1980 in England. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="348 250 961 298"><i>P. (1997). "Air pollution from truck traffic and lung function in children living near motor-ways." Epidemiology. 8(3):298-303.</i></p> <p data-bbox="212 350 306 483">Asthma symptoms caused by truck exhaust</p> <p data-bbox="348 505 999 672">A study was conducted in Munster, Germany to determine the relationship between truck traffic and asthma symptoms. In total, 3,703 German students, between the ages of 12-15 years, completed a written and video questionnaire in 1994-1995. Positive associations between both wheezing and allergic rhinitis and truck traffic were found during a 12 month period. Potentially confounding variables, including indicators of socio-economic status, smoking, etc., did not alter the associations substantially.</p> <p data-bbox="348 691 982 760"><i>Duhme, H., S. K. Weiland, et al. (1996). The association between self-reported symptoms of asthma and allergic rhinitis and self-reported traffic density on street of residence in adolescents. Epidemiology 7(6): 578-82.</i></p> <p data-bbox="212 812 317 1117">Proximity of a child's residence to major roads linked to hospital admissions for asthma</p> <p data-bbox="348 1138 999 1354">A study in Birmingham, United Kingdom, determined that living near major roads was associated with the risk of hospital admission for asthma in children younger than 5 years of age. The area of residence and traffic flow patterns were compared for children admitted to the hospital for asthma, children admitted for nonrespiratory reasons, and a random sample of children from the community. Children admitted with an asthma diagnosis were significantly more likely to live in an area with high traffic flow (> 24,000 vehicles/ 24 hours) located along the nearest segment of main road than were children admitted for nonrespiratory reasons or children from the</p>	<p data-bbox="1192 464 1528 492"><u><i>Duhme, Weiland et al. (1996).</i></u></p> <p data-bbox="1192 496 1969 760">This study was based on data collected in Germany in 1994-1995. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p> <p data-bbox="1192 1089 1535 1117"><u><i>Edwards, Walters et al. (1994).</i></u></p> <p data-bbox="1192 1122 1969 1385">This study was based on data collected in England in 1993. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="margin-left: 40px;">community.</p> <p style="margin-left: 40px;"><i>Edwards, J., S. Walters, et al. (1994). Hospital admissions for asthma in preschool children: relationship to major roads in Birmingham, United Kingdom. Archives of Environmental Health. 49(4): 223-7.</i></p> <p style="margin-left: 20px;">Exposure to carcinogenic benzene higher for children living near high traffic areas</p> <p style="margin-left: 40px;">German researchers compared forty-eight children who lived in a central urban area with high traffic density with seventy-two children who lived in a small city with low traffic density. They found that the blood levels of benzene in children who lived in the high-traffic-density area were 71% higher than those of children who lived in the low-traffic-density area. Blood levels of toluene and carboxyhemoglobin (formed after breathing carbon monoxide) were also significantly elevated (56% and 33% higher, respectively) among children regularly exposed to vehicle emissions. Aplastic anemia and leukemia are associated with excessive exposure to benzene.</p> <p style="margin-left: 40px;"><i>Jermann E, Hajimiragha H, Brockhaus A, Freier I, Ewers U, Roscovanu A: Exposure of children to benzene and other motor vehicle emissions. Zentralblatt fur Hygiene und Umweltmedizin 189:50-61, 1989.</i></p> <p style="margin-left: 20px;">FPRIVATE</p>	<p style="margin-left: 40px;"><u>Jermann, Hajimiragha, Brockhaus, Freier, Ewers, Roscovanu (1989).</u></p> <p style="margin-left: 40px;">This study was based on data collected in Germany prior to 1989. The study measured blood levels of benzene, toluene, and lead in children living in an urban area in comparison with children living in a rural area in Germany. The ARB has implemented far more stringent requirements on motor vehicle fuels and emissions including requiring vehicles to utilize unleaded fuels and reducing benzene content of gasoline. Furthermore, the study did not specifically relate blood levels to proximity to motorways but rather compared urban vs. rural levels. It is impossible to state what other sources of air pollutants may have been present in German cities prior to 1989. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

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<p>LL-31 How many residences are proposed within 500 meters of I-805? How many residences proposed within 500 meters of Friars Road?</p> <p style="text-align: center;">GRADING PM IMPACTS</p> <p>LL-32 "The accepted estimate of PM-10 emission from site grading is 26.4 pounds per graded acre or roughly grading 4 acres per day. It should be noted that daily watering of the site to be graded reduce the dust emissions by 50%; a second daily watering reduces the dust emissions by 75%. "(City of San Diego CEQA Significance Determination Thresholds for Air Quality).</p> <p>The air quality analysis assumes far less PM grading emission from grading—only pounds/graded acre. This lower estimate of PM grading emissions permits there to be more PM emissions!</p> <p style="text-align: center;">AIR QUALITY CHAPTER DOES NOT INCLUDE ON-SITE ADTs.</p> <p>LL-33 The traffic chapter states that at buildout, the project would add 66,286 ADTs (pdf page 230). It also states that 52,332 of these ADTs would travel off-site. The Air quality Chapter includes only 52,332 ADTs. This under-states the air quality impacts—by not counting the on-site ADTs. The air quality calculations must be re-done to include on-site ADTs. This may result in added impacts.</p> <p style="text-align: center;">POPULATION BASED PARK DEFICIENCIES</p> <p>LL-34 One of the project objectives is creating parks...but they fail to meet city standards for population based parks...by about 8 acres (city requires 2.8 acres/1000 population increase. They are admitting to an increase of 8300 population. However, another part of the EIR states that over 12,000 people would be added IF one assumes city wide average of 2.6/householdAgain, instead of the 22+ acres of parks required, they would pay into a city fund.....(see pdf pp. 106, 108 in DEIR). According to a recent Superior Court ruling in Friends of SD v. City of SD, paying into a fund is not valid mitigation. Depending on which population forecast you use, the park deficiency would be from 6 to 18 acres. This may not pass muster if someone were to challenge it in court.</p> <p style="text-align: center;">SOIL REMOVAL AND RECOMPACTION PROJECT ALREADY UNDERWAY?</p> <p>LL-35 About how many cubic yards of earth per year were removed from the QF site in years 2000 through 2003? How many cubic yards of earth were removed per year in 2004-2007?</p>	<p>LL-31. Approximately 1,650 homes would be located within 500 meters of I-805. See also response no. E-29.</p> <p>LL-32. As stated in the Air Quality Technical Report, it was conservatively assumed that 25% of the site area could be disturbed on any single day for each phase of construction. Fugitive dust emissions were estimated using the emission factor for PM10 emissions from construction recommended in the URBEMIS2002 model of 10 lbs/acre/day (Rimpo and Associates 2002). This emission factor is based on a study funded by the South Coast Air Quality Management District and conducted by the Midwest Research Institute, which measured emissions from construction sites. The Midwest Research Institute study was conducted in 1996 and was conducted to refine the assumptions for fugitive dust recommended in the 1993 South Coast Air Quality Management District's CEQA Air Quality Handbook, from which the original emission factor of 26.4 lbs/acre/day was obtained. The revised emission factors have been accepted by the South Coast Air Quality Management District and are used to represent unmitigated construction fugitive dust emissions during grading.</p> <p>LL-33. Offsite trips comprise the main source of air emissions for the project. To add in internal trips, internal trip lengths were estimated by the traffic consultant at 1/3 mile based on internal project distances. Tables 18a through 18d below present the revised emissions including both internal trips and road dust; the PEIR has been updated (shown in strikeout/underline format) to include this information. As shown in the tables, adding the additional emissions would not result in an impact that was not identified in the Air Quality Technical Report and no new significant impacts would result.</p>

LETTERS OF COMMENTS AND RESPONSES

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Emissions	3254.30	363.63	225.58	2.75	23.44	23.21	– Internal Trips	285.90	71.13	15.08	0.10	0.79	0.78	Road Dust	-	-	-	-	25.77	3.87	Road Dust – Internal Trips	-	-	-	-	0.50	0.08	TOTAL	3544.21	435.17	240.87	2.93	50.50	27.94	Significance Screening Criteria	550	137	250	250	100	55	Above Screening Criteria?	Yes	Yes	No	No	No	No	Tons/year							Energy Use	0.0035	0.0002	0.0224	-	0.0007	0.0003	Landscaping	0.36	0.04	0.01	0.01	0.00	0.00	Vehicular Emissions	593.91	66.36	41.17	0.50	4.28	4.24	– Internal Trips	52.18	12.98	2.75	0.02	0.14	0.14	Road Dust	-	-	-	-	4.70	0.71	Road Dust – Internal Trips	-	-	-	-	0.09	0.01	TOTAL	646.45	79.38	43.95	0.53	9.21	5.10	Significance Screening Criteria	100	15	40	100	15	10	Above Screening Criteria?	Yes	Yes	Yes	No	No	No
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	<p>LL-34. Parks services are addressed in Section 2.6.6, <i>Parks</i>. The City's Parks and Recreation Department has reviewed the proposed project and has determined that the project would provide 16.64 acres of public population-based neighborhood park area and that the remaining requirements for population-based community park would be satisfied by payment of the DIF. The PEIR does not state that payment of fees serves as mitigation. Instead, the project would meet the City's requirements by the combination of providing on-site facilities and payment of the DIF. See also response no. K-49.</p> <p>LL-35. The approved CUP 5073 for the mining operation does not place limits on the extraction, processing, selling and distributing of sand, rock and gravel. The amount of material extracted and processed each year fluctuates due to market conditions. Mined materials, such as dirt, which are unsuitable for construction processes are retained for compaction. The estimated annual production of the mine is approximately 1 million tons of aggregate, equivalent to approximately 770,000 cubic yards. An estimated 5 million cubic tons of aggregate remains to mined before the depletion of resources is reached.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>Page 6 of the Geomatrix Report (Appendix H, DEIR Appendices/2nd CD) titled "Preliminary Geotechnical Investigation Report Quarry Falls Development states:</p> <p>"Structures founded in poorly compacted fill have the potential to experience significant differential settlements. However, properly placed and compacted engineered fill will reduce settlement and associated damage to structures. The variability in relative compaction and water content encountered across the site indicates that localized reworking is not an option. As mentioned earlier, Vulcan has undertaken the removal and re-compaction OF ALL EXISTING FILL BEGINNING IN APRIL 2004. WITH THIS RECOMMENDED APPROACH, IT IS ANTICIPATED THAT THE ENTIRE THICKNESS OF FILL PLACED PRIOR TO 2004 AT THE MISSION VALLEY FACILITY WILL BE COMPLETELY REMOVED AND REPLACED AS PROPERLY COMPACTED ENGINEERED FILL AT THE COMPLETION OF SITE RECLAMATION." (CAPS added). Page 1 of this report states:</p> <p>"Sudberry plans to develop the Mission Valley property at the completion of mining activities by Vulcan.....SCOPE OF SERVICES The field investigation supporting this preliminary geotechnical study was conducted on behalf of Vulcan and involved mainly evaluating the existing fills at the project site. The evaluation study supplied the necessary understanding of the in-place fills at the site and provided the basis necessary to develop an approach to reclaim the land FOR FUTURE DEVELOPMENT" (CAPS ADDED).</p> <p>The above study is found on the CD Appendices to the EIR in Volume 2 folder, Appendix H.</p> <p>LL-36 Do the existing CUPS or any other legal document allow the above mentioned removal and re-compaction of fill? (which is required for developing the site). Please cite the exact language which legally authorizes the above removal of fill and recompaction. OR, has this major PRE-DEVELOPMENT PROJECT been done outside of CEQA, the City's LDC, and public review?</p> <p>LL-37 Has County Department of Enrionmental Health (DEH) opined on the above? If so, please include any written correspondence in FEIR.</p> <p>MISSION VALLEY PLAN CONFLICTS REQUIRE MVCP AMENDMENT(S)</p> <p>DEIR (pdf p. 187) states that one of the MVCP objectives is:</p> <p>LL-38 "Continue sand and gravel operations in the community until depletion is reached."</p> <p>Page 54 of the MVCP states: "Objectives -- Continue sand and gravel operations in the community until depletion is reached." Quarry Falls conflicts with this objective since development would occur prior to depleting the sand and gravel.</p>	<p>LL-36. The mining operation is subject to the State of California Surface Mining and Reclamation Act (SMARA) for which the City of San Diego is the lead agency. SMARA Section 2772(c)(8) requires the reclamation plan be developed to ensure the implementation of the proposed end use for the site is not prohibited. Furthermore, the California Code of Regulations (CCR) section 3704 establishes geotechnical requirements for reclamation plans ensuring the stability of slope and fill materials for future development, including compaction of fill in accordance with the Uniform Building Code for urban use. Current mining and compaction activities are being conducted in accordance with previously approved entitlements and under the observation and testing of licensed geotechnical engineers. Recompanction of existing fill material is being conducted to ensure compliance with SMARA requirements for ensuring geotechnical stable of the site for future development. See also response no. N-28.</p> <p>LL-37. The purview of the San Diego County Department of Environmental Health (DEH) is to regulate businesses that may impact public health and safety through the management of hazardous materials, hazardous waste, medical waste and underground storage tanks. The Draft PEIR discusses the involvement of DEH on two cases of unauthorized release of hazardous materials. In addition, the current mining operator will be required to complete the closure process for an underground storage tank (UST). For new development associated with the implementation of Quarry Falls, Mitigation Measure 5.7 requires the project applicant to participate in the Voluntary Assistance Program (VAP) and provide a concurrence letter prior to issuance of building permits.</p> <p>DEH would not be involved in the Reclamation Plan which is under the jurisdiction of the State of California</p> <p>LL-38. The mining site is reaching the end of its useful life as sand and gravel resources are being depleted. The phasing in of new development will occur on those portions of the site where mining has been completed. The Draft PEIR includes a discussion of air quality and noise impacts related to the compatibility of new development with existing and future mining operations and has identified mitigation measures to ensure public health and safety and reduce impacts to below a level of significance.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>LL-39</p> <p>Page 55 of the MVCP elaborates: “Ideally, depletion or termination of mining operations should be reached in any given extraction area before re-use begins. If this proves infeasible, new development should be sufficiently buffered from continued mining operations to meet existing noise and air pollution standards; present no danger to public health, safety and welfare; and minimize environmental conflicts. The use of Planned Development and Specific Plans should be encouraged to assure the highest quality of development and sensitive treatment of the environment.” Overburdening the street and freeway system as proposed—is not consistent with this section of the MVCP.</p>	<p>LL-39. Comments noted. These comments present excerpts from the Mission Valley Community Plan. As presented in Section 5.1, <i>Land Use</i>, the proposed project would result in significant impacts associated with traffic circulation, resulting in a significant impact to land use associated with this conflict with the Mission Valley Community Plan.</p>
<p>LL-40</p> <p>Page 56 of the MVCP states: “When land within an existing sand and gravel extraction area is proposed for urban development, multiple land uses should be considered and processed consistent with the land use and development guidelines of the Multiple Use Development Option of this Plan.” Page 59 of the MVCP states: “Additional development intensity based upon increased traffic generation may be permitted if it can be shown that : <i>1. the additional traffic generation can be accommodated; or 2. additional improvement can be made to the circulation/transportation system which will accommodate the increase in traffic generation.</i>” While a multiple use option is proposed, it far exceeds the PDO allowed intensities of 140 ADTs/acre; and the traffic study shows that the increased intensities/ADTs cannot be accommodated/unmitigated impacts. The proposal is fundamentally inconsistent with the MVCP, and common sense traffic planning.</p>	<p>LL-40. Comments noted. As presented in Section 5.1, <i>Land Use</i>, the proposed project would result in significant impacts associated with traffic circulation, resulting in a significant impact to land use associated with this conflict with the Mission Valley Community Plan. See also response to J-4.</p>
<p>LL-41</p> <p>MVCP Page 125 states: “Development at the base of the slopes should utilize the following design principles: a. Emphasize a horizontal rather than a vertical orientation for building shape.....The hillsides should provide a clear area of demarcation between the Plan area and the communities on the mesas above Mission Valley.” Buildings up to 200 feet high would be a precedent for ANY valley hillside and would be a vertical rather than horizontal orientation. What is the highest building at the base of the valley south or north slopes? The highest building since 1985 (MVCP approved)? The visual simulation in the visual impacts chapter shows how the tall buildings would nearly eliminate any sense that one would be looking at a hillside! Rather, the effect is more like looking at tall buildings with little if any sense of demarcating the hillsides from the mesas above the valley.</p> <p>MVCP Page 121 states: “Designate the hillsides and canyons which have any of the following characteristics as open space in the community:</p> <p style="padding-left: 40px;">a. Contain rare or endangered species of vegetation or animal life.”</p>	<p>LL-41. The treatment of the northern slopes and the creation of a visible band of open space is not the same as the strict limitations on development found for the southern slopes; the Mission Valley Community Plan recognizes this in stating “Whereas the southern slopes have been maintained in close to their natural state, the northern hillsides have been extensively modified and disturbed by extraction and building activities.” Despite this, the manufactured slopes from mining will be revegetated to create a band of open space along I-805 and the eastern portion of Phyllis Place. Per the draft PEIR (page 5.3-16), “Public views of existing mined slopes would be replaced with buildings of varying heights and landscaping. However, the mined slopes do not constitute a “scenic resource.” Therefore, any views of the mined slopes that would be blocked by structures within Quarry Falls are not regarded as significantly adverse visual impacts.”</p> <p>In addition, the Mission Valley Community Plan calls for a road connection to the upper mesa at this location. The Quarry Falls project is designed to accommodate the road connection to Phyllis Place (even if the road is not built), the policies related to the northern slopes must be balanced to achieve the multiple goals stated in the community plan. The retention of 2.4 million cubic yards of fill material creates the opportunity to design a superior multi-use land plan and meet the engineering requirements for a potential road connection to Phyllis Place. The terracing of lots is encouraged by the Community Plan to provide visual variety to the development.</p>
<p>LL-42</p> <p>The DEIR acknowledges impacts to Coastal Sage Scrub and the threatened CA gnatcatcher on over one acre of land. Exactly how many acres of CSS would be lost? Amount of Chapparal lost? MSCP and MHPA do not invalidate this part of the MVCP. Therefore, the CSS should not be impacted or a Plan amendment would be required.</p>	

LETTERS OF COMMENTS AND RESPONSES

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	<p>LL-42. As stated in Section 5.6, <i>Biological Resources</i>, 1.08 acres of coastal sage scrub and 0.28 acre of mixed chaparral would be impacted by the proposed project (see Table 5.6-5). Impacts would be mitigated to below a level of significance with measures presented in Section 5.6 in accordance with the City's Biology Guidelines. The coastal sage scrub and chaparral are considered to be adequately protected within MHPA lands. Neither the on-site coastal sage scrub or the mixed chaparral are considered rare or endangered</p>

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<p>LL-43 MVCP Page 123 (like the MVPDO) states: "Development intensity should not be determined based upon land located exceeding 25 percent slope." The DEIR does not disclose the acreage of steep slopes on site. DEIR does refer to re-vegetating steep slopes (1.5:1 slopes) but does not state what acreage this covers. The proposal far exceeds the ADTs allowed by PDO and MVCP even assuming all acreage is NOT steep slopes (140 x 225 = 31,500 ADTs whereas over 66,000 ADTs are proposed).</p>	<p>LL-43. See response to comments nos. J-4.</p>
<p>LL-44 MVCP Page 123 states: "Rehabilitate the northern hillsides and incorporate them into future development." Would not rehabilitating them include re-contouring to grade prior to mining? How much acreage was steep slopes (4:1 or steeper) prior to mining? Please re-produce the 1928 photo (available at Department of Public Works and mentioned in EIR appendices) showing condition of site prior to mining. Please estimate the acreage of steep hillsides on site prior to mining. This amount of steep hillsides should be subtracted from ADTs allowed under the PDO steep hillside exclusion.</p>	<p>LL-44. As part of the approved Reclamation Plans, the slopes that remain following completion of mining would be revegetated in native and naturalized plant materials. The slopes that will remain following mining did not exist prior to mining. The mining operations created the slopes as resources materials have been removed. The conditions of the site in 1928, as well as the amount of steep hillsides at that time, are not relevant to the current proposal. Mining, including resources extraction, and ultimate reclamation of the mined site are occurring in accordance with approved CUPs and Reclamation Plans. See response to comment number J-4.</p>
<p>LL-45 Is a 404/Clean Water Act Permit required to impact the wetlands as proposed?</p>	<p>LL-45. A 404 permit is not required for the project.</p>
<p>LL-46 Why hasn't the Statement of Overriding Considerations been included in EIR? How can public review and comment on this critical aspect of the proposal's rationale?</p>	<p>LL-46. The Statement of Overriding Considerations is prepared prior to action by the decision maker for adoption by the City Council and is not a part of the Draft or Final EIR.</p>
<p><i>SUM</i></p> <p>LL-47 <i>Can DSD cite ANY other proposal which includes traffic consultant listed traffic delays of over 2 hours, and traffic lines over 4.5 miles? If so, please document. WHY WERE NOT THESE TRAFFIC DELAYS and LINES REPORTED IN THE DEIR RELEASED TO THE PUBLIC? These delays/lines far exceeds any proposal I have ever seen. Any elected official approving such a plan should (or would) be promptly recalled from office for abuse of public trust/good.</i></p>	<p>LL-47. The City has conducted environmental review of the proposed project and determined what potential environmental effects could results, whether those impacts would be significant, and what measures, if any, can be implements to reduce significant environmental effects. Whether other projects in the City have the same or similar impacts is not relevant, unless those projects are considered as part of the Cumulative Effects analysis conducted for the project.</p>
<p>LL-48 <i>Can DSD cite ANY proposal which includes over 17,000 tons of greenhouse gasses to build it--yet alleges this is "not significant" air quality impact? If so, please document.</i></p>	<p>LL-48. Greenhouse gas emissions and the project's impacts relative to global climate change are addressed in Section 8.0, <i>Cumulative Effects</i>.</p>
<p>LL-49 <i>Why doesn't the air quality chapter include Particulate Matter created by road and tire wear?</i></p>	<p>LL-49. See response to comment no. LL-25.</p>
<p>LL-50 <i>How can a proposal which far exceeds the City's air quality significance thresholds not be considered a significant impact?</i></p>	<p>LL-50. See response to comment no. LL-27.</p>
<p>LL-51 <i>Locating residents within 500 meters of I-805 or Friars Road would be a public health-from-air pollution impact not reviewed in the DEIR.</i></p>	<p>LL-51. See response no. E-29.</p>
<p>LL-52 <i>The DEIR must be recirculated because of new information (scientific studies) showing unmitigated impacts to air quality and public health not reviewed in the DEIR. The 2nd CD containing the DEIR Appendices should be provided to all on the DEIR distribution list since it contains vital information regarding traffic delays--not disclosed on the CD/DEIR distributed to most of the public.</i></p>	<p>LL-52. See response to comment no. LL-28.</p>

LETTERS OF COMMENTS AND RESPONSES

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<p>LL-53</p> <p><i>The MVPDO and/or the MVCP state that hillside development should be "low in profile." 200 foot high buildings are not low in profile but rather a precedent for tallest height on Mission Valley hillsides. This would require a Plan amendment. However, such an amendment should not be allowed as the "low profile" restriction provides some protection of valley hillsides. This plan negates existing legal protections—so the landowner and developer can make more money.</i></p>	<p>LL-53. See response to comment no. J-4.</p>
<p>LL-54</p> <p><i>The DEIR is correct that the environmentally superior option is the No build alternative. I would urge its adoption.</i></p>	<p>LL-54. Comment noted.</p>
<p>LL-55</p> <p><i>The DEIR conveniently omits stating the MVPDO allows 140 ADTs/gross acre (minus land in steep hillsides). The public is kept in the dark about the dramatic up-zones being proposed through the Specific Plan which would exempt proposal from compliance with MVPDO.</i></p>	<p>LL-55. See response to comment no. J-4.</p>
<p>LL-56</p> <p><i>Proposal does not meet population based park requirements (short by 6 to 18 acres depending on population forecast used).. A recent legal ruling (Friends of San Diego v. City of San Diego) states that merely paying into a city fund--is Not valid mitigation for park shortages of a proposal.</i></p>	<p>LL-56. See response to comment no. K-49.</p>
<p>LL-57</p> <p><i>If any development is allowed, I would urge that it not cause any significant traffic or air quality impacts and that population based park acreage meets legal requirements; and that buildings actually be "low in profile" to comply with legal restrictions everyone else has to follow.</i></p>	<p>LL-57. Comments noted.</p>
<p>LL-58</p> <p><i>The MVCP presumes developments are consistent with the road capacity of the valley. QF dramatically exceeds this common sense restriction. The EIR states that such a reduced impacts option would be "unfeasible." Translating that from developer-ese into English, what they are saying is:</i></p> <p><i>"we want the project to be worth billions rather than just hundreds of millions..." This is ridiculous and greed-driven.</i></p> <p><i>We all have to use the already overburdened valley roads and breath the same air. This proposal represents Los Angelization gone mad. Thank you for acknowledging that the No Build alternative is environmentally superior option.</i></p> <p><i>Randy Berkman RVPP Box 7098 San Diego, CA 92167 Email: jrb223@hotmail.com</i></p>	<p>LL-58. Comment noted. These comments express the opinion of the commenter and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

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<p>-----Original Message----- From: Randy Berkman [mailto:jrb223@hotmail.com] Sent: Monday, January 07, 2008 11:10 AM To: Mirrasoul, Marilyn; Temple, Jeannette Cc: Edwards, Shirley; Fain, Nina; Aguirre, Michael; tmullaney@aol.com; ellenshively@sbcglobal.net; peugh@cox.net; uhcdc@netzero.net; mislupe@sbcglobal.net Subject: Quarry Falls amended comments on DEIR</p> <p>Attached to these comments for reproduction in FEIR are:</p>	
<p>LL-59</p> <p>1. Freeway ramp meter chart showing delays up to 138 minutes as result of project (from DEIR appendices traffic study: Not in CD distributed to public). At December, 2007 meeting of Serra Mesa Planning Group, I asked the 50 or so people present who had a copy of the DEIR Appendices CD. No one (but myself and Lynn Mulholland) had this CD/DEIR Appendices--and we had to ask for it. Again, the public comment period should start over when the DEIR Appendices is distributed to all on the EIR distribution list. This is supported by a recent email from Governor's Office of Planning & Research (CA agency responsible for CEQA interpretation) which states that it is "common practice" to distribute the DEIR Appendices with the DEIR.</p>	<p>LL-59. See response to comments nos. J-1.</p>
<p>LL-60</p> <p>2. Greenhouse Gas emission chart showing over 17,700 Tons of CO2 as result of building project (from DEIR appendices air quality chapter: not in CD/"Quarry Falls DEIR" distributed to public).</p>	<p>LL-60. The draft PEIR contains summary tables and analysis describing the GHG emissions related to the project on pages 8-27 through 8-33.</p>
<p>LL-61</p> <p>Why not a side by side comparison of traffic delays and speed decreases for the various alternatives? Please provide in FEIR. The DEIR provides review of only the highest intensity option (alleged 66,000+ ADTs) compared to 'without project' option.</p>	<p>LL-61. See response to comment no. K-105.</p>
<p>LL-62</p> <p>I agree with the Mission Valley Planning Group that the City's more recent traffic significance impact criteria should be utilized. This updated criteria has been in use since 2004. To grant a 'grandfathering' in of Quarry Falls, using the less stringent criteria, is therefore not merited. These new criteria were adopted after a Court ruling stating that the worse existing conditions are in vicinity of a proposed project, the easier it is to 'trigger significance' under CEQA, and therefore require mitigation. In other words, if traffic is already gridlock near project, it takes less added traffic to trigger 'significant impact' requiring mitigation.</p>	<p>LL-62. See response to comment no. H-9.</p>
<p>LL-63</p> <p>A recent article in the Stockton Record newspaper (Jan. 5, 2008) reported that in San Joaquin County (population about 673,000), there was 394,000 pounds (197 tons) of YEARLY, toxic air pollution from 47 facilities. See: http://www.recordnet.com/apps/pbcs.dll/article?AID=/20080105/A_NEWS/801050319 Quarry Falls would add over 17,700 TONS of greenhouse gases (CO2) just for building the project (according to the Chart in the DEIR Appendices for Air Quality). This is further evidence that 17,700+ tons of greenhouse gases emitted to build the project--is a significant air quality impact. Since no unmitigated air quality impacts are acknowledged in the DEIR, this is another reason the DEIR should be recirculated (Laurel Heights 2 CEQA case). The air quality chapter of the DEIR/1st CD omits the greenhouse gas chart which shows over 17,600 tons of such gases from construction of the project. AGAIN, THE CHART SHOWING SEVERITY OF IMPACTS IS NOT DISCLOSED TO THE PUBLIC ON THE 1st CD (titled Quarry Falls Draft EIR) THAT ALL ON DISTRIBUTION LIST RECEIVED. WHY?</p>	<p>LL-63. See response to comment no. K-34 and LL-3.</p>

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<p>LL-64</p> <p>How many total tons/day of air pollution would occur from project in phase 1, 2, 3, 4 from auto emission, auto road/tire wear, mining, and building the project? As I recall, the City of Villages EIR (2002) stated that that project would add 14 tons of air pollution/day and that was considered significant and unmitigated.</p>	<p>LL-64. Table 5.4-5, <i>Total Operational Emissions</i>, of the PEIR lists the pounds per day and tons per year of emissions for each phase of the project. The City of Villages EIR (2002) does not reference the proposed project.</p>																																																																																																			
<p>LL-65</p> <p>DEIR page 5.4-11 (pdf p. 307) lists '6.510.9' as a measure of CO hotspot. What does that number mean? (other numbers listed are not ambiguous).</p>	<p>LL-65. Table 5.4-6 contained typographical errors in transposing this information from Table 19a of the Air Quality Technical Report. The typos have been corrected in the Final PEIR. The corrected table is printed below.</p>																																																																																																			
<p>LL-66</p> <p>DEIR Page 2.2-13 (CD distributed to all) (pdf p. 225) is a chart of EXISTING RAMP METER DELAYS for FREEWAYS. YET THE TRAFFIC CHAPTER DOES NOT INCLUDE THE 'WITH PROJECT' RAMP METER DELAYS ON THE CD DISTRIBUTED TO PUBLIC; WHEREAS THESE RAMP METER DELAY CHARTS "WITH PROJECT" ARE ON THE 2ND CD/DEIR APPENDICES--which was not generally distributed. When severe traffic and air quality impacts are listed only on the CD not distributed to the general public, this is at least an appearance of an intentional withholding of vital (CEQA required) information.</p>	<p>Table 5.4-6 CO "Hot Spots" Evaluation</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: center;">Intersection</th> <th colspan="2" style="text-align: center;">1-hour CO Concentrations CAAQS = 20 ppm NAAQS = 35 ppm</th> <th style="text-align: center;">8-hour CO Concentrations CAAQS = 9.0 ppm, NAAQS = 9 ppm</th> </tr> <tr> <th style="text-align: center;">AM</th> <th style="text-align: center;">PM</th> <th style="text-align: center;">MAXIMUM</th> </tr> </thead> <tbody> <tr><td>Camino del Rio North and Westbound I-8</td><td style="text-align: center;">-</td><td style="text-align: center;">11.1</td><td style="text-align: center;">4.91</td></tr> <tr><td>Friars Road and Fenton Parkway</td><td style="text-align: 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Friars Road and Frazee Road	11.4	11.6	5.26																																																																																																	
Friars Road and Riverdale	11.4	11.5	5.19																																																																																																	
Friars Road and Santo Road	11.3	-	5.05																																																																																																	
Friars Road and SB I-15	-	11.5	5.19																																																																																																	
Mission Center and Camino de la Reina	-	11.4	5.12																																																																																																	
Mission Center and Camino del Rio North	-	11.4	5.12																																																																																																	
Mission Center and EB I-8	-	11.4	5.12																																																																																																	
Texas Street and El Cajon Blvd.	-	11.3	5.05																																																																																																	
Texas Street and Madison Avenue	-	11.1	4.91																																																																																																	
Texas and Monroe Avenue	11.1	11.2	4.98																																																																																																	
Texas Street and El Cajon Blvd.	-	11.1	4.91																																																																																																	
Texas Street and Madison Avenue	11.0	11.1	4.91																																																																																																	
Texas and Monroe Avenue	10.9	11.0	4.84																																																																																																	
Friars Road and SB163/Ulic Street	11.0	11.1	4.91																																																																																																	
Mission Gorge and Zion Avenue	11.3	-	5.05																																																																																																	
Phyllis Place and SB I-805	10.9	10.9	4.77																																																																																																	
Phyllis Place and NB I-805	10.9	11.0	4.84																																																																																																	
Friars Road and NB 163	-	11.1	4.91																																																																																																	
Friars Road and EB Qualcomm Way	-	10.9	4.77																																																																																																	
Murray Ridge and Mission Center Road	-	11.1	4.91																																																																																																	
Murray Ridge and Pinecrest	-	11.0	4.84																																																																																																	
<p>LL-67</p> <p>The Mission Valley Planning Group correctly stated that the project would be growth inducing and requests an analysis of valley roads IF other undeveloped valley lands were to build at double (actually more than double) their MVPDO allowed intensity. I agree. This would show that the nightmare traffic scenario (2 hour+ delays) of the proposed project--would be even worse!</p>	<p>LL-66. The commenter's reference is to the draft PEIR page 5.2-13 and Table 5.2-4, <i>Existing Ramp Meter Conditions</i>. This analysis represented the worst case scenario of the calculated delay and queue. The Traffic Impact Study Table 4-5, <i>Existing Ramp Meter Conditions - Observed Delay and Queue</i> represents the realistic conditions at these locations. See response to comment nos. LL-5 and J-1.</p>																																																																																																			
<p>LL-68</p> <p>The DEIR states that of the 66,000+ ADTs added by project, about 52,000 of these would be off-site. In other words, about 14,000 ADTs would be on-site. The Mission Valley Planning Group aptly asks if DSD can name ANY other project which would have over 20% of its ADTs 'on site.' Retaining over 20% of ADTs on site sounds quite unrealistic.</p>																																																																																																				
<p>LL-69</p> <p>The so-called "community plan alternative" (with less than half the ADTs of the 66,000 + proposed) is mis-named. The MVCP does not support adding more traffic to the valley road system than it can bear. The Quarry Falls site "allowance" of 140 ADTs/net acre of the MVCP and MVPDO are UPPER limits--which ASSUME the road system can handle the increase. The 1985 modeling of the MVCP traffic study clearly under-estimated the impacts of the 1985 MVCP on the valley roads and freeways. The proof is the number of roads now functioning at LOS F (how many current valley roads function at LOS F??); and ALL valley freeways functioning at LOS F.</p>																																																																																																				
<p>LL-70</p> <p>Thank you Ms. Mirrasoul for requesting the Earth Times article (on health hazards of living close to highly traveled roads) in more clear form. This was provided you Jan. 5, 2008 along with request that FEIR include DSD reply to each of the studies cited in the Earth Times article since QF is proposing many residences within close proximity to I-805 and Friars Road.</p>																																																																																																				

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>LL-67. The growth inducement potential of the project was addressed in the draft PEIR in Section 6, pages 6-1 through 6-2.</p> <p>LL-68. See response to comment no. I-4.</p> <p>LL-69. The traffic study conducted for the Mission Valley Community Plan would have assumed worst case, with the project site developing at 140 ADT/acre.</p> <p>As listed in the PEIR, Table 5.2-1, <i>Existing Roadway Segment Conditions</i>, the following six roadway segments currently operate at LOS F:</p> <ul style="list-style-type: none"> • Friars Road – Ulric Street/SR-163 Southbound Ramps to SR-163 Northbound Ramps • Friars Road – SR-163 Northbound Ramps to Frazee Road • Friars Road – I-15 Southbound Ramps to I-15 Northbound Ramps • Texas Street – Camino del Rio South to Madison Street • Texas Street – Madison Street to Monroe Avenue • Texas Street – Monroe Avenue to Meade Avenue <p>LL-70. Comments noted.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; width: fit-content; padding: 2px; margin-bottom: 10px;">MM-1</div> <p>rom: Rayene [mailto:rayene@dslextrême.com] Sent: Saturday, January 05, 2008 6:17 PM To: Mirrasoul, Marilyn Subject: Project Number 49068</p> <p>Marilyn Mirrasoul, Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego CA 92101</p> <p>Reference Option Four, which has a connecting road from Quarry Falls to Phyllis Place.</p> <p>The environmental impact to the immediate neighborhood of Phyllis Place-Abbots Hill has not been addressed:</p> <ol style="list-style-type: none"> 1. Our Serra Mesa community (West of I-805) lives in 217 homes and 50 apartments. 2. The huge increase in traffic will effectively isolate us from the rest of Serra Mesa. 3. The isolation will be caused by the difficult and time consuming trip of traveling from our community to the rest of Serra Mesa through four new sets of traffic lights. (There will be one at the proposed road connection on Phyllis Place, one on either side of I-805, and one at the intersection of Murray Ridge Road and Mission Center Road.) 4. Our community will instead almost exclusively use the proposed connecting road. This road will provide a quicker access to Mission Valley than our using Murray Ridge Road to access Serra Mesa. 5. Our ties to Serra Mesa will deteriorate. We will feel closer to Mission Valley. Our interests will be closely allied with Mission Valley. 6. Small business and services located in Mission Valley will be more convenient: for example, Library, US Post Office, services, small stores, gas stations, drug store, fast foods, etc. 7. The 50 apartments are inhabited by senior citizens who will be severely impacted in leaving their home. The walk for bus service at Murray Ridge Road and Mission Center Road will be more time consuming and dangerous. 8. We do not want to become like the residents of Hye Park on Mission Center Road and the residents of Birdland, who have little or no interest in Serra Mesa's community affairs. They are isolated from our community. <p>As residents of this quiet neighborhood for 43 years, we totally oppose the road connection to the Phyllis Place area from Quarry Falls.</p> <p>Rayene Sperbeck and James Sperbeck</p> <p>2329 Thames Court San Diego CA 92123 858 279-0525</p>	<p>MM-1. See response no. BB-3, and H-4.</p> <p>Relative to access to transit (item 7 in this comment letter), the proposed project would likely result in improved transit in this area. SANDAG has stated that bus routes could be re-structured to better serve the project. Additionally, MTS will consider re-routing of bus lines to better access the project, if the connection to Phyllis Place is made (see SANDAG letter comment no. F-13).</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: JenniferWh@aol.com [mailto:JenniferWh@aol.com] Sent: Friday, January 04, 2008 6:19 PM To: Mirrasoul, Marilyn Subject: Quarry Falls Draft EIR Project No. 49068/SCH No. 2005081018/</p> <p>Ms. Marilyn Mirrasoul Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101</p> <p>Dear Ms. Mirrasoul:</p> <p>I have many concerns about the proposed Quarry Falls project. As background information I am a San Diego native since the 1940s and presently live in Mission Valley (Union Square on Hazard Center Drive) on the San Diego River. I have watched this valley go to the size and density that it is today and am not proud of what I see. I also agree with the letter submitted by our Board at Union Square. An important point that is made is that no consideration of the proposed Hazard Center redevelopment was mentioned in the EIR (that I saw) and how much more problems of traffic, parking, and density would be affected by that project.</p> <p>Just reading the Draft EIR and the Appendices is a daunting task. And by the way, as of last December's planning group meeting the MV library and the DT library did NOT have a hard copy of the QF Draft EIR as was stated in the EIR. I believe that most of the public was not aware of the lengthy addendum/appendices that accompany the Draft EIR and what was said about the many problems with this project.</p> <p>I have also attended a couple of presentations by the developers/owners of Sudberry Properties and read the literature that they provide to the public about the project. I am a member of the Mission Valley Planning Group, but my comments are entirely my own and I do not represent anyone from that group except me.</p> <p>My main concerns center around the absurdity of some of the conclusions in the EIR. As a resident of an area completely affected by the project's gigantic vision of a City of Villages, my quality of life will greatly be diminished if this project goes ahead as planned.</p> <p>The project is portrayed as a place that will enhance the future of Mission Valley and provide "much needed" housing, jobs, and recreation for the residents of QF and the rest of the people who live in its proximity.</p> <p>And focused only on the benefits of the project, the Draft EIR points out how many of the problems can not be mitigated.</p> <p>I am afraid that none of the work involved in improving the road system including Friars Road, interchanges of I-163/ Friars, I-805/I-8 will happen. Mission Center/Frazee/Hazard Center Drive are all a giant "F" along with all the other disastrous intersections 24/7, not just commuter times as the Draft EIR suggests. There are stories of the residents of where I live (Union Square on Hazard Center Dr) that are unbelievable. It took my spouse 20+ minutes to get from our condo complex about 4 blocks away to the Ralph's between Frazee Road and Mission Center Road during day hours on a weekday.</p> <p>To add a project of this size to the disappearing land in Mission Valley is a travesty. I favor one of the alternative suggestions that reduces the size and number of the housing units and the</p>	<p>NN-1. Comments noted. See response no. M-1.</p> <p>NN-2. Comments noted. A hardcopy of the Draft PEIR was provided at the Mission Valley and Serra Mesa libraries. The Public Notice for the Draft Program Environment Impact Report, dated November 1, 2007, provides contact information for individuals to request additional information. Table of Contents Page iii identifies the Technical Appendices with supporting documentation that supplement the Draft PEIR. Based upon a request by the public, hardcopies of the technical appendices were also provided to the two libraries on December 12, 2007. See also response no. J-1.</p> <p>NN-3. The Transportation Phasing Plan and Mitigation Monitoring and Reporting Program (MMRP) identify mitigation measures to be implemented by the project. This plan identifies the scope and timing of each improvement in relationship to the phases of the project and allows the concurrent construction of the project with the construction of the respective mitigation measures.</p> <p>NN-4. Comments noted.</p> <p>NN-5. Comment noted. See response no. E-22.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="155 428 247 483">NN-5 (con't)</p> <p data-bbox="289 285 1083 363">commercial and retail districts within the project. Just today I read in the UT that there is a vacancy rate in Mission Valley of 20% for commercial office space. Mission Valley does not have to take on the hundreds of thousands of "new arrivals" to San Diego just because they are moving here. The vacancy rate for rentals and for sale residences are very high (also very expensive).</p> <p data-bbox="289 380 1083 457">The primary concern is still the traffic and road circulation. Quarry Falls owners insist (and the city seems to follow along the same thought process) we must create places where people will live, work, play, shop, travel in 1 small area, but this prediction that providing does not mean people will abide by those suggestions.</p> <p data-bbox="289 474 1083 529">Using the trolley in Mission Valley (forget busses unless one has lots of time to spare) goes east and west from Santee to Old Town with absolutely no parking at either of the trolley stops mentioned in the EIR.</p> <p data-bbox="289 545 1083 659">Shuttles are a concept that is lofty at best, getting people to use this method of transportation to a trolley stop from Quarry Falls is nonsense. Pedestrian use is almost a complete joke in Mission Valley (too many busy, crazy intersections and a lack of sidewalks is a real issue). No one in his right mind would walk in the dark alone just about anywhere in this area. Homelessness is a troubling and persistent problem in my neighborhood, getting attacked on the San Diego River path is an ever present danger.</p> <p data-bbox="155 688 247 721">NN-6</p> <p data-bbox="289 675 1083 730">The fire chief spoke at our Planning Group meeting about the lack of available staff and lack of timely response to the crime in our neighborhood. Apparently, Mission Valley has the highest car stealing in the country? and robbery and vandalism are very high also.</p> <p data-bbox="155 766 247 799">NN-7</p> <p data-bbox="289 753 1083 808">In conclusion, I oppose the plan as it stands today and favor some type of radical reduction in the size and density of the entire project. The alternatives are many and much more acceptable than the plan now.</p> <p data-bbox="155 834 247 867">NN-8</p> <p data-bbox="289 821 1083 935">What promise do the citizens of Mission Valley have that these traffic/road "mitigations" would ever be implemented. Do we need a project of this size in such a congested area? Mixed use, high density as outlined in the Mission Valley Community Plan does not imply that a project of this size is necessary to fulfill the vision of Mission Valley. Scale down, scale down, slow down, slow down. The major benefit is not to the residents of Mission Valley or the new occupants of the housing at Quarry Falls, but the profit to the developers and business owners.</p> <p data-bbox="155 896 247 928">NN-9</p> <p data-bbox="289 951 1083 1029">Thank you for your consideration of my comments and I am sorry for the last minute submission. Our PLanning Group does not meet until January 9, 2008 so any recommendation we make as a group I assume will not even be considered because of the deadline (even if it was extended by the Serra Mesa Group).</p> <p data-bbox="155 964 247 997">NN-10</p> <p data-bbox="289 1045 1083 1159">Sincerely, Jennifer L White 7499 Hazard Center Drive San Diego, California 92108 6190543-9890, jenniferwh@aol.com</p> <p data-bbox="289 1192 1083 1289">PS The absence of adequate police, fire, and emergency vehicles is a problem right now with budget cuts and lagging on hiring and developing a new fire station would just get worse with the Quarry Falls project.</p>	<p data-bbox="1100 285 1980 529">NN-6. Relative to fire service, The Quarry Falls project would increase the call volume for the engine companies responsible for this area (Appendix M: September 12, 2005, letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels). According to the City of San Diego Fire Prevention Bureau, with the temporary station in Mission Valley, the response time to the Quarry Falls site during the day is 4.5 minutes, which is below the national standard (Appendix M: February 17, 2006 letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels).</p> <p data-bbox="1205 561 1980 821">Based on the City's Fire-Rescue Department's evaluation, the project would result in an increased demand for service. The magnitude of the demand can only be approximated based on the number of incidents generated per 1,000 people. New development within the Mission Valley community are required to pay Development Impact Fees (DIF) in accordance with the Public Facilities Financing Plan (PFFP) for the Mission Valley Community to assist in funding public facilities and facilities such as the construction of an additional fire station within Mission Valley. See also response to comment no. K-36.</p> <p data-bbox="1100 886 1980 919">NN-7. Comments noted.</p> <p data-bbox="1100 951 1980 1065">NN-8. Per the MMRP (Section 11 of the PEIR), prior to the issuance of any building permits for this project, the transportation mitigation measures identified in the MMRP must be assured by permit and bond. Please see response to comment no. NN-3.</p> <p data-bbox="1100 1097 1980 1130">NN-9. Comments noted.</p> <p data-bbox="1100 1195 1980 1276">NN-10. Comments noted. Responses to the Mission Valley Community Planning group are included under Letter of Comment and Response letter "I" above.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>-----Original Message----- From: James Feinberg [mailto:jamesf@jamesf.com] Sent: Monday, January 07, 2008 9:10 AM To: Mirrasoul, Marilyn Subject: Project No. 49068, Quarry Falls Draft Program Environmental Impact Report Comments</p> <p>Ms. Mirrasoul,</p> <p>Please accept the following comments for inclusion in the analysis of the Draft PEIR for Quarry Falls:</p> <p>OO-1 The analysis of Alternative 4, on page 10-35 of the DEIR, states, "This alternative would result in similar impacts associated with ... neighborhood character as the proposed project..." I believe this statement is false. If the Phyllis Place road connection is implemented, the character of the Serra Mesa community will be changed as the residents in Abbots Hill would most likely become more isolated from Serra Mesa, cut off by the massive increase in traffic at the I-805 interchanges, and closely aligned to Mission Valley due to proximity and ease of travel (fewer stop lights). Serra Mesa already experiences challenges adequately representing this area, as well as the Birdland area (similarly isolated by the construction of I-805) and Hye Park. An objective stated in the Serra Mesa Community Plan is "to preserve and enhance the physical environment, visual appearance, safety, identity and character of the Serra Mesa community through aesthetic improvement and careful urban design." How would the road connection impact this Community Plan objective and the quality of life of Serra Mesa residents? This analysis needs to be included in the PEIR.</p> <p>OO-2 Sections 5.2 and 11.3 of the Draft PEIR discuss a "more regional set of improvements" to the Friars Road/SR-163 Interchange as an alternative to the applicant completing improvements, at the City's option. The timeline and detailed description for this option, as well as any improvements to be made to freeways and other freeway interchanges, are not presented in the PEIR. The surrounding freeways will be impacted by the project. Until scheduled improvements to freeway interchanges are completed, surface streets such as Mission Center Road and Murray Ridge Road will experience significantly more traffic. This should be noticed in the Program EIR. What will be done to mitigate the impacts and when will the mitigations occur? Details on these projects need to be included in the Program EIR.</p> <p>OO-3 Once the project is approved will changes be accepted through substantial conformance? Will there be any additional environmental review? Many details of the project, such as the precise housing mix, the number of bedrooms, the number of parking spaces, etc., are not spelled out in the PEIR. We are concerned that sections of the project could change substantially and yet still meet "substantial conformance", thus avoiding environmental review.</p> <p>OO-4 Traffic impact thresholds are being used which are less stringent than the new threshold requirements that were published in January 2007. If the new thresholds were used, would there be greater impacts and greater mitigations?</p> <p>Thank you, --James Feinberg Serra Mesa resident</p>	<p>OO-1. See response H-4.</p> <p>OO-2. See response nos. H-8 and E-5.</p> <p>OO-3. Please see response H-6.</p> <p>OO-4. See response H-9.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>January 4, 2008</p> <p>Marilyn Mirrasoul, Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101 mmirrasoul@saniego.gov</p> <p>Re: Response to Quarry Falls Draft Program Environmental Impact Report (PEIR), Project #49068</p> <p>Dear Ms. Mirrasoul:</p> <p>We are a group of concerned homeowners and residents of Hye Park, located in the extreme southwest portion of Serra Mesa. Our community of 104 condominiums was developed in the mid-1980s and is located on the west side of Mission Center Road, about a quarter mile north of Mission Valley Road and northwest of the proposed 230 acre Quarry Falls project, a massive mixed-use development to be built in phases over the next several years. We believe our community as well as many surrounding communities will be severely and negatively impacted by the project, particularly with its currently proposed density, which is at least twice of that currently called for in the adopted Mission Valley community plan. Compromising the integrity of the Mission Valley Community Plan sets a dangerous precedent for other community groups in San Diego as well as other cities.</p> <p>Major areas of specific concern, many not adequately addressed in the PEIR, include:</p> <ul style="list-style-type: none"> • Increased traffic on Mission Center, Friars and other local roads (average daily trips are estimated to increase by approximately 66,000) • Mitigation of already-existing severe traffic congestion on Mission Center, Friars and other local roads • Increased use of water, power and other natural resources further impacting diminishing supplies • Inadequate police, fire, emergency medical and other public services • Inadequate emergency escape routes • Increased noise, vehicle emissions and other detrimental environmental and biological issues leading to exacerbated air pollution and other health problems • Increased solid waste and trash disposal, in already stressed land fills • Inadequate open and accessible recreational space for increased populations • Inadequately defined residential, retail and office space in the proposed project • Inadequately identified degradation of current infrastructure • Inadequately identified improvements to infrastructure <p>As concerned local citizens, we are in favor of Alternative #1 - no project/no build – continuation of the approved conditional use permit until resources are depleted resulting in subsequent implementation of approved reclamation plans including re-landscaping</p>	<p>PP-1. Traffic issues are addressed in Section 5.2 of the PEIR.</p> <p>PP-2. Traffic mitigation measures are presented in Section 5.2 of the PEIR.</p> <p>PP-3. The project’s impacts on public utilities are addressed in Section 5.12 of the PEIR.</p> <p>PP-4. Public services are addressed in Section 2.0 of the PEIR.</p> <p>PP-5. Emergency services are discussed in Section 2.0 of the PEIR. In addition, the project would provide emergency access at Kaplan Drive, thereby improving emergency access in that area.</p> <p>PP-6. Noise impacts are addressed in Section 5.5; air quality impacts are addressed in Section 5.4; and impacts to biological resources are addressed in Section 5.6.</p> <p>PP-7. Public utilities, including solid waste, are addressed in section 5.12.</p> <p>PP-8. Parks are addressed in Section 2.0.</p> <p>PP-9. The various aspects of the project, including residential, retail and office space, are described in Section 3.0 of the PEIR.</p> <p>PP-10. The PEIR addresses the project’s impacts on existing infrastructure, including roads, water and sewer. The project would provide necessary improvements to water and sewer to serve build out of Quarry Falls; significant impacts would not occur. Relative to the project’s impacts on roads, these impacts are addressed in Section 5.2 of the PEIR. As presented in Section 5.2, the project would result in significant impacts. Measures are required which would mitigate most impacts to below a level of significance. However, some traffic impacts are unmitigable, requiring that, should the decision maker chose to approved the project, a Statement of Overriding Considerations would need to be adopted.</p> <p>PP-11. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="128 521 224 561">PP-12</p> <p data-bbox="270 269 1062 386">with native and naturalized plant material. This alternative would result in the avoidance of negative impacts associated with the proposed project but will not mitigate already-existing issues. If Alternative #1 is not adopted, we would encourage a combination of Alternatives #3 and #4 – reduced density and a critically needed road connection to Phyllis Place.</p> <p data-bbox="270 415 1062 605">The combination of Quarry Falls, the Murray Canyon apartment project by H.G. Fenton Co. located adjacent to and northwest of Quarry Falls, and potential future development of other local properties, will further incapacitate the flow of traffic on Mission Center Road, Friars Road and all adjacent arteries. If the Quarry Falls project is approved at any density level, inclusion of the Phyllis Place connection is essential to help mitigate some of the increased and already-existing local traffic congestion. Even without the Quarry Falls project, the Phyllis Place connection is desirable in view of already-existing traffic congestion.</p> <p data-bbox="270 634 1062 724">Although the City of Villages concept is important to the future growth of San Diego, excessive density will further impact our roadways, safety, environment and overall quality of life. It is time for the city to consider other alternatives to excessive density for future developments including Quarry Falls.</p> <p data-bbox="270 753 485 773">Respectfully submitted,</p> <p data-bbox="270 802 877 967">Julie Corwin and Bob Schmelter, 5806 Mission Center Road, Unit E Susan and Bob Raines, 5830 Mission Center Road, Unit F Dennis McColl, 7980 Sevan Court, Unit C Matt Mowery, 5930 Mission Center Road, Unit A Nancy Pomajevich, 8020 Sevan Court, Unit A Carol Wolovnik, 5806 Mission Center Road, Unit D Ron B. Guy, 5806 Mission Center Road, Unit F</p> <p data-bbox="270 997 1026 1036">Cc: City Council Members Donna Frye, Scott Peters, Kevin Faulconer, Toni Atkins, Anthony Young, Brian Maienschein, Jim Madaffer and Ben Heuso</p> <p data-bbox="321 1065 774 1084">Robert Griswold, San Diego Planning Commission</p>	<p data-bbox="1098 529 1969 643">PP-12. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR. The Phyllis Place connection has been included in several of the alternatives to this project.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: Curtis Carlson [mailto:ccarl1@ccarl1.cts.com] Sent: Monday, January 07, 2008 8:12 AM To: Mirrasoul, Marilyn Subject: Project #49068</p> <p>Hi Marilyn -</p> <p>Here are my comments in regards to the Quarry Falls DEIR (project #49068).</p> <p>QQ-1 1. Section MM5.2-1:b - Restripe to a 4-lane collector - I live on Murray Ridge Rd., and feel that converting it from a two-lane to a 4-lane road will only allow for more speeding cars. The speed limit on Murray Ridge Rd. is currently 35 miles per hour, but in my opinion, no one drives that slow of a speed. Expanding the road to 4-lanes will only increase the speed of cars as they will have one extra lane in each direction in which to drive. Plus, by restriping the road to 4-lanes, will the bike lane currently in place be lost? I think we need to encourage alternate forms of transportation. Removing existing bike lanes will not do that.</p> <p>QQ-2 2. Section MM5.2-2d - Signalize Murray Ridge/Pinecrest Avenue - My house is located on northbound Murray Ridge Rd., and my driveway is approximately 105 feet from the current intersection. With a traffic signal installed, will the increased traffic from the Quarry Falls and existing neighborhood traffic back up at the intersection so far that I won't be able to back out of my driveway in the morning to go to work?</p> <p>QQ-3 3. Section MM5.2-2a & b - Signalize Phyllis Place/I-805 South and Northbound Ramps - Will the Murray Ridge Rd./Phyllis Place bridge over the I-805 be able to handle the additional traffic volume from the Quarry Falls development? During commuting hours, the ramp signals to get on the I-805 freeway can be backed up all the way up the hill to the intersection, especially the southbound ramp in the p.m. hours. This makes for a serious traffic hazard, and reduces quality of life.</p> <p>QQ-4 4. Solid waste considerations? Have provisions been made by the city to handle the increase in solid waste accumulations from the Quarry Falls development, along with all of the other planned residential additions planned for Mission Valley (approximately 5,200 residential units besides Quarry Falls)? The Miramar Landfill will be reaching capacity in a few years. Has the city determined where a new landfill for solid waste will be developed?</p> <p>QQ-5 5. Potable water availability? Have provisions been made by the city to handle the increase in potable water needs for the Quarry Falls development, along with all of the other planned residential additions planned for Mission Valley (approximately 5,200 units besides Quarry Falls, and 2 million square feet of office and commercial space)?</p> <p>QQ-6 6. Need for Quarry Falls project? An editorial in the December 28, 2007 Wall Street Journal said that there has been an exodus of 1,500,000 americans from California over the last ten years. Do we need an estimated 4,780 residential units and 1.2M square feet of office space in that part of Mission Valley at all? Especially with the planned edition of an additional 5,200 residential units from other projects in the Mission Valley area (Mission City, Hazard Center, Murray Canyon apartments, and Fashion Walk)? I feel that Friars Rd. is at traffic capacity now, and any mitigation planned will not be able to handle the additional car trips that all of the above projects will generate.</p> <p>Thank you for your time, and I look forward to your response to my comments along with the responses to other comments submitted by my Serra Mesa neighbors and the Serra Mesa Planning Group.</p> <p>Curtis Carlson 2933 Murray Ridge Rd. San Diego, CA 92123 858-278-9608</p>	<p>QQ-1. Comment noted. See response to comments E-12 and E-15 above for discussion of the existing bicycle lane on Murray Ridge Road mitigation measure.</p> <p>QQ-2. A queuing analysis of the Murray Ridge Road/Pinecrest Road intersection indicates there will be opportunities to exit the commenter's driveway in both AM and PM peak hours for all phases of the project. The 50th percentile volume indicates the northbound approach to the Murray Ridge Road/Pinecrest Road intersection will not have a queue in either the AM and PM peak periods. In addition, gaps will develop during the phases of the signal that should allow improved egress. Exiting from the driveway along Murray Ridge Road will become easier because this location will benefit from the stopped traffic in the through direction on Murray Ridge Road during the red light phase of the signal.</p> <p>QQ-3. As shown in the Summary of Mitigated Conditions on pages 305 to 312 of the TIS the Murray Ridge Road bridge will operate at LOS A without the Phyllis Place road connection and LOS C with the road connection after mitigation.</p> <p>QQ-4. Solid waste is addressed in Section 5.12, <i>Public Utilities</i>. A Waste Management Plan is required as mitigation for impacts. As stated in Section 5.12, the project would generate large amounts of solid waste during its construction and operation. While direct impacts can be mitigated by adhering to the City required mitigation, the project's contribution to cumulative impacts would be regarded as cumulatively significant. Actions to increase landfill capacity include a City proposal to include the elevation of the active portion of the Miramar Landfill up to 20 feet to add approximately four years of capacity to the landfill. Also, a proposal to expand the Sycamore Landfill is being processed by the City of San Diego. The City has determined that additional actions would be needed to increase landfill capacity (City of San Diego, Draft General Plan, Final Program EIR). Because there remains some uncertainty about the solid waste disposal capacity for the City to the year 2020, past, present and future projects (including Quarry Falls) within San Diego would contribute to cumulatively significant solid waste impacts.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>QQ-5. See response no. V-2.</p> <p>QQ-6. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="text-align: center;"> <p>Serra Mesa Planning Group <small>A Recognized San Diego City Planning Group - Serving the Citizens of Serra Mesa PO Box 23315 San Diego, CA 92123 www.SERRAMESA.ORG/SMPG smpg@serramesa.org</small></p> </div> <p> <input checked="" type="checkbox"/> I Request To Speak On An Agenda Item. <input checked="" type="checkbox"/> I wish to have my written comments submitted to the City. </p> <p style="text-align: center;"> <u>Jamie Moody</u> <small>Name - Required</small> </p> <p style="text-align: center;"> <u>5910 A Mission Center Rd San Diego CA 92123</u> <small>Address, including City, State, Zip - Required</small> </p> <p style="text-align: center;"> <small>Quarry Falls Draft Environmental Report, Project No. 49068</small> </p> <p> <small>Agenda Item Description</small> <i>I am a resident of Serra Mesa. I support the EIR. I think they have gone to great lengths to provide an excellent asset to Mission Valley San Diego. I will be directly impacted as I live near the Quarry Falls development & am thrilled with the proposed plan. The contributions →</i> </p> <p> <small>Comments (continue on reverse)</small> </p> <p> I wish to speak <input checked="" type="checkbox"/> in favor of <input type="checkbox"/> in opposition to the item. </p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><i>to the community & the willingness to be available and accessible to all people interested in providing input and further information.</i></p> <hr/><hr/><hr/><hr/><hr/><hr/><hr/><hr/> </div>	<p>RR-1 Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;">Serra Mesa Planning Group A Recognized San Diego City Planning Group - Serving the Citizens of Serra Mesa PO Box 23315 San Diego, CA 92123 www.SERRAMESA.ORG/SMPG smpg@serramesa.org</p> <p><input checked="" type="checkbox"/> I Request To Speak On An Agenda Item. <input checked="" type="checkbox"/> I wish to have my written comments submitted to the City.</p> <p style="text-align: center;"><u>Elise Savage</u> <small>Name - Required</small></p> <p><u>3011 Cabrillo Mesa Drive San Diego, CA 92123</u> <small>Address, including City, State, Zip - Required</small></p> <p style="text-align: center;">Quarry Falls Draft Environmental Report, Project No. 49068</p> <p style="text-align: center;"><small>Agenda Item Description</small></p> <p><u>You know something will be built on this land.</u> <small>Comments (continue on reverse) →</small></p> <p>I wish to speak <input checked="" type="checkbox"/> in favor of <input type="checkbox"/> in opposition to the item.</p> </div> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p><u>I'm worried that a shopping center only, or business only, or another industry will move in. I'd love to see an agreement amenable to us both come to fruition. If it's not this plan, what happens if it's something even busier that moves in?</u></p> </div>	<p>SS-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

SS-1

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="text-align: center; border: 1px solid black; padding: 10px;"> <p>Serra Mesa Planning Group A Recognized San Diego City Planning Group - Serving the Citizens of Serra Mesa PO Box 23315 San Diego, CA 92123 www.SERRAMESA.ORG/SMPG smpg@serramesa.org</p> <p><input checked="" type="checkbox"/> I Request To Speak On An Agenda Item. <input checked="" type="checkbox"/> I wish to have my written comments submitted to the City.</p> <p><u>Julie Corwin</u> <small>Name - Required</small></p> <p><u>5806 Mission Ct. Rd Unit E 92123</u> <small>Address, including City, State, Zip - Required</small></p> <p><u>Quarry Falls Draft Environmental Report, Project No. 49068</u> <small>Agenda Item Description</small></p> <p><u>Over</u> <small>Comments (continue on reverse)</small></p> <p>I wish to speak <input type="checkbox"/> in favor of <input checked="" type="checkbox"/> in opposition to the item.</p> </div> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-bottom: 10px;"> TT-1 </div> <p><i>As an owner/resident of this Park, I would like to voice my opposition to the current Quarry Falls draft EIR report as ^{I feel} certain ^{road} improvements, ^{noise, fire, safety} and traffic issues have not been adequately studied. In addition, ^{I understand that} the Quarry Falls proposal, as it ^{now} stands, is not in compliance with the overall Mission Valley Community plan approved in 1985.</i></p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-top: 10px;"> TT-2 </div>	<p>TT-1. The PEIR includes a discussion of fire response in Section 2.0, traffic in Section 5.2, noise in Section 5.5, and health and safety in Section 5.7.</p> <p>TT-2. See response no. K-11 and K-12.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="text-align: center; border: 1px solid black; padding: 10px; margin-bottom: 10px;"> <p>Serra Mesa Planning Group <small>A Recognized San Diego City Planning Group - Serving the Citizens of Serra Mesa PO Box 23315 San Diego, CA 92123 www.SERRAMESA.ORG/SMPG smpg@serramesa.org</small></p> <p> <input type="checkbox"/> I Request To Speak On An Agenda Item. <input checked="" type="checkbox"/> I wish to have my written comments submitted to the City. </p> <p> <u>Dennis McColl</u> <small>Name - Required</small> </p> <p> <u>7980 Sevan Ct, Unit C, San Diego, CA 92123</u> <small>Address, including City, State, Zip - Required</small> </p> <p> <small>Quarry Falls Draft Environmental Report, Project No. 49068</small> </p> <p> <small>Agenda Item Description</small> <u>Very Concerned about the increased traffic...</u> <small>Comments (continue on reverse)</small> </p> <p> I wish to speak <input type="checkbox"/> in favor of <input type="checkbox"/> in opposition to the item. </p> </div> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p>UU-1</p> <p><u>Congestion issues. The EIR does not appear to reflect current traffic conditions at the or adequately discuss the phyllis place extension.</u></p> <hr/><hr/><hr/><hr/><hr/><hr/> </div>	<p>UU-1. Traffic is addressed in Section 5.2 of the PEIR. An alternative that would provide a connection to Phyllis Place is presented in Section 10.0, <i>Alternatives</i>, as Alternative 4. The analysis of traffic impacts reflects current and future projected traffic conditions, with and without implementation of the proposed project.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; padding: 10px; margin-bottom: 10px;"> <p style="text-align: center;">Serra Mesa Planning Group <small>A Recognized San Diego City Planning Group - Serving the Citizens of Serra Mesa PO Box 23315 San Diego, CA 92123 www.SERRAMESA.ORG/SMGP smgp@serramesa.org</small></p> <p><input type="checkbox"/> I Request To Speak On An Agenda Item. <input checked="" type="checkbox"/> I wish to have my written comments submitted to the City.</p> <p style="text-align: center;"><u>PATRICK F. Mendiola</u> <small>Name - Required</small></p> <p style="text-align: center;"><u>1922 Ainsley Rd 92123</u> <small>Address, including City, State, Zip - Required</small></p> <p style="text-align: center;"><small>Quarry Falls Draft Environmental Report, Project No. 49068</small></p> <p style="text-align: center;"><small>Agenda Item Description</small></p> <p style="text-align: center;"><u>I AM violatd opposed to the</u> <small>Comments (continue on reverse)</small></p> <p style="text-align: center;">I wish to speak <input type="checkbox"/> in favor of <input checked="" type="checkbox"/> in opposition to the item.</p> </div> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p>VV-1</p> <p>Almost the ENTIRE Quarry Falls project, I believe the project is way to large for Mission Valley Mission Valley ☹☹ Between 3:00 PM & 8:00 PM: The Mission Valley AREA is all ready jam packed I realize that my single voice ☹ is like a drop of a drop of rain in a heavy rain storm - Pity the resident of SERRA MESA - MISSION VILLAGE HTS - Pity the</p> </div>	<p>VV-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;">WW-1.</p> <p>-----Original Message----- From: Dicken [mailto:im-dicken@san_rr.com] Sent: Monday, January 07, 2008 4:54 PM To: Mirrasoul, Marilyn Subject: Project No. 49068 - Quarry Falls</p> <p>Marilyn Mirrasoul Environmental Planner City of San Diego</p> <p>RE: Project No. 49068, Quarry Falls</p> <p>Ms. Mirrasoul:</p> <p>In reviewing the Draft Environmental Impact Report for the above-referenced Project No. 49068, I discovered a number of items that I believe are in error, and also found that a few important, as I view them, items have been omitted. I would therefore like to enumerate them for your consideration prior to creating the Final Environmental Impact Report for the Quarry Falls project. I would like to preface my comments with the statement that I totally agree with the conclusion stated on Page ES-19, that Alternate 3 - Reduced Density Alternate, is totally superior to the project itself and to all other alternates.</p> <p>1 - On Table of Contents, Section 11.0 on Page ii, all referenced page numbers after "Traffic Circulation", beginning on Page 11-3 are in error. Apparently, that section was increased by two pages. Please verify these page numbers.</p> <p>2 - On List of Acronyms and Abbreviations page 4, "RS-1-7" should be defined as ".Single Family Residential.", not ".Shingle Family Residential.". The "h" is a typo, needing elimination.</p> <p>3 - On Page 10-30, the identification of Alternate 4 is show as: "10.2.4". Correctly, it should be shown as: "10.2.5".</p> <p>4 - In the Executive Summary, in the discussion of Alternate 4 – Road Connection to Phyllis Place, on Page ES-18, the statement "Minor modification to the proposed grading plan would generate the necessary additional fill material." is definitely misleading. The intersection of Franklin Ridge with Via Alta would be raised about 25 to 30 feet from its proposed elevation, higher than a two-story building, to accommodate the connection to Phyllis Place. Then, to blend in with the adjacent grading as shown, hundreds of thousands of cubic yards of fill (this is not a "minor" amount) would have to be created by redesign of the project, or imported from an off-site location. Additionally, Franklin Ridge would have to be redesigned to be in excess of 9 percent grade for its entire length from Quarry Falls Boulevard to Phyllis Place, excepting the short, City-required flattening at its intersection with Via Alta. That is a distance of over 2,000 feet. For comparison, Balboa Avenue from Moraga Avenue to Clairemont Drive, while slightly longer in distance, is at a slope of less than 7 percent, or only 3/4 as steep. Also, the statement on Page 10-35 that there would be no difference in the air quality is equally untrue, in that many thousands of vehicles per day slowly pulling up that steep slope to access I-805 via Phyllis Place, would cause much congestion and a great increase in air pollution. Please see my Comments Nos. 8 and 10, which address this in more detail.</p> <p>5 - Furthermore, after admitting that "More impacts to freeway segments would occur under this alternative", and also that there would be a conflict with the Serra Mesa Community Plan (which major revision should also be noted in the paragraph on page ES-4 that details necessary actions to be taken), and also that an existing high-pressure gas main would</p>	<p>WW-1. Comments noted. No responses are necessary.</p> <p>WW-2. Comments noted. Corrections have been made to the Table of Contents to accurately reflect page numbering for Section 11.0.</p> <p>WW-3. The typo has been corrected.</p> <p>WW-4. This correction has been made.</p> <p>WW-5. Quarry Falls has been designed to accommodate a project that would not preclude a road connection from Mission Valley to Phyllis Place. The elevation of the intersection of Via Alta and Franklin Ridge Road would not need to be modified to accommodate the road connection; therefore, Franklin Ridge Road would not need to be redesigned. A Preliminary Road Profile Evaluation for the segment of Franklin Ridge Road to Phyllis Place has been prepared by TCB/AECOM that determined the grade of the road would be less than 10%; a deviation from standards has been submitted and conceptually approved by the City of San Diego for Franklin Ridge Road.</p> <p>A more detailed grading plan has been prepared for this design which identifies approximately 50,000 cubic yards of fill necessary to implement this alternative; this represents approximately 4% of the 1.35 million cubic yards of cut/fill necessary to implement the grading for the proposed project. The additional fill material would be generated from the minimal lowering of development pads; for example, a reduction in elevation of 6 inches on 62 acres of development area would generate the necessary fill material for the road connection alternative.</p> <p>Relative to air quality and emissions from vehicles slowly traversing the grade, please see response no. H-2.</p>
WW-1	
WW-2	
WW-3	
WW-4	
WW-5	

LETTERS OF COMMENTS AND RESPONSES

COMMENT		RESPONSE
WW-6	necessarily be raised a substantial amount, it is then stated, in the last sentence of this discussion that: "Other impacts associated with this alternative would be the same or very similar to those associated with the proposed project." Since the proposed project does not propose ANY connection to Phyllis Place, then ALL the differences noted in these last two paragraphs of mine detail that the referenced last sentence of the discussion is patently FALSE. While the facts in the Alternate 4 discussion are correct, the conclusions drawn from those facts are totally incorrect. A quarter-million, or more, cubic yards of fill material is not "minor", and a connection instead of no connection, is not "similar". The comments in the discussion parrot those in the Traffic / Circulation / Parking paragraph of Environmental Analysis on Page 10-31 of the DEIR, my comments on which follow later. These DEIR conclusions and comments require revision.	WW-6. See response to comment no. WW-5 and WW-9.
WW-7	6 - There are numerous mentions of the Friars Road connection with Phyllis Place implementing the Mission Valley Community Plan (MVCP). Some of them also mention that this is in disagreement with the Serra Mesa Community Plan (SMCP), and carries the subject no further. The SMCP was adopted by the San Diego City Council on March 3, 1977. In Section 2.7.2, it is stated that the MVCP was "first adopted on June 25, 1985", more than eight years later than was the SMCP. In Section 8.1.2, it is stated that "the San Diego City Council first adopted the MVCP in 1992", an additional seven years later. Whichever adoption date for the MVCP is correct, anything that the MVCP showed as their desire is substantially junior to the adopted plan of their neighbor to the north, with no consideration given to, or even recognition of, the SMCP, which never showed any connection as MVCP proposed. These facts need to be addressed together in the DEIR	WW-7. The Draft PEIR acknowledges the policy conflict regarding the road connect between the Serra Mesa and Mission Valley Community Plans. The date of adoption of the plan does not indicate a policy preference. Although the City Council did not initiate a plan amendment to the Serra Mesa Community Plan to include the road connection, an analysis of an alternative with the road connection was provided in the Draft PEIR. The reference in Section 8.1.2 to the MVCP being first adopted in 1992 is a typographical error; the correct date for the adoption of the unified plan was June 25, 1985. However, planning efforts in Mission Valley began as early as 1960; the first adopted plan was the East Mission Valley Area Plan approved by the City Council on April 11, 1963. The West Mission Valley area plan began in 1968 and was combined into a single planning effort for the entirety of Mission Valley in 1977. The effort to create the unified plan was completed in 1985 with the adoption of the Mission Valley Community Plan.
WW-8	7 - Please verify the statement in the first line at the top of page 3-49 that says "A 50-foot-wide landscape buffer." exists at the top of the slope adjacent to the homes on Ainsley Road. Many residents on that road contend that the buffer is only 30 feet wide.	
WW-9	8 - In Table 5.2-1 of traffic counts, it shows that Phyllis Place, as currently exists, has about 2,760 trips per day. On Page 10-31, in the Traffic / Circulation / Parking paragraph of Environmental Analysis, there is a casual statement that: "Once constructed, approximately 1/3 of the project traffic would be expected to use the road connection to get to I-805 and beyond." Since the projected daily traffic for Quarry Falls is 66,286 per Table 5.2-6, then 1/3 of that, or 22,095 vehicles, would be traveling Phyllis Place every day in addition to the current 2,760. That means that Phyllis Place would be loaded with a devastating 24,855 vehicle trips every day, or nearly NINE TIMES the current traffic. Yet, Table 10-1 on page 10-9 considers the Friars Road - Phyllis Place connection to have NO SIGNIFICANCE on Phyllis Place south of the southbound ramp. How can an eight-fold increase be insignificant?	WW-8. While the actual width of the existing landscape buffer may now vary due to time, the Quarry Falls Vesting Tentative Map identifies a 50 foot wide landscape buffer which will be implemented in conformance with the Specific Plan and project approvals.
WW-10	9 - Section 5.2 on page 5.2-5 shows "The acceptable LOS for roadways and intersections in San Diego is LOS D", yet the following table 5.2-1 on the very next page, 5.2-6, bases all their capacities on LOS E. Please coordinate acceptable values.	WW-9. Chapter 10 of the PEIR includes a comprehensive discussion and comparison at project build-out of the proposed project and various alternatives. Tables 10-1 through 10-5 provide a comparison of traffic impacts and mitigation and a further, more detailed discussed of <i>Alternative 4 – Road Connection to Phyllis Place</i> is provided in Section 10.2.4. The Traffic Impact Study identified a total of 35 significant traffic impacts for segments, arterials, intersections, ramps and freeway segments that were at the same location for both the proposed project and Alternative 4 (the Phyllis Place Connection alternative). For these locations, proposed mitigation to reduce the impact to below a level of significance is the same at the 15 locations where improvements are feasible.
WW-11	10 - Neither the Executive Summary or Section 5.2 or Section 10.0 provide any quantitative values for impacts to segments of the two affected roads in this examination, Friars Road and Phyllis Place, other than the project's total trip generation of 66,286 ADT and that approximately 1/3 of those vehicles would be accessing I-805 through Phyllis Place if Alternate 4 is adopted. However, Sudberry Properties has an untitled traffic study, produced by an unnamed individual, which purports to have existing and proposed traffic volumes for various segments of both Friars Road and Phyllis Place, calculated for the Horizon Year (2030), in the immediate vicinity of the project - from Qualcomm Way to Mission Center Road. This study shows increases to Friars Road traffic to be between 40% to 48% if the connection to Phyllis Place is not made, and only 26% to 34% if the connection is made, an apparent reduction of 1/3 in the increase of Friars Road traffic, or about 5,800 vehicles per day, but still nearly 55,000 ADT on	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Transportation phasing plans for the project both with and without the road connection are included in the PEIR.</p> <p>The Phyllis Place Connection alternative would improve the road segment to 5 lanes as a part of the project and is part of the project's scope also known as a "project feature". This project feature is discussed in Phase 2 of the Transportation Phasing Plan for the "with road connection" analysis and Chapter 16 Summary of the TIS report. Consequently, the "with project" analysis includes this improvement, thereby increasing the capacity of the segment from 15,000 ADT to 40,000 ADT which is adequate to accommodate the increase in traffic. Page 10-9 of the PEIR shows that there would not be an impact with the road connection on Phyllis Place southbound ramps because the project would improve this segment to 5 lanes. Hence, the resulting level of service is C, which is acceptable. The reason this is analyzed with the increased capacity due the project is because this improvement is considered a project feature; therefore, the "with project" analysis includes the improvement, as shown on Page 10-9 of the PEIR.</p> <p>Alternative 4 identified one additional segment impact in Serra Mesa; although there are significant volume increases to Phyllis Place and Murray Ridge Road under this alternative (it should be noted that Murray Ridge Road will experience a similar increase in volume under the Proposed Project and Alternative 4 scenarios), all of these impacts are mitigated to below a level of significance by feasible traffic improvements. Alternative 4 would avoid impacts to Mission Center Road (from Murray Ridge Road to the I-805 Overpass and from Camino del Rio North to the I-8 Eastbound Ramp) and the intersections of Mission Center Road at I-8 Eastbound Ramp and Qualcomm Way at I-8 Westbound Ramp; these impacts would be mitigated to below a level of significance by mitigated proposed in the transportation phasing plan.</p>


LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>Regarding significant unmitigated traffic impacts, the proposed project would impact one additional segment (Friars Road from Mission Village Road to I-15 Southbound Ramps) that would be avoided under Alternative 4. Alternative 4 would result in an additional four unmitigated freeway segment impacts; proposed project improvements to regional arterials and interchanges would satisfy the intent of the SANDAG's Regional Transportation Congestion Improvement Program (RTCIP) for contributions to address impacts to the regional transportation system.</p> <p>WW-10. See response no. H-12.</p> <p>WW-11. The information referenced was provided by Sudberry Properties Entitlement, LLC to the Serra Mesa Community Planning Group at their request and was expressed as a percentage change in traffic from existing conditions to the proposed project. This information was taken directly from the TIS and reformatted to meet the community's request.</p>

LETTERS OF COMMENTS AND RESPONSES

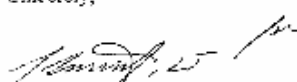
COMMENT	RESPONSE
<p>a 6-lane expressway with a capacity of 80,000 ADT at LOS E. The study also shows that, without the connection, the increase in the Phyllis Place ADT would be about 3% up to the year 2030, whereas with the connection the increase would be a gigantic 750%, some 250 times the increase without the connection. This information should be included in the DEIR.</p>	
<p>WW-12 11 - It has been apparent to all the existing residents of the area for some time that the locations of the existing ramp meters were inadvertently reversed when CalTrans had them installed many years ago. As currently exists, northbound vehicles must come to a complete stop, one-quarter mile from Murray Ridge Road, then accelerate uphill to merge with 65-mph traffic within 100 yards, a difficult maneuver with all but the latest vehicles. Conversely, the most-heavily congested area, the southbound ramp has a meter barely 100 yards from Phyllis Place at the top of a very steep (for an Interstate highway) ramp about one-quarter-mile long, where downhill accelerating traffic is trying to merge with freeway traffic that is attempting to slow down to exit onto I-8. The City should request that CalTrans review their existing meter locations at the time when the new signals will be placed on Murray Ridge Road and Phyllis Place at I-805.</p>	<p>WW-12. See response to comment H-14.</p>
<p>WW-13 12 - Nowhere in all the verbiage of the DEIR did I find a discussion of the impact of Friars Road travelers - primarily those traveling to and from the Fenton Parkway and Rio San Diego shopping centers - that would use the "shortcut" to I-805 from the Qualcomm Way intersection to Phyllis Place along the project's proposed Franklin Ridge. I feel that this would have an exceedingly detrimental effect on both the project itself and the surrounding area if Alternate 4 is adopted, and the final EIR needs to address this concept.</p>	<p>WW-13. The future forecast volumes used for the PEIR are developed from SANDAG/City of San Diego models that account for multiple paths and congested routes and are thus accounted for in the traffic study.</p>
<p>WW-14 13 - Also, in all the statements about the \$30-odd million dollars being expended by Sudberry Properties for off-site improvements, nowhere did I find any correlation of requirements of those improvements being constructed with the construction of the project. It is customary for any large development that has numerous phases and off-site improvements to be made, that those improvements be made in conjunction with the development itself, as certain of its phases are constructed, or at least, occupied. With the current condition of Friars Road congestion and its ramp connections to freeways being so abysmal, the addition of many thousands of vehicles per day without appropriate improvements would be inexcusable. For the developer to give so much money to mitigate the development, and then see those funds disappear into the City's coffers without any regulatory control, would be a terrible waste. There should be coordinating provisions in the Final EIR to prevent such an occurrence.</p> <p>If you have any questions regarding any of my above comments, please do not hesitate to telephone me at 858.268.3663 or to e-mail me at im-dicken@san.rr.com.</p> <p>Respectfully submitted by:</p> <p>Dicken Hall 8362 Abbots Hill Road San Diego, CA 92123 on January 7, 2008 at 4:54 P.M., PST</p>	<p>WW-14. See response nos. E-5, H-8, and NN-6.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="font-size: small;">State of California—Business, Transportation and Housing Agency ARNOLD SCHWARZENEGGER, Governor</p> <p>DEPARTMENT OF CALIFORNIA HIGHWAY PATROL 4902 Pacific Highway San Diego, Ca 92110-4097 (619) 220-5492 (800) 735-2929 (TTY/TDD) (800) 735-2922 (Voice)</p> <div style="text-align: right;"></div> <p>February 7, 2008</p> <p>File No.: 045.08.12678.A13417</p> <p>Ms. Marilyn Mirrasoul City of San Diego 202 C Street San Diego, CA 92101</p> <p>Dear Ms. Mirrasoul:</p> <p>Re: Project SC11# 2005081078, Quarry Falls</p> <p>The San Diego Area office of California Highway Patrol received notice of Draft Environmental Impact Report (EIR) for the above-entitled project. Because of our geographical proximity to the site, we have been asked by Special Projects Section to assess traffic related matters that may affect our area operations. Our initial assessment was that the project will generate between 55000 to 57000 vehicle trips per day in a seriously impacted area. This increase will be manifested at the Junction of Friars Road and State Route 165 immediately West of the site, Friars Road and I-15 East of the site and Mission Center Road and I-8 South of the site. The impact will also be exacerbated when there are events at the Qualcomm Stadium.</p> <p>The project as described by your EIR, "The proposed project would introduce a mix of land uses at the project site, including 20 acres of parks, open space and civic uses; 620,000 square feet of commercial office; 603,000 square feet of commercial retail; 4,000 square feet of private recreation; and 4,780 residential dwelling units."</p> <p>The anticipated traffic impact is described "Significant, inmitigable impacts include 15 roadway/arterial segments, three intersections, four ramps, and eight freeway segments. The implementation of the project would also create six temporary impacts, two of which would be subsequently mitigated to below a level of significance by future improvements made by the project and the remaining reduced to below a level of significance by the build-out of improvements identified in the Mission Valley Public Facilities Financing Plan. As described previously, there are several situations where mitigation is infeasible and impacts would remain significant and inmitigable. The adoption of a Statement of Overriding Considerations would be required for the project's significant and inmitigable impacts.</p> <p>As we indicated in our September 7, 2005 letter, these issues are our immediate concern and should not be deferred to a subsequent phase of development. We appreciate your attention to</p> <p style="text-align: center;"><i>Safety, Service, and Security</i></p>	<p style="font-size: 2em; font-weight: bold; margin-top: 100px;">XX-1.</p> <p>Comments noted.</p>

XX-1

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>this matter. If you have any questions regarding this letter and our comments, please contact Lt. Sean Barrett at the San Diego Area office at (619) 220-5492.</p> <p>Sincerely,</p>  <p>C. M. McOAGILN, Captain Commander San Diego Area</p> <p>cc: Special Projects Section</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;">Hye Park Homeowner Association 9610 Waples Street San Diego, CA 92121</p> <p>February 28, 2008</p> <p>Marilyn Mirrasoul, Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101 mmirrasoul@saniego.gov</p> <p>Re: Position on Quarry Falls Project #49068</p> <p>Dear Ms. Mirrasoul:</p> <p>We represent the Hye Park Homeowner Association, a community located in the extreme southwest portion of Serra Mesa. Our community of 104 condominiums was developed in the mid-1980s and is located on the west side of Mission Center Road, about a quarter mile north of Mission Valley Road and northwest of the proposed 230 acre Quarry Falls project. Recently, a resolution was adopted by the Board to represent the homeowners association with regards to the Quarry Falls project; a massive mixed-use development to be built in phases over the next several years. We believe our community as well as many surrounding communities will be severely and negatively impacted by the project, particularly with its currently proposed density, which is at least twice of what is currently called for in the adopted Mission Valley community plan. Compromising the integrity of the Mission Valley Community Plan sets a dangerous precedent for our community, other communities in San Diego and in other cities.</p> <p>Major areas of specific concern, many not adequately addressed in the PEIR, include:</p> <ul style="list-style-type: none"> • Increased traffic on Mission Center, Friars and other local roads (average daily trips are estimated to increase by approximately 66,000) • Mitigation of already-existing severe traffic congestion on Mission Center, Friars and other local roads • Increased use of water, power and other natural resources further impacting diminishing supplies • Inadequate police, fire, emergency medical and other public services • Inadequate emergency escape routes • Increased noise, vehicle emissions and other detrimental environmental and biological issues leading to exacerbated air pollution and other health problems • Increased solid waste and trash disposal, in already stressed land fills • Inadequate open and accessible recreational space for increased populations 	<p>YY-1. See responses to comments nos. PP-1 – PP-8.</p>

YY-1

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px; float: left; width: 50px; text-align: center;">YY-2</div> <ul style="list-style-type: none"> Inadequately defined residential, retail and office space in the proposed project Inadequately identified degradation of and improvements to current infrastructure <p>We are in favor of Alternative #1 - <u>no project/no build</u> – continuation of the approved conditional use permit until resources are depleted resulting in subsequent implementation of approved reclamation plans including re-landscaping with native and naturalized plant material. This alternative would result in the avoidance of negative impacts associated with the proposed project but will not mitigate already-existing issues. If Alternative #1 is not adopted, we would encourage a combination of Alternatives #3 and #4 – <u>reduced density and a critically needed road connection to Phyllis Place.</u></p> <p>The combination of Quarry Falls, the Murray Canyon apartment project by H.G. Fenton Co. located adjacent to and northwest of Quarry Falls, and potential future development of other local properties, will further incapacitate the flow of traffic on Mission Center Road, Friars Road and all adjacent arteries. If the Quarry Falls project is approved at any density level, inclusion of the Phyllis Place connection is essential to help mitigate some of the increased and already-existing local traffic congestion. Even without the Quarry Falls project, the Phyllis Place connection is desirable in view of already-existing traffic congestion.</p> <p>Although the City of Villages concept is important to the future growth of San Diego, excessive density will further impact our roadways, safety, environment and overall quality of life. It is time for the city to consider other alternatives to excessive density for future developments including Quarry Falls.</p> <p>Respectfully submitted, Julie Corwin, Dennis McColl, Matt Mowery, Nancy Pomajevich and Susan Raines Hye Park Homeowner Association Board of Directors</p> <p>Cc: City Council Members Donna Frye, Scott Peters, Kevin Faulconer, Toni Atkins, Anthony Young, Brian Maienschein, Jim Madaffer and Ben Heuso</p> <p>San Diego Planning Commission Members Robert Griswold, Michael Smiley, Barry Schultz, Eric Naslund, Dennis Otsuji, Kathleen Garcia and Gil Ontai</p>	<p>YY-2. See responses to comments nos. PP-9 – PP-10.</p> <p>YY-3. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

REVISED DRAFT

**FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING
FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE QUARRY FALLS PROJECT**

**City of San Diego Project No. 49068
SCH. No. 2005081018**

The attached Findings of Fact and Statement of Overriding Considerations (SOC) are draft and may be modified as the PROJECT proceeds through the hearing process.

1. Per the California Environmental Quality Act (CEQA) Section 15132, the Findings and SOC are not considered part of the environmental document but are made after the decision makers have considered the final environmental document.
2. These Findings and SOC have been submitted by the project applicant as draft findings to be made by the decision-making body.
3. The Environmental Analysis Section of the City's Development Services Department does not recommend that the discretionary body either adopt or reject these Findings and SOC. They have been attached to allow the readers of this document an opportunity to review potential reasons for approving the PROJECT despite the significant unmitigable effects identified in the PEIR.

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. Findings of Fact and Statement of Overriding Considerations.....	1
B. Record of Proceedings	3
C. Custodian and Location of Records.....	3
II. PROJECT SUMMARY	4
A. Project Location	4
B. Project Background.....	4
C. Project Description	5
D. Discretionary Actions	9
E. Statement of Objectives	10
III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION.....	11
IV. GENERAL FINDINGS.....	12
V. SUMMARY OF IMPACTS	14
VI. FINDINGS REGARDING IMPACTS	15
A. Land Use	15
B. Transportation/Circulation/Parking	27
C. Aesthetics/Visual Quality	42
D. Air Quality	45
E. Noise	50
F. Biology.....	54
G. Health & Safety	58
H. Historical Resources	60
I. Hydrology	60
J. Geology.....	62
K. Paleontological Resources	63
L. Public Utilities	64
M. Water Quality.....	69
N. Mineral Resources	71
O. Growth Inducement	71
P. Cumulative Impacts	72
VII. FINDINGS REGARDING CHANGES OR ALTERATIONS THAT ARE WITHIN THE RESPONSIBILITY AND JURISDICTION OF ANOTHER PUBLIC AGENCY	87

VIII. FINDINGS REGARDING ALTERNATIVES	87
A. Alternatives Considered and Rejected	88
B. Alternatives Analyzed in Depth in the Final PEIR.....	89
IX. ENVIRONMENTAL ISSUES DETERMINED NOT TO BE POTENTIALLY AFFECTED BY THE PROJECT	107
X. FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES	107
XI. STATEMENT OF OVERRIDING CONSIDERATIONS.....	109
XII. CONCLUSION	126

I. INTRODUCTION

A. Findings of Fact and Statement of Overriding Considerations

The California Environmental Quality Act (CEQA) (Pub. Res. Code §§ 21000, *et seq.*) and the State CEQA Guidelines (Guidelines) (14 Cal. Code Regs §§ 15000, *et seq.*) promulgated there under, require that the environmental impacts of a project be examined before a project is approved. Specifically, regarding findings, Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an Environmental Impact Report (EIR) has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - 3. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.

- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The “changes or alterations” referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Regarding a Statement of Overriding Considerations, Guidelines Section 15093 provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having received, reviewed and considered the Final Environmental Impact Report for the Community Plan Amendment, General Plan Amendment, Rezone, Specific Plan, Master Planned Development Permit, Site Development Permit (SDP), Vesting Tentative Map (VTM), Conditional Use Permit/Reclamation Plan, and Amendment to the Mission Valley Public Facilities Financing Plan for the Quarry Falls Project, State Clearinghouse No. 2005081018 (Final PEIR), as well as all other information in the record of proceedings on this matter, the

following Findings of Fact and Statement of Overriding Considerations (Findings) are hereby adopted by the City of San Diego (City) in its capacity as the CEQA Lead Agency. These Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the proposed project.

B. Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP) and all other public notices issued by the City in conjunction with the proposed project;
- The Final PEIR for the proposed project;
- The Draft PEIR;
- All documents and public testimony from the September 19, 2005, scoping meeting;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft PEIR;
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft PEIR;
- All written and verbal public testimony presented during a noticed public hearing for the proposed project at which such testimony was taken;
- The Mitigation Monitoring and Reporting Program (MMRP);
- The reports and technical memoranda included or referenced in Responses to Comments and/or in the Final PEIR;
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft PEIR and the Final PEIR;
- Matters of common knowledge to the City, including but not limited to federal, state and local laws and regulations;
- Any documents expressly cited in these Findings; and
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

C. Custodian and Location of Records

The documents and other materials which constitute the administrative record for the City's actions related to the project are located at the City of San Diego, Development Services Center, 1222 First Avenue, Fifth Floor, San Diego, CA 92101. The City Development Services Center is the custodian of the administrative record for the project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the City Development Services Center. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

II. PROJECT SUMMARY

A. Project Location

The regional and local setting of the project is discussed in Section 2.0, *Environmental Setting*, of the Program EIR (PEIR). The proposed Quarry Falls project is located in the Mission Valley and Serra Mesa communities of the City of San Diego, within San Diego County. The majority of the 230.5-acre project site (approximately 225 acres) is located in the Mission Valley community, with approximately six acres located in the Serra Mesa community; both communities are near the geographic center of the City of San Diego. The project is bordered on the south by Friars Road, on the east by Interstate 805 (I-805), and on the west by Mission Center Road all within the Mission Valley Community Plan area. The northern property boundary is formed by Phyllis Place, located in the Serra Mesa community.

B. Project Background

The Quarry Falls project site is the location of an on-going resource extraction operation for the mining and processing of sand and gravel, which has been operating on the site for more than 50 years. A Conditional Use Permit (CUP) was originally issued by the City of San Diego in 1962. Current mining activities that occur on approximately 210 acres of the 230.5-acre site are operating under approved CUPs 5073 and 82-0315; the northern approximately six acres located within the Serra Mesa community are outside the limits of the approved CUP, and no mining is occurring in that area. An amendment to CUP 5073 was approved in 1979 to extend the expiration date of the CUP from December 31, 1982 until such time that resources are depleted. Therefore, CUP 5073 does not have an expiration date; instead, mining is allowed to continue until resources are depleted. The limits of the CUP are shown in Figure 3-1, *Boundary of Existing CUP 5073*, of the Final PEIR. Amended CUP 5073 originally covered approximately 336 acres. Changes have occurred to the approved CUP as amended, including deleting land within the original CUP boundaries as mining is completed and development takes over. Specifically, the eastern portion of the original CUP was deleted in concert with the 1979 amendment for the I-805 Freeway along the eastern project boundary; additional areas were also removed to allow for development of the Mission Center Retail Center located west of the project site; and last, the southern portion of the original CUP area was removed to allow development of Rio Vista West located south of the project site. Associated with approved CUP No. 5073 is an approved Reclamation Plan (see Figure 2-5, *Existing Approved Reclamation Plan*, of the Final PEIR). Following mining, the Reclamation Plan shows that the site would be reclaimed as a flat pad, with a gradient ranging between one and four percent, rimmed by steep mined slopes. CUP 82-0315 was approved in August 1982, allowing the operation of asphalt and concrete batch plants. Based on the approved permit, CUP 82-0315 remains in effect until the sand and gravel resources are depleted on the property under CUP 5073.

As discussed in Section 3.3.6, *CUP/Reclamation Amendment*, of the PEIR, CUPs 5073 and 82-0315 would be altered by project actions. The approved Reclamation Plan would be adjusted to reflect grading proposed as part of the project and to retain more material on-site for use in terracing the site (see Figure 3-41, *Proposed Adjusted Reclamation Plan*, of the Final PEIR). In addition, the project proposes locating the asphalt and concrete plants to the southeast

corner of the project site to continue as an interim use until 2022 (see Figure 3-43, *Existing and Proposed Batch Plant Locations*, of the Final PEIR).

C. Project Description

The purpose of the Quarry Falls project is to develop urban uses and parks and open spaces on the existing 230.5-acre mining site where sand and gravel resources are approaching depletion. As an end use of the mining operations, an integrated mix of land uses surrounding a system of parks, open space, and activity areas would occur in a phased manner as depletion of resources occurs and mining ceases. Proposed land uses would be linked with an internal pedestrian and trail system and connected to adjacent areas by an internal roadway network. Land uses proposed as part of Quarry Falls include approximately 31.8 acres of public parks, civic uses, open space and trails; a maximum of 4,780 residential units offered as a variety of “for sale” and/or “for rent” and built as condominiums, town homes, apartments and/or flats, row homes, courtyard units, lofts, live/work units, carriage units (dwelling units on one or more floors located above a private garage), senior housing and assisted care units; a target of 480,000 square feet of retail space; and a target of 420,000 square feet of office/business park uses. Additional land uses provided within Quarry Falls include a school. The project will also provide 10 percent of the residential units on-site as affordable units. This equates to 478 units, based on the maximum allowable residential development of 4,780 units. Proposed land uses and development intensities for the Quarry Falls project are shown in Table 2-1, *Quarry Falls Land Use Summary*. Proposed zoning for the project is shown in Table 3-2, *Quarry Falls Zones and Development Intensity*.

Quarry Falls Specific Plan
Table 2-1. Quarry Falls Land Use Summary

Land Use	Approximate Gross Area (acres)	Maximum Development Intensity
Parks/Civic/Public Open Space ¹	31.8 acres (17.5 acres neighborhood parks)	N/A
Private Recreation	2.1 acres	N/A
Residential ²	93.8 acres	4,780 units ⁴
Multiple Use	37.5 acres	
Commercial Retail/Office ³		900,000 square feet ⁴
Residential (included in total)		411 units
Circulation/Public Rights-of-Way	29.7 acres	N/A
Private Open Space and Revegetated Slopes	35.6 acres	N/A
School Site (K-12) ⁵	3 acres (included within the residential acreage)	N/A

¹ Includes public parks and private open space with public access easements.

² Includes low Medium, Medium High, and High density residential areas.

³ For purposes of the traffic analysis, the maximum development intensity is comprised of 480,000 square feet of commercial retail and 420,000 square feet of commercial office.

⁴ A maximum of 1,680 Driveway ADT (equivalent to 280 residential units) may be transferred from residential land use to commercial land use to increase the maximum development intensity in excess of 900,000 square feet, subject to the Density Transfer provisions of the Specific Plan.

⁵ As described in the Final PEIR, based upon a mix of school aged children resulting in 1,607 Driveway ADT.

Quarry Falls Final PEIR

Table 3-2. Quarry Falls Zones and Development Intensity
(See Figure 3-5 of the Final PEIR for corresponding zoning map.)

Planning District	Land Use	Net Area	Subdistrict	LDC Zone	Intensity Range (du/ac)	Development Intensity Range	Target Density
Park District	Parks, Open Space, Civic, Community	12.4	Park	OP-2-1	N/A	N/A	N/A ¹
		2.1	Community Recreation Center	RM-1-1		0 sq. ft. -10,000 sq. ft.	4,000 sq. ft.
		4.6	Civic Center	RM-1-1		0 sq. ft. – 15,000 sq. ft.	0 sq. ft. ¹
Ridgetop District	Residential	4.0	Ridgetop West	RM-1-1	6 – 14.5	24 du – 58 du	41 units
		6.3	Ridgetop East	RM-2-4	6 – 24.9	37 du – 156 du	59 units
Foothills District	Residential	15.4	Foothills North	RM-3-7	10 – 43.5	154 du – 670 du	363 units
		9.4	Foothills Southwest	RM-3-8	20 – 54.5	187 du – 510 du	376 units
		6.3	Foothills Southeast	RM-4-10	20 – 108.9	126 du – 688 du	383 units
Terrace District	Residential	11.2	Terrace North	RM-3-8	20 – 54.5	223 du – 608 du	470 units
		4.7	Terrace West	RM-3-7	10 – 43.5	48 du – 209 du	154 units
		10.5	Terrace South	RM-4-10	20 – 108.9	211 du – 1,147 du	812 units
Creekside District	Residential Urban Village	20.5	Creekside West	RM-3-9	20 – 72.6	410 du – 1,490 du	1,353 units
		5.4	Creekside Central	RM-4-10	40 – 108.9	215 du – 586 du	358 units
		5.0	Creekside East	CC-3-5	0 – 29.0	0 du – 145 du 50,000 sq. ft. – 130,000 sq. ft.	84 units 80,000 sq. ft.
Village Walk District	Urban Village	19.5	N/A	CC-3-5	0 – 29.0	0 du – 567 du 250,000 sq. ft. – 650,000 sq. ft.	327 units 430,000 sq. ft.
Quarry District	Multiple Use	12.9	N/A	IL-3-1	N/A	245,000 sq. ft. – 750,000 sq. ft.	390,000 sq. ft.
MAXIMUM ALLOWABLE DEVELOPMENT INTENSITY							4,780 units 900,000 sq. ft. Commercial Retail and Office ¹

¹ A maximum of 1,680 Driveway ADT (equivalent to 280 residential units) may be transferred from residential land use to commercial land use to increase the maximum development intensity in excess of 900,000 square feet, subject to the Density Transfer provisions of the Specific Plan.

As required by the City of San Diego Development Services Department, a discussion of Public Services and Facilities is provided in Section 2.6 of the PEIR. A full analysis and evaluation of the public services and facilities to serve the project is contained in Section 2.6. Based on the discussion contained in the Final PEIR, the project will not result in impacts to public services and facilities. Furthermore, with the exception of public parks, the project will not result in the need to construct new public facilities; therefore, no mitigation is required for changes to the physical environment. The project satisfies its public parks requirements through the development of on-site population based public park facilities and contribution toward a community park to serve Mission Valley. The PEIR evaluates the physical impacts of construction on-site public park facilities as part of the project’s overall environmental impact evaluation contained in Section 5.0 of the PEIR.

For many communities within the City of San Diego, the City collects Development Impact Fees (DIF) to assist in funding public facilities in a particular community. DIF are a method for assessing new development for its impact on infrastructure and public services through a fee system. Impact fees are collected at the time of building permit issuance. Funds collected are deposited in a special interest bearing account and can only be used for the identified facilities serving the community in which they are collected. As sufficient funds are collected, the City proceeds with construction programs. New developments within the Mission Valley community are required to pay DIF in accordance with the Public Facilities Financing Plan (PFFP) for the Mission Valley community. Additionally, development projects, including Quarry Falls, are required to pay school fees in accordance with the requirements of San Diego City Schools and as mandated by State law to accommodate the needs of public schools in serving existing and projected student generation.

Relative to fire services, as stated in Section 2.6.1 of the Final PEIR, there are four fire stations within the vicinity of the site that can serve the project. The project would increase the demand for fire services; however, according to the City of San Diego Fire Prevention Bureau, the temporary station in Mission Valley will serve the Quarry Falls site. Currently, the response time associated with this facility during the day is 4.5 minutes, which is below the national standard of 5 minutes.

The City Council has included a new facility in the Mission Valley Public Facilities Financing Plan, established a CIP project, and completed the environmental document for construction of a permanent fire station in the project vicinity. The new station would be located in the 9400 block of Friars Road, approximately 1.1 miles from the project site, and will replace a temporary station located at Qualcomm Stadium. The new station will comprise a four or five base station including a medical unit, a rescue unit, and fire trucks. The new fire station has completed its own environmental review (Project No. 6595; LDR No. 33090; CIP No. 33-090.0) The Quarry Falls project will contribute development impact fees that can be used toward the new fire station. The project does not trigger the need for the new fire station, will not necessitate the construction of any new fire facilities not already planned and analyzed for environmental impacts, and therefore will not cause any new physical impacts related to the provision of fire services.

As stated in section 2.6.2 of the Final PEIR, Emergency Medical Services is under contract with the City to respond within 12 or 18 minutes at least 90 percent of the time to emergency services calls. Medic 6 is located approximately four miles away from the project site. The project will not cause a need for any physical improvements to be built to meet the need for the provision of emergency medical services.

As stated in Section 2.6.3 of the Final PEIR, the project will result in the need for the City to hire additional police officers. However, there is adequate space for the additional personnel at the Eastern Division offices, and the project will not result in the need to construct any additional physical improvements related to police services and will cause no physical impacts related to police services. Additionally, the 2006 emergency response time for Mission Valley is comparable to the approximate 7.3-minute city-wide average response time for emergency calls.

While the Police Department did not identify a need for new facilities, it did identify that the effect of the development on response time could be offset by compensating for the initial equipment costs of \$322,000 which would not be covered by the DIF. The effect to response times is a function of the allocation of police officers citywide and the annual budget allocation for personnel and non-personnel expenses for the Police Department. In order to ensure one-time funding for police officers added due to the implementation of Quarry Falls, at issuance of building permits, a pro-rata fee will be paid for sworn police officers added to the Eastern Division Substation. The fee will be updated annually based upon budget estimates for the initial one-time start up costs for a sworn officer as established by the City of San Diego. The "Fiscal Impact Analysis for Quarry Falls" prepared by Economic Research Associates (ERA) dated August 28, 2006, determined the project will generate adequate General Fund revenue to pay its projected demand on city services as well as generate an annual surplus at build-out, estimated by the City of San Diego to be approximately \$1.5 million. Therefore, the project generates adequate revenue to fund ongoing needs.

As stated in section 2.6.4 of the Final PEIR, the Mission Valley Branch Library has adequate capacity to serve the project and Mission Valley. The project will not result in the need to construct any additional libraries and will cause no physical impacts related to library services.

As stated in Section 2.6.5, adequate schools facilities are available to serve the project. Additionally, the Quarry Falls project will be required to pay school fees in accordance with the requirements of San Diego City Schools, as would other future developments. The payment of school fees is mandated by State law to accommodate the needs of public schools in serving existing and projected student generation. School fees are addressed by Senate Bill (SB) 50, enacted on August 27, 1998, which significantly revised developer fees and mitigation procedures for school facilities so that payment of statutory fees constitutes full and complete mitigation. Additionally, the Quarry Falls project allows for the possible development of a school within Quarry Falls, which may include an elementary, middle or high school. The development of a school within Quarry Falls would not remove the obligation for payment of school fees. As discussed in section 2.6.6 of the Final PEIR, the project will include a total of 17.5 acres of population-based public parks onsite, which will exceed the project's requirements for neighborhood parks. In order to meet City requirements for community parks, the project will pay DIF equivalent to 6.65 acres toward a community park for Mission Valley. The City has determined that based upon SANDAG's 2030 projection of additional residential units planned in Mission Valley, there would be adequate funds collected from future development and other sources to construct the community park and related facilities identified in the financing plan. Because the project includes a large onsite park component, the project will not lead to excessive wear and tear on existing parks or other physical deterioration. In addition, as discussed in section 2.6.6 of the Draft PEIR, the project includes 69.4 acres of parks/civic/open space (includes public parks and private open space with public access easements) a civic center, a community recreation center, Finger Parks, the Franklin Ridge Road Pocket Park, and private/revegetated slopes. This, in combination with the development impact fee the project will pay to satisfy its community park requirement, is considered adequate. The development impact fee may be used to develop a regional park at Qualcomm or another site. The project does not trigger the need for a regional park, and such a facility will undergo its own

environmental review. As such, the project will create no physical impacts related to parks that have not been evaluated as part of the proposed project.

The water supply for the Quarry Falls project was planned for as part of the City of San Diego's Urban Water Management Plan (UWMP), and County Water Authority UWMP. Both documents rely on the SANDAG Regional Growth Forecast for planning purposes and the proposed project was included as part of that forecast. In order to ensure no net increase in water demand than forecasted in the WSA, the project includes water conservation measures and a 250,000 gallon per day capacity package recycled water facility to provide a source for on-site irrigation and other non-potable water uses, thereby reducing the demand on the need for potable water.

Designed and located as an accessory use to the Quarry Falls development, the wastewater treatment facility would be within the project footprint in proximity to the 18-inch sewer main located in Russell Park Way in order to capture the maximum flow from the project. The system would be privately funded and operated by the developer or assigned designee to provide reclaimed water for use in landscaped areas within multi-family and commercial development, open space and slope lots, and right-of-way landscaping as well as other allowed uses. Reclaimed water from the system would be restricted to users within the project. The design of treatment facility and infrastructure would comply with all City guidelines and standards and would be operational prior to occupancy of the 3,311th residential unit.

D. Discretionary Actions

To implement the Quarry Falls project, the project applicant is requesting approval of the following:

- Amendment to the Mission Valley Community Plan and associated General Plan Amendment
- Specific Plan
- Master Planned Development Permit (PDP)
- Site Development Permit (SDP)
- Rezones
- Vesting Tentative Map (VTM)
- Amendment to CUP/Reclamation Plan No. 5073 and CUP 82-0315
- Amendment to the Mission Valley Public Facilities Financing Plan (PFFP)

Approval of the following state and federal permits will be required for the proposed project:

- California Department of Fish and Game (CDFG) Section 1602 Streambed Alteration Agreement
- NPDES Permit
- Encroachment Permit (Caltrans)
- California Department of Conservation Review – [Because the project proposes an amendment to existing Conditional Use Permits (CUPs) involving resource mining and extraction, the project is subject to SMARA, requiring that the amended

Reclamation Plan be sent to the Office of Mine Reclamation at least 90 days before the decision date for the project. This requirement has been satisfied by the project.]

- Obstruction Evaluation/Airport Airspace Analysis, Part 77 Determination (Federal Aviation Administration)

E. Statement of Objectives

- Develop a community that responds to the natural and created attributes of the project site by placing primary focus on the creation of an interactive system of public parks and private parks with public easements and open space;
- Provide “for sale” and “for rent” multi-family and single-family residential units to serve a variety of income levels for residents of San Diego;
- Enhance employment opportunities for the City through the creation of office/business parks that are fully integrated into the Quarry Falls community;
- Provide a mixed-use area, with neighborhood, community and lifestyle retail commercial uses and residential development, to serve Quarry Falls and the surrounding areas;
- Encourage pedestrian activity through a logical connection of trails, sidewalks, and bicycle facilities;
- Unify land uses by setting forth design guidelines and an implementation program;
- Design individual development projects that positively contribute to the character of the City of San Diego and reinforce community identities through control of project design elements such as architecture, landscaping, walls, fencing, lighting, and signage;
- Demonstrate high quality design and construction;
- Develop an environment that is visually attractive and efficiently and effectively organized, including visually pleasant landscaping;
- Provide for a long-range comprehensive planning approach to the project site’s development which cannot be accomplished on a parcel-by-parcel basis;
- Attract commercial and office uses to serve community and regional needs;
- Develop land uses that would serve as a revenue source for the City of San Diego through sales taxes, property taxes, and project-related fees;
- Encourage sustainability in design to foster “green” development that reduces project energy needs and water consumption;
- Improve the water quality of site run-off through sustainable design features, such as a natural bioswale;
- Phase development with respect to the logical extension of infrastructure and services;
- Allow for the option to construct a school to serve children within Quarry Falls and from other areas in Mission Valley, as well as areas served by the San Diego Unified School District.

III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The City determined that the proposed project may have a significant effect on the environment and that a Program EIR should be prepared to analyze the potential impacts associated with approval and implementation of the proposed project. In accordance with CEQA Guidelines Section 15082(a), a Notice of Preparation (NOP), dated August 3, 2005, was prepared for the project and distributed to all Responsible and Trustee Agencies, as well as other agencies and members of the public who may have an interest in the project. The purpose of the NOP was to solicit comments on the scope and analysis to be included in the Program EIR for the proposed Quarry Falls project. A copy of the NOP and letters received during its review are included in Appendix A1 to the Program EIR. In addition, comments were also gathered at a public scoping session held for the project on September 19, 2005 (see Appendix A2). Based on an initial review of the project and comments received, the City of San Diego determined that the Program EIR for the proposed project should address the following environmental issues: Land Use; Transportation/Traffic Circulation/Parking; Visual Effects and Neighborhood Character; Air Quality; Noise; Biological Resources; Health and Safety; Historical Resources; Hydrology; Geologic Conditions; Paleontological Resources; Public Utilities; Water Quality; Mineral Resources; Growth Inducement; and Cumulative Effects.

The Draft EIR for the proposed project was then prepared and circulated for review and comment by the public, agencies and organizations for a public review period that began on November 1, 2007. At the request of the Serra Mesa Community Planning Group, the public review period was extended from the original end date of December 17, 2007 (constituting the required 45-day public review period) until January 7, 2008 – providing the public with an additional three weeks of review time, for a total of 66 days. A Notice of Completion of the Draft EIR was sent to the State Clearinghouse. Copies of the PEIR and technical appendices were provided to the State Clearinghouse, Office of Planning and Research (SCH No. 2005081018) on November 6, 2007. The Draft PEIR and technical appendices were also directly sent to all applicable local, state, and federal agencies, including U.S. EPA, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers, Caltrans Planning, California Department of Fish & Game, Regional Water Quality Control Board, State Clearinghouse, California Air Resources Board, and the Native American Heritage Commission. A notice of availability of the Draft EIR for review was mailed to residents in the vicinity of the project site and non-residential property owners expressing an interest in the project. The notice of availability was also filed with the City Clerk and posted in the San Diego Daily Transcript, and the required notice was provided to the public

As noted, the public comment period on the Draft EIR concluded on January 7, 2008. The City received 51 letters of comment on the proposed project. The City prepared responses to those comments, which are incorporated into the Final PEIR. On September 18, 2008, the City of San Diego Planning Commission held a public hearing and recommended to the San Diego City Council approval of the project and certification of the Final PEIR. On October 21, 2008, the City Council held a public hearing to consider the project and, by a 7-1-0 vote, certified the Final PEIR, adopted these findings of fact, and the accompanying Statement of Overriding Considerations, and approved the Quarry Falls project.

IV. GENERAL FINDINGS

The City hereby finds as follows:

- The City is the “Lead Agency” for the proposed project evaluated in the Final PEIR;
- The Draft PEIR and Final PEIR were prepared in compliance with CEQA and the Guidelines;
- The City has independently reviewed and analyzed the Draft PEIR and the Final PEIR, and these documents reflect the independent judgment of the City Council and the City of San Diego;
- The City of San Diego’s review of the Draft PEIR and the Final PEIR is based upon CEQA, the CEQA Guidelines, and the City’s January 2007 Significance Determination Thresholds and those portions of the Significance Determination Thresholds applicable to projects deemed complete prior to January 1, 2007, as the proposed project was deemed complete on May 17, 2005.
- A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the proposed project, which the City has adopted or made a condition of approval of the proposed project. That MMRP is included as Section 11.0 of the Final PEIR, is incorporated herein by reference and is considered part of the record of proceedings for the proposed project;
- The MMRP designates responsibility and anticipated timing for the implementation of mitigation. The City will serve as the MMRP Coordinator;
- In determining whether the proposed project has a significant impact on the environment, and in adopting these Findings pursuant to Section 21081 of CEQA, the City has complied with CEQA Sections 21081.5 and 21082.2;
- The impacts of the proposed project have been analyzed to the extent feasible at the time of certification of the Final PEIR;
- The City reviewed the comments received on the Draft PEIR and Final PEIR and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft PEIR or Final PEIR. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings and Statement of Overriding Considerations, concerning the environmental impacts identified and analyzed in the Final PEIR;
- The City has reviewed the comments received on the Draft PEIR and Final PEIR and the responses thereto and has determined that, in accordance with CEQA Guidelines Section 15088.5, neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft PEIR or Final PEIR and that recirculation of the PEIR is not necessary. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings and Statement of Overriding Considerations, concerning the environmental impacts identified and analyzed in the Final PEIR. The City has included

new information in the Final PEIR, but the new information merely clarifies and amplifies the information in the Draft PEIR. This new information does not alter the PEIR in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect. For example, the Draft PEIR contains a reasonable range of alternatives, including a reduced-density alternative. In response to public comments, the City has provided additional information about these alternatives, including information about implementing the alternatives with the Phyllis Place connection and implementing the alternatives with allowable trips determined under slightly different methodologies. These variations on the Draft PEIR's alternatives are similar to the alternatives the Draft PEIR already analyzed in depth. No significant new information is provided by the inclusion of this information that would require recirculation of the PEIR.

- The responses to the comments on the Draft PEIR, which are contained in the Final PEIR, clarify and amplify the analysis in the Draft PEIR;
- The City has made no decisions that constitute an irretrievable commitment of resources toward the proposed project prior to certification of the Final PEIR, nor has the City previously committed to a definite course of action with respect to the proposed project;
- Copies of all the documents incorporated by reference in the Final PEIR are and have been available upon request at all times at the offices of the City, custodian of record for such documents or other materials; and
- Having received, reviewed, and considered all information and documents in the record, the City hereby conditions the proposed project and finds as stated in these Findings.

V. SUMMARY OF IMPACTS

Section 5.0 of the Final PEIR presents the *Environmental Analysis* of the proposed project. Based on the analysis contained in Section 5.0 of the Final PEIR, the proposed Quarry Falls project would result in significant impacts to: Land Use (direct and cumulative), Transportation/Traffic Circulation/Parking (direct and cumulative), Visual Effects and Neighborhood Character (direct and cumulative), Air Quality (direct), Noise (direct), Biological Resources (direct), Health and Safety (direct), Historical Resources (direct), Paleontological Resources (direct), and Public Utilities (direct and cumulative). Mitigation measures have been identified which will reduce direct impacts to below a level of significance for all significant impacts except Land Use (traffic circulation), Transportation/Traffic Circulation/Parking and Visual Effects and Neighborhood Character. Cumulative impacts associated with Land Use (traffic circulation), Transportation/Traffic Circulation/Parking, Visual Effects and Neighborhood Character, and Public Utilities (solid waste) will not be fully mitigated by the project.

VI. FINDINGS REGARDING IMPACTS

A. Land Use

1. Environmental Impact: Consistency with the land use designations, intensity of development, environmental goals, objectives, and recommendations of the Mission Valley Community Plan and the Mission Valley Planned District Ordinance. As discussed in Section 5.1 of the Final PEIR the proposed project is consistent with the goals of the Mission Valley Community Plan (MVCP) and Mission Valley Planned District Ordinance (MVPDO), but traffic generated from the proposed project would result in significant impacts to the circulation system.

Finding: The project will have no substantial adverse effect on the environmental goals, objectives or guidelines of the community or general plan; however, traffic generated from the proposed project would result in significant impacts to the circulation system. Changes or alterations have been required in, or incorporated into the project which substantially lessens the significant environmental effects from traffic on the circulation system as identified in the Final PEIR. These changes or alterations, however, will not reduce the impacts to below a level of significance, and the project is expected to have significant unmitigable adverse impacts on traffic. The City finds that there are no other feasible mitigation measures that will mitigate the impacts to below a level of significance, and that specific economic, social, technological or other considerations make infeasible certain mitigation measures and project alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding:

Mission Valley Community Plan. Six broad objectives are included in the MVCP that set forth the framework for development in Mission Valley. Each of the Community Plan Elements addresses the attainment of these six objectives. Objective 2, “*Provide protection of life and property from flooding by the San Diego River,*” and Objective 3, “*Provide a framework for the conservation of important wetland/riparian habitats balanced with expanded urban development,*” are not relevant and were not evaluated in the PEIR because the proposed project site is outside of the flood zone area. Project consistency with the remaining objectives (1, 4, 5, and 6) has been fully analyzed.

Objective 1: Encourage high quality urban development in the Valley which will provide a healthy environment and offer occupational and residential opportunities for all citizens.

The Land Use Element and Urban Design Element address this objective by providing development guidelines and an overall vision for residential, commercial, industrial, and mixed use developments in the Valley. Additionally, the Land Use Element addresses sand and gravel operations. The proposed project site is identified as a Multiple Use area in the MVCP.

The Quarry Falls Specific Plan identifies a series of objectives, which provide the framework for the Plan. The Specific Plan proposes seven planning districts (the Parks, Ridgetop, Foothills, Terrace, Creekside, Village Walk, and Quarry Districts) organized around a

system of terraced parks and urban open space. Various types and intensities of development would occur in each district, allowing for a logical integration of land uses. Development standards and design guidelines have also been developed to serve as a “*methodology for achieving a high quality, aesthetically cohesive community.*” In fact, the first design objective of the Specific Plan is “*to provide the City with the necessary assurances that the Quarry Falls Specific Plan will develop in the manner intended and envisioned by this Specific Plan.*”

Objective 4: Facilitate transportation through and within the Valley while establishing and maintaining an adequate transportation network.

The proposed project has been designed with an extensive and integrated trail system, sidewalks, and bicycle facilities to encourage pedestrian and bicycle activity. Additional circulation and mobility options for the project include bus service, light rail transit, shared car service, shuttle services, and bicycle access. A pedestrian bridge over Friars Road is also proposed, which will connect Quarry Falls with Rio Vista West and the trolley station, located south of the project.

Objective 5: Provide public facilities and services that will attend to the needs of the community and the region.

Public utilities and services to serve the Quarry Falls development are readily available due to the existing surrounding development. Implementation of the project will require off-site upgrades and/or connections to existing sewer and water mains to meet City design standards and to handle the demand from the project. Additionally, the project will maintain the total quantity of storm water runoff, despite the introduction of impervious surfaces at the site. A detailed analysis of the project’s effects on public utilities can be found in Section 5.12, *Public Utilities*, of the PEIR. A discussion of *Hydrology* (drainage) and *Water Quality* impacts associated with the project are presented in Sections 5.9 and 5.13, respectively, of the PEIR. As stated in these sections, the proposed project will not result in significant impacts.

Objective 6: Provide guidelines that will result in urban design which will be in keeping with the natural features of the land and establish community identity, coherence, and a sense of place.

According to the Urban Design Element of the MVCP, the Quarry Falls project site is located in the northern hillside portion of the community. However, due to on-going mining activities, which occur under approved CUPs, the majority of the project site has been disturbed. As part of the project, an adjustment to the approved Reclamation Plan is proposed, which would result in a more terraced condition rather than the relatively flat pad which would have occurred as part of the approved Reclamation Plan. The grading proposed as part of the Reclamation Plan amendment will create topographic interest to the otherwise flat mined site and will result in a superior site design from that anticipated with the approved Reclamation Plan.

The project has been designed in a manner that will result in visual interest and exceptional land planning. Centered on a park and trail system that unifies the project site, the project will maintain interest and variety through the use of districts to establish individual neighborhood identities. The residential districts of Quarry Falls, primarily located in areas of the site set at higher elevations, maximize views of the valley for the residents. The highest density residential developments proposed in the southern portion of the site are within walking

distance to the trolley station at the Promenade in Rio Vista West. The districts allowing for retail, office, and mixed-use areas are also located in the southern portion of the site, nearest to Friars Road and existing similar uses. This allows for more convenient access to work, shopping opportunities and transit, while providing a buffer to the residential uses proposed on the interior of Quarry Falls. The location of the development outside of the river corridor and set back from the I-805 overpass does not block any view or resource considered significant in the Mission Valley Community Plan.

The Mission Valley Community Plan calls for the rehabilitation of the northern hillsides and incorporation into future development, while the Steep Hillside Guidelines contained in the Community Plan encourage development of roof forms and the use of roof material that create positive visual impacts through the use of color and pattern. The project has been designed to meet these objectives. Smaller buildings (lower in height) are proposed on the upper pad areas, and larger buildings are proposed closer to the urban development of the valley floor. Views from Phyllis Place and other public areas are maintained with minimal disruption across the horizon line to the south rim of Mission Valley. Because of view impacts of buildings as seen from above, the proposed Specific Plan and the City's Land Development Code require that roof areas be designed to screen mechanical equipment.

Mission Valley Planned District: The proposed project is located within the Multiple Use Zone (MV-M) identified in the Mission Valley Planned District Ordinance (MVPDO). In accordance with the goals of this zone, the project will develop a pedestrian oriented project that integrates residential, commercial retail, commercial office, civic, parks and open space uses.

The project site is located within Development Intensity District "F" (DID "F"). The MVPDO establishes 140 ADT/acre in DID "F". Projects that generate less than 140 ADT/acre and meet all other requirements of the MVPDO may be processed ministerially. For projects that exceed 140 ADT/acre, the MVPDO requires that a Community Plan Amendment and traffic study be prepared. For the Quarry Falls project, 140 ADT/acre would equate to 31,497 ADT. Therefore, the Quarry Falls project would generate traffic in excess of the traffic Threshold 2. In accordance with the MVPDO, the proposed project includes a Community Plan Amendment. A traffic study has been prepared and traffic impacts are fully analyzed in Section 5.2, *Transportation/Traffic Circulation/Parking*, of the Program EIR. As stated previously, the project would result in significant impacts associated with traffic circulation. Mitigation measures will be implemented to reduce impacts; however, not all impacts will be reduced below a level of significance. Therefore, approval of the project requires adoption of these Findings and Statement of Overriding Considerations in accordance Sections 15091 and 15093 of the CEQA Guidelines.

Traffic and transportation impacts and mitigation measures are discussed later at Section B of these findings. The project's traffic impacts are considered to be a significant land use impact. Section B of these findings discusses the mitigation measures that are adopted as part of the project to mitigate the traffic impacts and the mitigation measures the City evaluated but determined to be infeasible.

Mitigation Measures: MM5.2-1 to MM5.2-12 are summarized in Final PEIR Table 5.2-9, *Transportation Phasing Plan*, which is presented below.

Reference: Final PEIR § 5.1.

Quarry Falls Final PEIR
Table 5.2-1. Transportation Phasing Plan

#	Location	Responsible Party ¹	Improvement ²
Phase 1			
1a	Friars Road/ SR-163 interchange	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following local improvements at Friars Road and SR-163 interchange: the widening of the northbound approach of the SR-163 southbound off-ramp at Friars Road by 1 right turn lane resulting in 1 left turn lane, 1 shared thru left, and 1 right turn lane; the widening of the southbound approach of Ulric Street at Friars Road by 1 right turn lane resulting in 1 left, 1 shared thru lane, and 1 right turn lane; the reconfiguring of the southbound approach of Friars Road and SR-163 northbound ramps to provide 2 right-turn lanes; the widening of westbound Friars Road from Frazee Road to SR-163 northbound ramps by 1 thru lane and 1 right turn lane resulting in 3 thru lanes and 2 right-turn lanes; the widening of eastbound Friars Road at Frazee Road by 1 thru lane (with widening to accept the thru lane) and 2 right turn lanes resulting in dual left turn lanes, 4 thru lanes and 2 right turn lanes, satisfactory to the City Engineer. The City may require the project to pay \$5,000,000 (2007 dollars) to the City of San Diego in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location, satisfactory to the City Engineer.
2	Mission Center Road/Quarry Falls Boulevard	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following improvements at the intersection of Mission Center Road and Quarry Falls Boulevard: the widening of the northbound approach by 1 right turn trap lane resulting in 2 left turn lanes, 2 thru lanes, and 1 right turn lane; the widening of the westbound approach by 2 left turn lanes resulting in 2 left turn lanes and 1 shared thru-right lane; and, the widening of the eastbound approach by 1 right turn lane resulting in 1 left turn lane, 1 thru lane and 1 right-turn lane, satisfactory to the City Engineer.
3	Mission Center Road from Quarry Falls Boulevard to Friars Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following improvement on Mission Center Road from Quarry Falls Boulevard to Friars Road: the widening of northbound Mission Center Road to add one additional lane resulting in a total of three thru lanes, satisfactory to the City Engineer.
4	Friars Road from Qualcomm Way to Mission Center Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of a westbound auxiliary lane by widening Friars Road from Qualcomm Way to Mission Center Road, resulting in a total of three thru lanes and one auxiliary lane, satisfactory to the City Engineer.
5	Phyllis Place/ I-805 SB ramp	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of a traffic signal at the intersection of Phyllis Place and I-805 southbound ramp with the appropriate traffic signal interconnect, satisfactory to the City Engineer.

#	Location	Responsible Party ¹	Improvement ²
6	Phyllis Place/ I-805 NB ramp	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of a traffic signal at the intersection of Phyllis Place and I-805 northbound ramp with the appropriate traffic signal interconnect, satisfactory to the City Engineer.
7	Murray Ridge Road/ Mission Center Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following improvements at the intersection of Mission Center Road and Murray Ridge Road: the installation of a traffic signal, the restriping of the southbound approach to provide 1 left turn lane, 1 thru lane, and 1 right turn lane; the widening of the westbound approach by 1 left turn lane resulting in 1 shared thru-right lane and 1 left turn lane; and the restriping of the eastbound approach to provide 1 left turn lane and 1 thru-right lane, satisfactory to the City Engineer.
8a	Murray Ridge Road from SB Interstate 805 ramps to Pinecrest Ave.	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the following improvements on Murray Ridge Road from the southbound I-805 ramps to Pinecrest Avenue: the restriping of Murray Ridge Road to a 4-lane collector or the contribution of \$100,000 (2007 dollars) in funding for traffic calming to be determined by the Serra Mesa community, satisfactory to the City Engineer.
8b	Murray Ridge Road Bridge over I-805	Project ²	Prior to the issuance of any building permits for Phase 1, the applicant shall assure by permit and bond the restriping of the Murray Ridge Road/Phyllis Place, between the northbound and southbound ramps of I-805 ramps, to 5 lanes, satisfactory to the City Engineer.
9	Murray Ridge Road/ Pinecrest Ave.	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the construction of a traffic signal at the intersection of Murray Ridge Road and Pinecrest Avenue, satisfactory to the City Engineer.
10	Friars Road/ Avenue De Las Tiendas	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the lengthening of westbound dual left-turn lanes at the intersection of Friars Road and Avenida De Las Tiendas to approximately 450 feet, satisfactory to the City Engineer.
11	Texas Street from Camino del Rio South to El Cajon Boulevard	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the implementation of the following traffic calming measures on Texas Street from El Cajon Boulevard to Camino Del Rio South: provide pedestrian lighting and a new sidewalk from Camino Del Rio South to Madison Avenue (per item T4 in the Greater North Park Planning Committee's Priority List on page 13 of the Public Facility Financing Plan, 2002), and contribute \$100,000 (2007 dollars) in funding for traffic calming to be determined by the community from Madison Avenue to El Cajon Boulevard.
12	Transportation Demand Management measures	Project	Prior to the issuance of any building permits for Phase 1, applicant shall develop a comprehensive Transportation Demand Management plan that includes information kiosks in central locations, bike lockers, priority parking spaces for carpools, and coordination with MTS for potential public or private bus service in Quarry Falls, satisfactory to the City Engineer.
14	Friars Road/ Fashion Valley Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the restriping of the westbound approach at the intersection of Friars Road and Fashion Valley Road by 1 left turn lane resulting in 2 left-turn lanes, 1 thru lane and 1 shared thru-right turn lane, satisfactory to the City Engineer.

#	Location	Responsible Party ¹	Improvement ²
Phase 2			
13	Mission Center Road from I-805 to Murray Ridge Road	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, the construction of an additional eastbound thru lane on Mission Center Road by roadway widening, from I-805 to Murray Ridge Road resulting in a total of 2 eastbound lanes and 1 westbound lane, satisfactory to the City Engineer.
1b	Friars Road/SR-163 Interchange	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, construction of the following local improvements at Friars Road and SR-163 interchange: the widening and lengthening of the Friars Road bridge from 6 lanes to 8 thru lanes from Frazee Road to Ulric Street and providing 2 left turn lanes across the bridge; the reconfiguration of the SR-163 northbound off ramp (by removing the free right turn lane and widening the existing loop off-ramp to provide 3 left turn and 1 right turn lanes); and the widening of the southbound approach at Friars Road and Frazee Road intersection by 1 right turn lane resulting in 2 left turn lanes, 1 shared thru right and 2 right turn lanes. The City may require the project to pay \$14,000,000 (2007 dollars) to the City of San Diego in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location, satisfactory to the City Engineer.
15a	Mission Center Road/I-8 Interchange	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall provide \$1 million (2007 dollars) for the Mission Center Road and I-8 interchange Project Study Report, satisfactory to the City Engineer.
16	Pedestrian Bridge across Friars Road	Project ⁴	Prior to the issuance of any building permits for Phase 2 in the area represented by parcels 21, 24, or 25 of the Quarry Falls Vesting Tentative Map 183196 and that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, the construction of a pedestrian bridge over Friars Road to connect Quarry Falls to Rio Vista West shopping center and provide access to Rio Vista West trolley station, satisfactory to the City Engineer.
17	Friars Road EB ramp/ Qualcomm Way	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, construction of the following improvement on Friars Road eastbound ramp and Qualcomm Way: the widening of eastbound approach by 1 left turn lane resulting in 1 right turn lane, a 1 shared left-thru lane and 1 left turn lane; the restriping of the southbound approach within the existing bridge abutments resulting in 2 thru lanes and 2 left turn lanes; and the widening of the northbound approach by 2 thru lanes resulting in 4 thru lanes and 1 right turn lane, satisfactory to the City Engineer.
18	Friars Road WB ramp/ Qualcomm Way	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, construction of the following improvement on Friars Road westbound ramp and Qualcomm Way: the widening of the southbound approach by 1 thru lane and 1 right turn lane resulting in 1 right turn lane and 2 thru lanes; and the restriping of the northbound approach resulting in 2 thru lanes and 2 left turn lanes, satisfactory to the City Engineer.

#	Location	Responsible Party ¹	Improvement ²
19	Friars Road/I-15 SB off-ramp	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, the widening of southbound approach at Friars Road and I-15 southbound off-ramp by 1 left turn lane resulting in 2 left turn lanes, 1 shared thru-left turn lane, and 2 right turn lanes, satisfactory to the City Engineer.
Phase 3			
15b	Mission Center Road/I-8 Interchange	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT ³ in total development, applicant shall assure by permit and bond, construction of the following improvements at Mission Center Road and I-8 interchange (unless built by others): the widening of the eastbound off ramp to provide 1 additional left turn lane resulting in 3 left turn lanes, 1 right turn lane; the widening of Mission Center Road over I-8 bridge by one northbound thru lane resulting in 2 southbound thru lanes and 3 northbound thru lanes; the widening of the southbound approach at Mission Center Road and I-8 eastbound ramp by 1 left turn lane resulting in 2 left turn lanes and 2 thru lanes; the restriping of the eastbound approach at Mission Center Road and Camino Del Rio North to provide a 350-foot long right turn lane; the widening of the westbound approach at the intersection of Mission Center Road and Camino Del Rio North by 1 right turn lane resulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane; the widening of the eastbound approach at Camino Del Rio North and I-8 westbound ramp by 1 right turn lane resulting in 2 thru lanes and 2 right turn lanes; at Camino Del Rio South and Mission Center Road, the widening of the southbound approach resulting in 2 left turn, 1 thru, and 2 right turn lanes; the restriping of the eastbound approach resulting in 2 left turn, 1 thru, and 1 shared thru-right lanes; and the widening of the westbound approach resulting in 1 left, 1 thru and 1 right turn lane, satisfactory to the City Engineer.
20	Texas Street/El Cajon Boulevard	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT ³ in total development, applicant shall assure by permit and bond, the widening of eastbound approach at the intersection of Texas Street and El Cajon Boulevard by 1 right turn lane resulting in 1 left turn, 3 thru lanes and 1 right turn lane, satisfactory to the City Engineer.
21	Qualcomm Way / I-8 WB off-ramp	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT ³ in total development, applicant shall assure by permit and bond, the widening of westbound approach at the intersection of Qualcomm Way and I-8 westbound off-ramp by 1 right turn lane resulting in 1 shared left-thru lane and 2 right turn lanes, satisfactory to the City Engineer.
Phase 4			
22	Friars Road/Santo Road	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 16% toward the cost of restriping southbound approach at the intersection of Friars Road and Santo Road to provide dual left turn lanes and dual right turn lanes, satisfactory to the City Engineer.
23	Mission Gorge Road/Zion Avenue	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 23% toward the cost of the installation of an additional westbound left turn lane (requiring widening of the west leg of the intersection)resulting in dual left turn lanes and 1 shared thru-right turn lane at the intersection of Mission Gorge Road and Zion Avenue, satisfactory to the City Engineer.

#	Location	Responsible Party ¹	Improvement ²
24	Mission Center Road/Camino De La Reina	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 15% toward the cost of widening the eastbound approach at the intersection of Mission Center Road and Camino De La Reina by 1 right turn lane resulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane, satisfactory to the City Engineer.
25	Qualcomm Way/Camino De La Reina	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 38% toward the cost of widening the westbound approach at the intersection of Qualcomm Way and Camino De La Reina by 1 right turn lane resulting in 2 left turn lanes, 2 thru lanes and 2 right turn lanes, and construction of new on- and off-ramps connecting I-8 and Camino de la Reina satisfactory to the City Engineer.
26	Texas Street/Camino Del Rio South	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 21%) toward the cost of the following improvements at the intersection of Texas Street and Camino Del Rio South: the widening of the northbound approach by a shared thru-right lane resulting in 1 left turn lane, 1 shared thru right turn lane and 2 thru lanes; the restriping of the eastbound approach resulting in 2 left turn lanes and 1 shared thru-right turn lane; the widening of the southbound approach by 1 left turn lane, resulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane; and the widening of the westbound approach by 1 right turn lane resulting in 1 left turn lane, 1 thru lane and 2 right turn lanes, satisfactory to the City Engineer.
27	Texas Street/Madison Street	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 30% toward the cost of restriping the eastbound approach (which will require the widening of the north leg of the intersection) at the intersection of Texas Street and Madison Street resulting in 2 left turn lanes and 1 shared thru-right turn lane, satisfactory to the City Engineer.
28	Rio San Diego Drive/Fenton Parkway	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 11% toward the cost of widening northbound approach at the intersection of Rio San Diego Drive and Fenton Parkway by 1 left turn lane resulting in 2 left turn lanes, 1 thru lane and 1 shared thru-right turn lane, satisfactory to the City Engineer.
Project shall maintain a trip generation monitoring report and parking table that will be provided with every building permit submitted to the City of San Diego within the Quarry Falls development.			
Project shall be in conformance with the proposed Transportation Phasing plan included in the Quarry Falls Traffic Impact analysis.			
All transportation improvements shall be constructed and completed in accordance with the approved Transportation Phasing Plan included in the Quarry Falls traffic analysis.			

¹ Construction and/or funding may also be the responsibility of others. Project may be eligible for DIF credits and/or reimbursement for construction of the improvement.

² Appendix J of the Quarry Falls Traffic Impact Study contains conceptual designs for each of these improvements

³ Each development threshold is based upon driveway trip generation rates.

⁴ Assurance to the satisfaction of the City Engineer shall not be required until construction of the Village Walk District commences.

2. Environmental Impact: Implementation of the goals of the Strategic Framework Element, the City of Villages policy and the Transit Oriented Development (TOD) Guidelines. As discussed in Final PEIR section 5.1, the proposed project is consistent with the goals and strategies of the Strategic Framework Policy and City of Villages Strategy and will implement the City's Transit Oriented Development (TOD) Guidelines.

Finding: The proposed project will create no substantial adverse impacts associated with the Strategic Framework Element, City of Villages Strategy, or TOD Guidelines. No mitigation is required.

Facts in Support of Finding: The City’s Strategic Framework Element includes the City of Villages Strategy, citywide policies that address Urban Form, Neighborhood Quality, Public Facilities and Services, Mobility, Housing Affordability, and Economic Prosperity and Regionalism. The project will be consistent with these strategies through the development of a series of districts to promote diversity within the Specific Plan area by allowing for a variety of land uses and development intensities. The Quarry Falls Specific Plan is centered on a park and trail system. Quarry Falls Park will provide active and passive recreation elements, and a trail system will connect the park to surrounding residential uses. The project also provides housing opportunities and will contribute financing for community facilities to support the increase in residential demands on the community. The proposed project will comply with the City’s Affordable Housing ordinance by providing 10 percent of the total residential units as affordable units onsite. Additionally, the project will develop multiple use areas that collocate residential and employment opportunities in the Mission Valley Subregional District.

To address future growth the City has adopted the “City of Villages” strategy as the preferred land use form. The City of Villages strategy “focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system... A “village” is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village will be unique to the community in which it is located. All villages will be pedestrian-friendly and characterized by inviting, accessible and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Individual villages will offer a variety of housing types affordable for people with different incomes and needs. Over time, villages will connect to each other via an expanded regional transit system (SF-3).” The Quarry Falls project embodies the City of Villages planning strategy by placing a mixed-use village in an already urbanized area, with high density housing, which will provide pedestrian connections from residential areas to parks, transit and commercial work and shopping areas. The concentration and mix of uses is also known as transit oriented development; the project’s provision of trails, bikeways, and access to public transit will give residents an alternative to the automobile.

The SANDAG Smart Growth Concept Map designates the project site as an Urban Center. According to the Smart Growth Fact Sheet, “The Concept Map is a key ingredient to successfully implementing the RCP, as it identifies locations within the region that can support smart growth and transportation investments. This innovative and collaborative map will serve as the foundation for refining the regional transit network and identifying other transportation needs in the development of the 2007 Regional Transportation Plan (RTP). It also will be used to determine eligibility to participate in the Smart Growth Incentive Program funded through *TransNet*.” An Urban Center is defined in the SANDAG Regional Comprehensive Plan as having mid- to high rise residential and office/ commercial development with an intensity range of 40-75 dwelling units per average net acre within one-quarter mile radius of a transit station. The project has a density of approximately 45 units per net acre within a one-half mile radius of a San Diego Trolley station. The project will include a bus shuttle system to efficiently

move residents to the trolley station, which would expand the quarter mile radius that is typically associated with pedestrian trips.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.1

3. Environmental Impact: Compatibility with existing quarry operations. As discussed in Section 5.1 of the Final PEIR, the project could create impacts caused by incompatibility with the existing quarry operations due to noise. Noise impacts and mitigation measures are discussed later at Section E of these findings. The project's noise impacts are considered to be a significant land use impact. Section E of these findings discusses the mitigation measures that are adopted as part of the project to mitigate noise impacts to below a level of significance.

Finding: Significant adverse impacts to land use could arise as a result of noise generated by on-going mining operations, as well as noise from the asphalt and concrete plants, and the interaction with residential project development. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant noise effects as identified in the final EIR.

Facts in Support of Finding: The proposed project will develop in phases over a period of several years. As shown in Final PEIR Table 5.1-1, the majority of mining operations are expected to cease in 2010. The existing plants will operate at their existing locations until approximately 2009 and then will be relocated and will operate at the new location until 2022. Development will begin in 2009, with residential units beginning to be occupied in 2011. Based on the noise analysis presented in Final PEIR Section 5.5, impacts to sensitive receptors could occur without mitigation. As described further in Section 5.5 of the PEIR, the applicable mitigation measures generally require the project to limit the time and location of mining and concrete-and-asphalt plant activities to avoid noise impacts to residences. These mitigation measures will reduce the impacts to below a level of significance.

Mitigation Measures: Mitigation Measures 5.5-7 – 5.5-9 presented in Final PEIR Section 5.5, *Noise*, will reduce project impacts to below a level of significance.

Reference: Final PEIR Section 5.1 and Section 5.5

4. Environmental Impact: Compatibility with the adjacent Serra Mesa community plan. As discussed in Section 5.1 of the PEIR, no incompatibilities between land use types in the proposed project and the Serra Mesa Community Plan area adjacent to the project will occur. However, the proposed project will result in the generation of traffic that will significantly impact roadways and intersections within Serra Mesa.

Finding: Project generated traffic will significantly impact roadways and intersections within the Serra Mesa Community. Changes or alterations have been required in or incorporated into the project which will lessen the significant environmental effects of the project related to traffic. These changes or alterations, however, will not reduce all traffic impacts to below a level of significance; and the project is expected to have significant

unmitigable adverse impacts on traffic. The City finds that there are no other feasible mitigation measures that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: The portion of the project site within Serra Mesa is currently zoned RS-1-7, which allows for single-family homes on minimum 5,000-square-foot lots, in concert with the existing single-family neighborhood to the west. The underlying zone in this area will not be changed. The Quarry Falls project proposes the development of a 1.3-acre passive park on a portion of the six acres located in Serra Mesa, with a trail connection between Quarry Falls and Phyllis Place. The proposed project will rezone the adjacent land to the south within Mission Valley from MVPD-MV-M to RM-1-1, RM-2-4, and OP-2-1. The rezoned land corresponds to the Ridgetop District West, Ridgetop District East, and Parks District in the proposed Quarry Falls Specific Plan, respectively. The Ridgetop District is intended to provide a transition between the existing single-family development to the north and west in Serra Mesa to the more dense urban development within Quarry Falls and Mission Valley to the south. As such, the proposed target density for Ridgetop West is approximately ten dwelling units per net acre and for Ridgetop East is approximately nine dwelling units per net acre, which is generally consistent with the density range identified for the six acres in Serra Mesa and the adjoining Serra Mesa community (six to nine dwelling units per acre).

Traffic associated with the proposed Quarry Falls development will impact roadways and intersections within the Serra Mesa community, as discussed in Final PEIR Section 5.2, *Traffic Circulation*. Traffic and transportation impacts and mitigation measures are discussed later at Section B of these findings. The project's traffic impacts are considered to be a significant land use impact. Section B of these findings discusses the mitigation measures that are adopted as part of the project to mitigate the traffic impacts and the mitigation measures the City evaluated but determined to be infeasible.

Mitigation Measures: MM5.2-1 to MM5.2-12 summarized in Final PEIR Table 5.2-9, *Transportation Phasing Plan*, and incorporated herein by reference.

Reference: Final PEIR § 5.1 and 5.2.

5. Environmental Impact: Consistency with City of San Diego Land Development Code. As discussed in Section 5.1 of the PEIR, the project will rezone areas within the project area so that project development will be consistent with the regulations in the Land Development Code. In addition, the project Specific Plan will make modifications to some base zone development regulations to create a superior project.

The project Specific Plan proposes that building setbacks in some districts may deviate from those established in the applied LDC zone in some areas in order to allow structures to front on public streets and address the street in an urban manner, to create larger useable park spaces, to complement the public park experience, and to provide entryways from the sidewalks to increase pedestrian activity. The Creekside and Village Walk districts within Quarry Falls integrate a mix of housing and commercial space to create a lively urban core. For these

districts, building setbacks will be allowed to deviate from the applied LDC zone to provide a transition from the residential district to the west into the “main street” of the activated Village Walk District, to provide building articulation to increase the public realm, to provide consistency with the adjacent districts, to achieve variations in massing and visual impact, to create a village core for the community that allows for the creation of greater opportunities to expand the public realm, and to provide for continuity with the entire Village Walk district. Limited deviations in building heights from the applied LDC zone are proposed to allow for creativity in design and use of architectural elements, to provide a transition from lower density/height projects to higher density/height projects, to expose views from southern off-site vantage points, to avoid a “walling off” affect associated with projects built at all one height, and to allow for increase in height as a trade-off for providing more internal open space.

Additionally, retaining walls proposed for the Park District will deviate from the regulations of the Land Development Code for the OP-2-1 Zone. Retaining walls up to 30 feet in height are necessary to accommodate a waterfall as a signature feature of the project. The waterfall itself and an engineering rock face create a natural environment that will shield the walls and integrate this amenity with the built environment of Quarry Falls.

Consistency with the applied LDC zone, in concert with the project’s proposed limited deviations, will result in a superior project. Therefore, the project will not result in significant impacts associated with zoning or other applicable policies.

Finding: There will be no adverse environmental impacts to land use associated with zoning or other applicable policies. No mitigation is required.

Facts in Support of Finding: The City’s General Plan, the Strategic Framework Element, the Mission Valley Community Plan, and the City’s LDC form the planning framework for the proposed Quarry Falls Specific Plan. Zones identified in the LDC will be applied to Quarry Falls, as described in and modified, in some cases, by the Specific Plan and Master PDP. Final PEIR Figure 3-5, *Proposed Zoning*, shows the proposed zones for the Quarry Falls Specific Plan. The Specific Plan will make modifications to the base zones to ensure consistency between the LDC and the Specific Plan. In addition parking requirements for the project will be the same as those in the LDC.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.1.

6. Environmental Impact: Consistency with Multiple Species Conversation Program. As discussed in Section 5.1, the project is not within the City of San Diego’s Multiple Habitat Planning Area, but significant impacts to biological resources will occur without mitigation.

Finding: The project is not located in the City of San Diego’s MHPA and therefore there will be no significant adverse impact to the MHPA.

Facts in Support of Finding: A review of the project site using the SANGIS map viewer, MSCP map layer, shows that the project is not located in the City of San Diego

MHPA area. SANGIS is located at <http://www.sangis.org/SangisInteractive/viewer/viewer.asp>. The mitigation measures for biology, which are further described in Section 5.6 of the PEIR and generally require avoidance and restoration of biological resources, would mitigate the project's impact to biology to below a level of significance.

Mitigation Measures: Although the project is not located within the MHPA, impacts to biological resources will occur. Biology impacts and mitigation measures are discussed later at Section F of these findings. The project's impacts to biological resources would be reduced to below a level of significance with implementation of mitigation measures 5.6-1 through 5.6-6. Section F of these findings discusses the mitigation measures that are adopted as part of the project to mitigate impacts to biological resources to below a level of significance.

Reference: Final PEIR § 5.1

B. Transportation/Circulation/Parking

The City's Environmental Analysis Section published new impact thresholds in January 2007 which revised the previous thresholds for traffic impacts. However, as specifically stated in Section 0.1, *Traffic/Parking*, page 73, of the January 2007 *Significance Determination Thresholds*, for projects deemed complete before January 1, 2007, the previously adopted thresholds would apply. The Quarry Falls project was deemed complete on May 17, 2005. Therefore, the City finds that the thresholds presented below shall be used in assessing significance of impacts for the Quarry Falls project. The City finds that applying the previously adopted thresholds to this project and others deemed complete before January 1, 2007 is an efficient and fair way of reducing the administrative burden on the City and applicants that would otherwise occur.

If any intersection or roadway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the following allowable increases in delay or intersection capacity utilization for affected intersections or volume-to-capacity ratio or speed for affected roadway segments:

Level of Service with Project	Allowable Increase Due To Project Impacts*			
	Intersections		Roadway Sections	
	Delay (sec.)	ICU (V/C)	V/C	Speed (mph)
E**	2	0.02	0.02	1
F**	2	0.02	0.02	1

Notes:

* If a proposed project's traffic impacts exceed the values shown in the table, then the impacts are deemed "significant." The project applicant shall identify "feasible mitigations" to achieve LOS D or better.

** The acceptable LOS standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve LOS C.

An impact is also deemed significant if project traffic causes a facility's LOS to drop from LOS D or better to LOS E or LOS F.

1. Environmental Impact: Direct and/or cumulative traffic impacts on existing and planned community and regional circulation networks. As discussed in Section 5.2, the project

would have significant impacts on roadway segments, arterials, intersections, freeway ramps and freeway mainlines due to project traffic. Additional analysis for the possible development of a school within Quarry Falls as part of Phase 1 was also conducted. The location of the school site is anticipated to be on approximately three acres in the area north of Quarry Falls Boulevard, proximate to the Civic Center and Park District. If a school is constructed in this location, it would replace approximately 270 residential units. Impacts associated with construction traffic would not be significant due to the temporary nature of the activity and relatively low percentage of construction traffic represented within overall traffic volumes.

Phase 1 (2010): Phase 1 consists of 2,477 residential units, 40,000 square feet of community commercial, and 40,000 square feet of neighborhood commercial, and a school. Based upon the traffic analysis, development of Phase 1 will generate no more than 17,450 daily external trips, with 1,144 occurring in the AM peak hour and 1,649 occurring in the PM peak hour. Roadway improvements for Phase 1 of the project include construction of Russell Park Way, a connection directly to Friars Road from Russell Park Way, two connections to Mission Center Road, and the construction of Quarry Falls Boulevard from Mission Center Road to Russell Park Way (see Final PEIR Figure 3-16, *Quarry Falls Vehicle Circulation Plan*).

Impact 5.2-1: Impacts from Phase 1 are expected to be significant on the following roadway segments and arterials:

- Friars Road – Via Las Cumbres to Fashion Valley Road
- Friars Road – Ulric/SR-163 Southbound Ramps to SR-163 Northbound Ramps
- Friars Road – SR-163 Northbound Ramps to Frazee Road
- Friars Road – Fenton Parkway to Northside Drive
- Friars Road – I-15 Southbound Ramps to I-15 Northbound Ramps
- Friars Road – I-15 Northbound Ramps to Rancho Mission Road
- Friars Road – Riverdale Street to Mission Gorge Road
- Mission Center Road – Mission Valley Road to Friars Road
- Murray Ridge Road – I-805 Northbound Ramps to Mission Center Road
- Murray Ridge Road – Mission Center Road to Pinecrest Avenue
- Texas Street – I-8 Eastbound Ramps to Camino del Rio South
- Texas Street – Camino del Rio South to Madison Street
- Texas Street – Madison Street to Monroe Avenue
- Texas Street – Monroe Avenue to Meade Avenue

Impact 5.2-2: Impacts from Phase 1 are expected to be significant at the following intersections:

- Friars Road/SR-163 Southbound Ramp/Ulric Street (AM and PM Peak)
- Friars Road/SR-163 Northbound Ramp (PM Peak)
- Friars Road/Frazee Road (PM Peak)
- Phyllis Place/I-805 Southbound Ramp (AM and PM Peak)
- Phyllis Place/I-805 Northbound Ramp (PM Peak)
- Murray Ridge Road/Mission Center Road (PM Peak)
- Murray Ridge Road/Pinecrest Avenue (PM Peak)

Impact 5.2-3: Impacts from Phase 1 are expected to be significant at the following freeway ramps:

- I-15 NB at Friars Road (AM peak hour)
- I-8 EB at SB Texas Street (PM peak hour)
- I-15 NB at Friars Road (PM peak hour)
- I-15 SB at Friars Road (I-8 Bypass) (PM peak hour)

Impact 5.2-4: Impacts from Phase 1 are expected to be significant on the following freeway segments:

- SR-163 (Southbound) – Friars Road to Genesee Avenue (PM Peak)

Phase 2 (2012): Phase 2 would consist of a cumulative total of 3,285 residential units, 400,000 square feet of retail commercial, 40,000 square feet of community commercial, 40,000 square feet of neighborhood commercial, 30,000 square feet of commercial office, a school, three acres of active park (civic center), and 12.2 acres of passive park. Development of Phase 2 is expected to generate no more than 39,563 daily external trips, with 1,950 occurring in the AM peak hour and 3,691 occurring in the PM peak hour. Roadway improvements for Phase 2 of the project include the construction of Via Alta, the construction of Quarry Falls Boulevard from Via Alta to Qualcomm Way, and the construction of Qualcomm Way from Quarry Falls Boulevard to the existing terminus at Friars Road.

Impact 5.2-5: Impacts from Phase 2 are expected to be significant on the following additional roadway segments and arterials:

- Friars Road – Avenida de las Tiendas to Ulric Street/SR-163 Southbound Ramps
- Friars Road – Frazee Road to River Run Drive
- Friars Road – Northside Drive to Stadium Road
- Friars Road – Santo Road to Riverdale Street
- Mission Center Road – Murray Ridge Road to I-805 Overpass
- Mission Center Road – Camino del Rio North to I-8 Eastbound Ramp
- Texas Street – Meade Avenue to El Cajon Boulevard (Partially mitigated by traffic calming improvements in Phase 1)
- Mission Gorge Road – Friars Road to Zion Avenue

Impact 5.2-6: Impacts from Phase 2 are expected to be significant at the following additional intersections:

- Friars Road/Fashion Valley Road (PM Peak – mitigated by improvements in Phase 1)
- Friars Road/I-15 Southbound Ramp (PM Peak)
- Mission Center Road/I-8 Eastbound Ramp (PM Peak)

Impact 5.2-7: Impacts from Phase 2 are expected to be significant on the following additional freeway segments:

- SR-163 (Northbound) – I-8 to Friars Road (AM Peak)
- SR-163 (Southbound) – I-8 to Friars Road (PM Peak)
- I-8 (Eastbound) – Mission Center Road to Qualcomm Way (PM Peak)

The ramp metering analysis conducted for Phase 2 identifies no additional significant impacts for freeway ramps.

Phase 3 (2014): Phase 3 of the Quarry Falls project would consist of a cumulative total of 4,538 residential units, 400,000 square feet of retail commercial, 40,000 square feet of community commercial, 40,000 square feet of neighborhood commercial, 30,000 square feet of commercial office, a school, a 4,000 square foot private recreation center, three acres of active park, and 12.2 acres of passive park. Phase 3 is expected to generate no more than 45,719 daily cumulative external trips, with 2,467 occurring in the AM peak hour and 4,248 occurring in the PM peak hour. Roadway improvements for Phase 3 would consist of the full internal circulation network of the project, including Franklin Ridge Road and Community Lane, both of which are north/south roads, and Quarry Falls Boulevard from Qualcomm Way to Franklin Ridge Road.

With implementation of Phase 3, there would be no additional significant impacts to roadway and arterial segments, intersections or freeway ramps. Implementation of Phase 3 would result in significant impacts on three freeway segments.

Impact 5.2-8: Impacts from Phase 3 are expected to be significant on the following additional freeway segments:

- SR-163 (Northbound) – Friars Road to Genesee Avenue (AM Peak)
- I-15 (Southbound) – North of Friars Road (PM Peak)
- I-15 (Southbound) – South of Friars Road (PM Peak)

Phase 4 (2022): Phase 4 is the build out of the project and would consist of a cumulative total 4,780 residential units, 400,000 square feet of retail commercial, 40,000 square feet of community commercial, 40,000 square feet of neighborhood commercial, 420,000 square feet of commercial office, a school, a 4,000 square foot private recreation center, 3 acres of active park and 12.2 acres of passive park. Phase 4 is expected to generate 48,959 daily cumulative external trips, with 3,241 occurring in the AM peak hour and 5,098 occurring in the PM peak hour. The internal project circulation system was assumed to be complete in Phase 3.

Impact 5.2-9: Impacts from Phase 4 are expected to be significant on the following additional segment:

- Friars Road – Mission Village Road to I-15 Southbound Ramp

Impact 5.2-10: Impacts from Phase 4 are expected to be significant at the following three additional intersections:

- Friars Road Eastbound/Qualcomm Way (PM Peak) (Mitigated to below a level of significance by improvements in the Phase 2 Transportation Improvement Plan.)
- Qualcomm Way/I-8 Westbound Ramp (PM Peak) (Mitigated to below a level of significance by improvements in the Phase 3 Transportation Improvement Plan.)
- Texas Street/El Cajon Boulevard (PM Peak) (Mitigated to below a level of significance by improvements in the Phase 3 Transportation Improvement Plan.)

All of these intersections would be fully mitigated by measures implemented as part of earlier phases of the project.

Implementation of Phase 4 would not result in any additional significant impacts to freeway ramps or freeway mainline segments.

Finding: The project would significantly impact roadway segments, intersections, freeway ramps and freeway mainlines. The impacts to intersections and some roadway segments are considered significant but mitigable. Impacts to freeway ramps and freeway mainlines are considered significant and unmitigable. For the school option, the change to the total ADT and AM trips is minor, and the analysis shows that while no new impacts different than those shown in the above impact analysis would occur under the school option, this option would result in impacts to Mission Gorge Road (Friars Road to Zion Avenue) and Friars Road (Avenida de las Tiendas to Ulric Street) being shifted from Phase 2 to Phase 1. No significant adverse impacts from construction traffic would occur. Changes or alterations have been required in or incorporated into the project which will lessen the significant environment effects of the project related to traffic. These changes or alterations, however, will not reduce this impact to below a level of significance and the project is expected to have a significant adverse impact on traffic. The City finds that there are no other feasible mitigation measures that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: Section 5.2 of the Final PEIR, incorporated herein by reference, describes the project's impacts on traffic, including impacts to street segments, intersections, freeway segments, freeway ramp meters, and Congestion Management Program (CMP) arterials, for both the near-term and at the horizon year. KOA Corporation prepared a traffic study, titled Quarry Falls Traffic Impact Study (September 2007), (Final PEIR Appendix B) incorporated herein by reference, that examined the effects of the proposed Quarry Falls project on the existing and planned circulation system based on the anticipated phasing of the project and build-out of the community. The Traffic Impact Study evaluated existing conditions (based on current street improvements and operations), Phase 1 (Year 2010), Phase 2 (Year 2012), Phase 3 (Year 2014), Phase 4 (Project Build-out - Year 2022), and Horizon Year (Year 2030).

The Quarry Falls project lies within two communities: Mission Valley and Serra Mesa. The Mission Valley Community Plan envisions a road connection through the project site that would connect Serra Mesa (at Phyllis Place) to Mission Valley (at Friars Road and Mission Center Road). This road connection is not identified in the Serra Mesa Community Plan. While the traffic study evaluates the project both without and with the road connection, the project does not propose to construct the connection.

The study area for the project is based on the City of San Diego *Traffic Impact Study Manual Guidelines*, as well as review of on-going traffic studies and knowledge of the local transportation system, and is consistent with the San Diego Association of Governments'

(SANDAG's) *Congestion Management Program*. The study area for the proposed project includes existing intersections and their corresponding roadway segments including:

- Friars Road from Napa Street in Mission Valley to Jackson Drive in the Navajo community;
- Mission Center Road from Murray Ridge Road to Camino Del Rio South;
- Qualcomm Way from the project to I-8;
- Texas Street from I-8 to El Cajon Boulevard in the Greater North Park community;
- Phyllis Place/Murray Ridge Road from I-805 to Pinecrest Avenue;
- Portions of Camino del la Reina, Camino del Rio North, and Fenton Parkway; and
- Other internal project streets.

Ramp meters at freeway entrances in the study area currently exist at:

- I-805 Northbound at Murray Ridge (AM peak hour)
- I-15 Northbound at Friars Road (AM peak hour)
- I-805 Southbound at Murray Ridge (PM peak hour)
- I-8 Eastbound at Southbound Texas Street (PM peak hour)
- I-8 Eastbound at Northbound Texas Street (PM peak hour)
- I-15 Northbound at Friars Road (PM peak hour)
- I-15 Southbound at Friars Road (PM peak hour)
- I-15 Southbound at Friars Road (I-8 Bypass) (PM peak hour)

The study area also includes a freeway mainline analysis of the following:

- I-8 from SR 163 to I-805;
- I-805 from I-8 to Mesa College Drive;
- SR 163 from I-8 to Genesee Avenue; and
- I-15 from I-8 to Aero Drive

To determine potential temporary impacts associated with the construction of the project, the amount, distribution and duration of construction traffic was estimated based upon engineering judgment and the standards contained in the South Coast Air Quality Management District CEQA Air Quality Handbook (1993).

The Quarry Falls project would replace on-going resource extraction operations with a mix of uses including parks, open space, and civic uses; commercial office space; commercial retail space; and residential dwelling units. Build out of the proposed project would generate a total of 62,169 daily driveway vehicle trips internally. Of the 62,169 total driveway vehicle trips, 48,959 trips are cumulative external trips with 3,241 occurring in the morning (AM) peak hour and 5,098 occurring in the afternoon (PM) peak hour. (Cumulative external trips are new trips to the community that would leave the site). Because build-out of Quarry Falls would occur in four phases, daily trips would be generated incrementally over time as each phase is implemented.

An analysis of traffic impacts associated with constructing a school in Quarry Falls has been evaluated as part of the *Quarry Falls Traffic Impact Study*. For purposes of that analysis, it was assumed that a future school would accommodate 240 elementary school

children, 198 middle school children and 352 high school students, resulting in approximately 1,607 cumulative ADT. The reduction of over 300,000 square feet of commercial development more than offsets the total driveway trip generation for school. The analysis shows that while no new impacts would occur under the school option, this option would result in impacts to Mission Gorge Road (Friars Road to Zion Avenue) and Friars Road (Avenida de las Tiendas to Ulric Street) being shifted from Phase 2 to Phase 1.

The analysis for construction traffic includes off-site construction trips. For the Quarry Falls project, construction traffic would be minimized due to a number of measures planned to be included during the construction process. The VTM proposes approximately 1,223,000 cubic yards of cut and 1,358,000 cubic yards of fill, resulting in the need for an additional 135,000 cubic yards of fill, which would be generated onsite through excavating for parking garages and other structures. Additionally, because the project is at the location of a mining operation, the majority of concrete and asphalt construction materials could be purchased from the on-site batch plants, further reducing the need for off-site heavy-truck construction traffic. The project would also implement a construction debris recycling program with the intent to reuse much of this material on-site, reducing trips to the local landfill. The total construction traffic associated with Phase 1 would be approximately 2,191 ADT, Phase 2 approximately 2,368 ADT, Phase 3 approximately 786 ADT, and Phase 4 approximately 841 ADT. Truck traffic would access the site through major roadways and would not rely on residential streets for access. The majority of truck trips would occur between the hours of 7:00 AM and 3:30 PM. In addition, standard requirements, from the City of San Diego Regional Standard Drawings, imposed by the City through construction traffic control plans include limiting traffic control to time periods which would not overlap with peak commuter traffic.

Since preparation of the PEIR, the following additional mitigation measure has been identified that reduces a temporary impact to below a level of significance. Per CEQA Guidelines Section 15088, the addition of this mitigation measure does not constitute significant new information and in fact utilizes the early implementation of an existing mitigation measure to reduce a temporary impact to below a level of significance.

The Phase 1 arterial impact to Friars Road from Via Las Cumbres to Fashion Valley Road (Impact 5.2-1) is mitigated to below a level of significance by improvements to the intersection at Friars Road and Fashion Valley Road (MM 5.2-6a). This improvement increases the efficiency of the turn movement, thereby increasing the green time available for thru traffic on Friars Road. The timing of this improvement has been moved to Phase 1 of the Transportation Phasing Plan.

Mitigation Measures: MM5.2-1 to MM5.2-12 summarized in Final PEIR Table 5.2-9, Transportation Phasing Plan, and herein incorporated by reference. Implementation of these mitigation measures will reduce many of the significant traffic impacts to roadway segments and intersections. Significant, unmitigated impacts would remain for some roadway/arterial segments, intersections, freeway ramps and freeway segments. The implementation of the project will also create temporary impacts, some of which would be subsequently mitigated to below a level of significance by future improvements made by the project, while others would be reduced to below a level of significance by the build-out of improvements identified in the Mission Valley Public Facilities Financing Plan. Arterial

widening, traffic signal coordination and other traffic improvements, and freeway interchange improvements would offset ramp and freeway impacts; however, these impacts would remain significant and unmitigated. The adoption of a Statement of Overriding Considerations would be required for the project's significant and unmitigated impacts.

Reference: Final PEIR § 5.1.

Unmitigated Impacts and Infeasibility of Mitigation

The project proposes numerous improvements to mitigate impacts to below a level of significance; however, the following direct impacts to traffic remain significant and unmitigated:

Segments and Arterials:

- **Friars Road – Ulric/SR-163 Southbound Ramps to River Run Drive (temporary impact until construction of Phase 1 of Friars Road/ SR-163 Interchange improvements by the City of San Diego).** Local improvements have been identified that mitigate the impact to these segments to below a level of significance, however, a total fair share contribution of \$19,000,000 (2007 dollars) enables the lead agency to secure matching funding for construction of a more comprehensive set of regional improvements. This location was constructed many decades ago and includes inefficient or out-of-date design components (braided off- and on-ramp weaves; free right turns) that no longer achieve the capacity and safety needs of the existing and planned traffic volumes in Mission Valley and SR-163. The local improvements are a subset of the Phase 1 interchange improvements and do not include that portion of freeway improvements unrelated to the impacts to Friars Road.

The City of San Diego and Caltrans are cooperating on the interchange design and the completion of the environmental review to implement the project which provides substantial public benefit to residents and commuters. Environmental review is scheduled to be completed in 2009; the project will complete its design and be ready for construction in 2013. This design implements the full improvement in coordinated phases, minimizing the inconvenience and service degradation to traffic resulting from construction activities. If the local improvement were built first and the full improvement built later, the overall costs might be higher, construction time would likely be longer, and portions of the local improvement might have to be undone when the full improvement was built.

The fair share contribution will enable the City to accelerate the implementation of this regional transportation project. The project could implement local improvements instead of providing the \$19,000,000 in fair share payments; however, this requires the approval of Caltrans, which, if not forthcoming, would render the direct mitigation measures infeasible. This does not accomplish the City's goal of constructing a regional arterial system improvement, securing Caltrans' approvals and may not be supported by Caltrans for local-only improvements could prove to be problematic, therefore, the construction of only local improvements rather than the full Phase 1 interchange improvements would most likely not be desirable to these agencies. These jurisdictional considerations and

priorities render the monetary contribution preferable to the physical construction of local improvements; thus the mitigation is considered infeasible.

- **Friars Road – Avenida de las Tiendas to Ulric Street/SR-163 Southbound Ramps (temporary impact in Phase 2 and Phase 3 of the project; mitigated by the construction of Hazard Center Drive).** The traffic study for the project conservatively assumed that Hazard Center Drive would not be constructed until Phase 4. This improvement is a current permit condition for Hazard Center. Since the time the Draft PEIR was circulated, the City and property owner have engaged in discussions to complete the design process to accelerate the implementation of the Hazard Center Drive. Should this not occur in a timely fashion, the City retains the ability to take enforcement action to compel the construction of the improvement. Based upon the City's actions to ensure construction of Hazard Center Drive in a time frame prior to Phase 2, this impact would be avoided.
- **Friars Road – River Run to Northside Drive.** The adoption of the Mission City Specific Plan by the City Council eliminated the requirement for a grade separated interchange at Friars Road and Fenton Parkway, effectively downgrading the classification of these portions of Friars Road from an expressway to a prime arterial, thereby constraining the capacity of Friars Road and the overall circulation system. The segment and intersections have been improved to fully implement the prime arterial classification; any change to increase the classification of the street will require the City Council to amend the Mission Valley Community Plan to increase the capacity of Friars Road. This decision would require widening of segments and intersections or the construction of grade separated interchanges that would require the acquisition of adjacent property developed with residential and commercial projects. The widening would place existing residents and businesses in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust, thereby impacting the perception of quality of life. These social and policy considerations render the mitigation infeasible.
- **Friars Road – Northside Drive to Stadium Way (temporary impact until Horizon Year).** The adoption of the Mission City Specific Plan by the City Council eliminated the requirement for a grade separated interchange at Friars Road and Fenton Parkway, effectively downgrading the classifications of these portions of Friars Road from an expressway to a prime arterial, thereby constraining the capacity of Friars Road and the overall circulation system. The segment and intersections have been improved to fully implement their classification; an improvement to increase the classification of the street would require the City Council to amend the Mission Valley Community Plan to increase the capacity of Friars Road. This decision would require widening of segments and intersections or the construction of grade separated interchanges that would require the acquisition of adjacent property developed with residential and commercial projects. The widening would place existing residents and businesses in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust, thereby impacting the perception of quality of life. These social and policy considerations render the mitigation infeasible.
- **Friars Road – Mission Village Road to I-15 Southbound Ramp (temporary impact only until Phase 4 of the project).** The impact to this segment is based upon a small,

temporary increase (36 ADT) in trips on a segment with a capacity of 70,000 ADT for LOS E. The Phase 2 Friars Road/I-15 Southbound Ramp intersection improvement and synchronization of signals, while it does not increase capacity, could be considered partial mitigation that will improve the efficiency of the thru movement in this area. The implementation of a widening project at this location will ultimately result in a roadway with excess capacity and a level of service that cannot be achieved on other segments of Friars Road. Therefore, it would not be equitable to require the project to fully mitigate a small, temporary impact; this equity consideration renders the mitigation infeasible.

- **Friars Road – I-15 Southbound Ramps to Rancho Mission Road.** The I-15 HOV Corridor Study will address the needs to widen and lengthen the I-15 bridge and the adjacent segment by implementing comprehensive improvements to the full interchange to provide additional capacity and accommodate managed lanes. Improving the bridge to only increase local capacity will most likely not meet the needs of the managed lane project. The Phase 2 Friars Road/I-15 Southbound Ramp intersection improvement and synchronization of signals, while it does not increase capacity, could be considered partial mitigation that will improve the efficiency of the thru movement in this area. Mitigation for the project’s segment impact could ultimately be determined to be inconsistent with the I-15 HOV Corridor Study and therefore not secure the necessary Caltrans approvals given the likelihood for the need to demolish the bridge to lengthen the abutments for the new managed lanes. The uncertainty in the ultimate interchange design and final outcome of the I-15 Corridor Study make it speculative to identify a mitigation measure for local improvements that can be successfully implemented to reduce the impact to below a level of significance. This jurisdictional consideration and the inability to implement an improvement in a successful manner and in a reasonable period of time render the mitigation infeasible.
- **Friars Road – Santo Road to Mission Gorge Road and Mission Gorge Road – Friars Road to Zion Avenue.** The widening of Friars Road for these segments would require additional right-of-way from adjacent businesses on the north and south sides of Friars Road. The widening will place existing commercial offices in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust. The properties on the southwest and southeast quadrants of the intersection of Riverdale Street and Friars Road would lose existing parking and potentially have impacts to their internal circulation. Impacts to parking and internal circulation at these locations may negatively impact the existing and adjacent businesses. The widening of the bridge over the San Diego River will result in additional impacts to sensitive biological resources, including wetlands. These social considerations render the mitigation infeasible.
- **Texas Street – I-8 Eastbound Ramps to Camino del Rio South, Camino del Rio South to Madison Street, Madison Street to Monroe Avenue, Monroe Avenue to Meade Avenue, and Meade Avenue to El Cajon Boulevard.** Improvements have been identified to reduce the impacts to these segments to below a level of significance. However, the Greater North Park Public Facilities Financing Plan identifies alternative improvements which will be implemented by the project for sidewalks, lighting and traffic calming rather than an increase in the number of lanes. This alternative has been recommended by the Greater North Park Planning Group. Implementation of a higher capacity Texas Street would impact local residents and businesses by creating a traffic

environment that reduces walkability in the neighborhood, as well as be inconsistent with the financing plan and community priorities. This area is defined by a fine grained street network that encourages walkability; the widening of Texas Street could have a negative impact on both the character of the neighborhood and walkability and therefore be inconsistent with the mobility and community planning goals of the General Plan. This change would most likely be perceived as a negative impact on the quality of life. These social and policy considerations render the mitigation infeasible. As partial mitigation, the project proposes the addition of a sidewalk and pedestrian lighting from Camino del Rio South to Madison Street (estimated cost approximately \$2M) and a contribution of \$100,000 for traffic calming between Madison Street and El Cajon Boulevard.

- **Murray Ridge Road – I-805 Northbound to Pinecrest Avenue.** Improvements have been identified to reduce the impact to this segment to below a level of significance, however, the Serra Mesa Planning Group has recommended alternative mitigation for traffic calming rather than the road restriping to increase the number of lanes which has been proposed as partial mitigation to road widening. Implementation of a higher capacity road will impact the availability of either parking or the Class II Bike Lane. This will result in impacts to the character and walkability of the neighborhood and therefore be inconsistent with the mobility and community planning goals of the General Plan by creating a traffic environment that degrades the quality of life in the neighborhood. These social and policy considerations render the mitigation infeasible.
- **Mission Center Road – Camino del Rio North to I-8 Eastbound Ramp (temporary impact until Phase 3).** Mitigation has been identified to reduce the impacts to this segment to below a level of significance; however, to avoid simultaneous construction on three interchanges that provide access to Mission Valley, the mitigation is being timed in a way that will create a temporary significant impact. A \$1,000,000 (2007 dollars) contribution to begin the project study report will be made in Phase 2 of the Transportation Phasing Plan with full improvements (assured satisfactory to the City Engineer) to mitigate all impacts to below a level of significance in Phase 3. Due to other project mitigation measures being implemented to the Friars Road/SR-163 and Friars Road/I-15 Interchanges, this improvement has been deferred to avoid unacceptable traffic impacts due to the reconstruction of multiple Mission Valley interchanges at the same time. Overlapping construction of multiple interchanges would create unacceptable levels of service and could impair emergency vehicle access to Mission Valley. Therefore, the temporary impact to level of service at this location is preferable to the more significant reductions in LOS due to simultaneous construction at three interchanges that provide access to Mission Valley. The social considerations render the mitigation infeasible.

Intersections:

- **Friars Road/SR-163 Southbound Ramp/Ulric Street (AM and PM Peak), Friars Road/SR-163 Northbound Ramp (PM Peak), and Friars Road/Frazee Road (PM Peak) (temporary impact until construction of Phase 1 of Friars Road/ SR-163 Interchange improvements by the City of San Diego).** Improvements have been identified to reduce the impact to these segments to below a level of significance, however, a total fair share contribution of \$19,000,000 (2007 dollars) enables the lead agency to secure matching funding for construction of a more comprehensive set of regional improvements. This location was constructed many decades ago and includes

inefficient or out-of-date design components (braided off- and on-ramp weaves; free right turns) that no longer achieve the capacity and safety needs of the existing and planned traffic volumes in Mission Valley and SR-163. The local improvements are a subset of the Phase 1 interchange improvements and do not include that portion of freeway improvements unrelated to the impacts to Friars Road.

The City of San Diego and Caltrans are cooperating on the interchange design and the completion of the environmental review to implement the project which provides substantial public benefit to residents and commuters. Environmental review is scheduled to be completed in 2009; the project will complete its design and be ready for construction in 2013. This design implements the full improvement in coordinated phases, minimizing the inconvenience and service degradation to traffic resulting from construction activities. If the local improvement were first and the full improvement built later, the overall costs might be higher, construction time would likely be longer, and portions of the local improvement might have to be undone when the full improvement was built.

The fair share contribution will enable the City to accelerate the implementation of this regional transportation project. The project could implement local improvements instead of providing the \$19,000,000 in fair share payments; however, this requires the approval of Caltrans, which, if not forthcoming, would render the direct mitigation measures infeasible. Given Caltrans and the City's goal of constructing a regional arterial system improvement, securing Caltrans' approvals for local-only improvements could prove to be problematic, therefore, the construction of only local improvements rather than the full Phase 1 interchange improvements would most likely not be desirable to these agencies. These jurisdictional considerations and priorities render the monetary contribution preferable to the physical construction of local improvements; thus the mitigation is considered infeasible.

- **Mission Center Road/I-8 Eastbound Ramp (PM Peak) (temporary impact until Phase 3).** Mitigation has been identified to reduce the impacts to this segment to below a level of significance; however, to avoid simultaneous construction on three interchanges that provide access to Mission Valley, the mitigation is being timed in a way that will create a temporary significant impact. A \$1,000,000 (2007 dollars) contribution to begin the project study report will be made in Phase 2 of the Transportation Phasing Plan with full improvements (assured satisfactory to the City Engineer) to mitigate all impacts to below a level of significance in Phase 3. Due to other project mitigation measures being implemented to the Friars Road/SR-163 and Friars Road/I-15 Interchanges, this improvement has been deferred to avoid unacceptable traffic impacts due to the reconstruction of multiple Mission Valley interchanges at the same time. Therefore, the temporary impact to level of service at this location is preferable to the more significant reductions in LOS due to simultaneous construction at three interchanges that provide access to Mission Valley. The social considerations render the mitigation infeasible.

Freeway Ramps:

- **I-15 NB at Friars Road (AM peak hour), I-8 EB at SB Texas Street (PM peak hour), I-15 NB at Friars Road (PM peak hour), and I-15 SB at Friars Road (I-8 Bypass) (PM peak hour).** The Regional Transportation Congestion Improvement Program (RTCIP) was created by SANDAG to ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements. The RTCIP Impact Fee Nexus Study dated September 5, 2006 was prepared for SANDAG to provide a single nexus analysis for use by all local agencies in San Diego County to fulfill their contribution towards regional improvements. Using the nexus study as a basis, beginning July 1, 2008 the City of San Diego requires \$2,332.00 per single family unit and \$1,865 per multi-family unit (affordable housing is exempt) in exactions or equivalent improvements for each newly constructed residential housing unit to allow the City to ensure it receives TransNet funding

At build-out, the project would provide mitigation in excess of \$31 million (2007 dollars) towards widened arterials, traffic signal coordination, and freeway interchange improvements at SR-163/Friars Road, I-8/Mission Center Road, I-15/Friars Road and I-805/Murray Ridge Road locations. This exceeds the approximately \$8 million in exactions for arterial improvements that would be required using the RTCIP as a baseline.. The goal of the RTCIP is to establish an impact fee system to enable projects to fulfill their contribution to these regional improvements, therefore the unmitigated freeway ramp impacts of the project are partially offset by significant improvements to Friars Road and other interchange improvements that satisfy the RTCIP requirements established by the City of San Diego and SANDAG.

In addition, reduction in ramp meter delays requires the approval of Caltrans to increase the metering rate to increase ramp capacity. However, Caltrans policy restricts the flow of vehicles onto the freeway in order to manage freeway capacity, thereby preventing individual projects from adjusting ramp meter rates. In addition, the I-15 northbound ramp has been improved to three lanes, the maximum design capacity allowed by Caltrans. This jurisdictional consideration and the inability of a single private development project to accomplish freeway improvements (to increase capacity to allow for an increase in ramp meter rate) in a successful manner and in a reasonable period of time render the mitigation infeasible.

Freeway Segments:

- **SR-163 (Southbound) – Friars Road to Genesee Avenue (PM Peak), SR-163 (Northbound) – I-8 to Friars Road (AM Peak), SR-163 (Southbound) – I-8 to Friars Road (PM Peak), I-8 (Eastbound) – Mission Center Road to Qualcomm Way (PM Peak), SR-163 (Northbound) – Friars Road to Genesee Avenue (AM Peak), I-15 (Southbound) – North of Friars Road (PM Peak), and I-15 (Southbound) – South of Friars Road (PM Peak).** The Regional Transportation Congestion Improvement Program (RTCIP) was created by SANDAG to ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements. This study recognizes freeway

improvements are part of a regional solution that most often cannot be addressed by an individual project. The RTCIP Impact Fee Nexus Study dated September 5, 2006 was prepared for SANDAG to provide a single nexus analysis for use by all local agencies in San Diego County to fulfill their contribution towards regional improvements. Using the nexus study as a basis, beginning July 1, 2008 the City of San Diego requires \$2,332.00 per single family unit and \$1,865 per multi-family unit (affordable housing is exempt) in exactions or equivalent improvements for each newly constructed residential housing unit to allow the City to ensure it receives TransNet funding.

The goal of the RTCIP is to establish an impact fee system to enable projects to fulfill their contribution to these regional improvements, therefore the unmitigated freeway impacts of the project are partially mitigated by significant improvements to Friars Road and other interchange improvements. Mitigation for freeway impacts would require widening of that respective segment, requiring Caltrans approval. Projects of this size are determined by freeway corridor studies due to their scope being beyond the capabilities of an individual private development project. This jurisdictional consideration renders the mitigation infeasible.

At build-out, the project would provide mitigation for over \$31 million (2007 dollars) for improvements to the regional arterial system, which includes widened arterials, traffic signal coordination, and improvements to five interchanges serving Mission Valley. This satisfies the approximately \$8 million in RTCIP contributions that would be assessed by the City of San Diego as an exaction for impacts to the regional system, therefore, it would be inequitable to impose both the impact fee and require direct improvements. In addition, the physical improvement to the interchange at Mission Center Road and I-8 is preferable to a fair share payment for I-8 corridor improvements due to the benefit of providing mitigation to improve traffic flow. The inability of a single private development project to accomplish these freeway improvements in a successful manner and in a reasonable period of time renders this mitigation infeasible.

1. Environmental Impact: Streets closed or realigned/alterations to the existing circulation. As discussed in Section 5.2, the project will not result in closing or realigning any streets.

Finding: The project will not result in closing or realigning any streets, and therefore no adverse environmental impacts will occur. No mitigation is required.

Facts in Support of Finding: The project will construct all on-site roads needed to provide access to and through the project site. Environmental impacts associated with physical construction of project roadways are evaluated in the PEIR. Vehicles will gain access into the project site via a connection to Qualcomm Way from proposed Quarry Falls Boulevard and a connection directly to Friars Road from proposed Russell Park Way. Additionally, there will be two entrances into the site from Mission Center Road. Development of the site will not result in any streets being closed or realigned as part of the project. The project will result in alterations to existing streets in order to implement proposed traffic mitigation measures. These alterations will involve widening existing roads, installing traffic signals, restriping travel lanes, and lengthening travel lanes. Final PEIR figure 5.2-2, *Transportation Phasing Plan Improvements*, shows the location of these improvements.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.2.

2. Environmental Impact: Parking for various uses that satisfy the City's requirements. As discussed in section 5.2, parking requirements in the Specific Plan will be consistent with the City of San Diego's Land Development Code.

Finding: No significant adverse impacts to parking resources will occur due to the fact that pursuant to Section 8.2 of the proposed Quarry Falls Specific Plan, parking requirements shall be in accordance with the City's Land Development Code. No mitigation is required.

The implementation of two mitigation measures will result in the elimination of some on-street parking. Improvements along Murray Ridge Road to restripe from two to four lanes could result in the loss of approximately 272 spaces; however, on street parking can be maintained by the elimination of the Class II bike lane. The addition of a turn lane at the Friars Road/Fashion Valley Road intersection would result in the loss of approximately 25 spaces; in this case, the adjacent residential development was previously required to satisfy all parking requirements on-site. The impact to the availability of on-street parking is not a result of a deficit in the parking proposed for Quarry Falls, as the project would provide parking in accordance with the City's parking requirements. The elimination of on-street parking will result from the implementation of the road classification identified in the respective community plans for Serra Mesa and Mission Valley and is not regarded as a significant impact associated with the project.

Facts in Support of Finding: Automobile parking shall comply with Land Development Code based on the zoning and land uses applied to each subdistrict. Parking requirements contained in LDC Section 142.0500 shall apply to development in Quarry Falls.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §5.2.

3. Environmental Impact: Pedestrian and bicycle facilities to accommodate non-vehicular travel and off-site connections and linkages to facilitate pedestrian and bicycle use. As discussed in Section 5.2, the project will provide for adequate internal pedestrian walkways, bicycle facilities, transit facilities and other non-vehicular circulation.

Finding: No significant adverse environmental effects to pedestrian and bicycle facilities will occur. No mitigation is required.

Facts in Support of Finding: The Specific Plan is based on the concept of Quarry Falls as an urban village and contains design features which promote pedestrian and bicycle activity. Such design features include street fronting commercial uses with promenades that extend through the park system and connect the entire project; sidewalks and pop-outs are in place wherever possible. An extensive integrated trail system would provide expanded pedestrian opportunities in the park and include the Grand Steps, the Park Trail, and the Finger Trails (see Final PEIR Figure 5.2-3, *Quarry Falls Pedestrian Trails and Facilities*, of the Final PEIR).

Bicyclists would be accommodated by Class II bikeways located on Quarry Falls Boulevard, Russell Park Way, Via Alta, and Franklin Ridge Road (see Final PEIR Figure 5.2-4, *Quarry Falls Bike Facilities*, of the Final PEIR). The sidewalks and bicycle lanes occurring along project streets would connect to those occurring along Friars Road and Mission Center Road, which would allow continued pedestrian and bicycle activity beyond the Specific Plan area. Additionally, the project would construct a pedestrian bridge over Friars Road to connect Quarry Falls with Rio Vista West and the trolley station. Bicycle parking and storage will be provided within each private development project in accordance with the Land Development Code development regulations for that respective zoning district.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.2

C. Aesthetics/Visual Quality

1. Environmental Impact: Land Form Alteration/Grading. As discussed in PEIR Section 5.3, the approved CUPs and Reclamation Plan result in substantial landform alterations. The modifications proposed by the project represent a change in the topography and ground relief features of the site from the approved Reclamation Plan by replacing the flat pad bordered by mined slopes up to 220 feet in height with terraced pads and manufactured slopes up to 120 feet in height. According to the Development Services Department's *Significance Determination Thresholds*, the project may significantly alter the landform if *the project would alter more than 2,000 cubic yards of earth per graded acre*. The VTM proposes approximately 1,223,000 cubic yards of cut and 1,358,000 cubic yards of fill, resulting in the need for an additional 135,000 cubic yards of fill, which would be generated onsite through excavating for parking garages and other structures. Therefore, the project would meet the condition for determining significance under the City's thresholds, and landform alterations associated with the project would be considered significantly adverse.

Finding: The project would result in substantial modification of the existing manufactured landform created by the on-going mining operations to replace the mined site with urban uses. The change from the approved Reclamation Plan to that proposed by the project would be considered significant; however, the City finds that there are no mitigation measures that will mitigate the impact to below a level of significance. Adoption of the No Project/No Build: Continuation of Approved Conditional Use Permit/Implementation of Approved Reclamation Plans alternative would avoid the impact because no development would occur on the site. Adoption of other project alternatives would reduce the magnitude of the change in the visual character of the site and surrounding area but would not avoid the significant impact. As stated in Section VII, FINDINGS REGARDING ALTERNATIVES, of these Findings, the City finds that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: The proposed project includes a modification to the approved Reclamation Plans which would alter the final topography of the manufactured site

that results following mining. The approved Reclamation Plan would provide a relatively large flat pad in the central portion of the site, surrounded by steep hillsides up to 220 feet in height to the northwest, north, and east. The project's proposed modification to the approved Reclamation Plans would retain approximately 2.4 million cubic yards of material to provide several large pads that terrace up from the south to the north, mimicking the grading proposed by the Quarry Falls VTM and reflecting a more gradual elevational change from south to north (see Figure 3-40, *Quarry Falls Vesting Tentative Map- Grading*, of the Final PEIR). The modification would result in a manufactured, terraced terrain that would reduce the contrast of the mined slopes and would result in creating slopes up to 120 feet in height, rather than approximately 62 feet to over 220 feet in height as required under the existing Reclamation Plans. In this manner, the proposed modification to the Reclamation Plans and the proposed VTM would result in reducing impacts to ground relief features from those that would have occurred under the approved Reclamation Plans.

Mitigation Measures: No mitigation measures are available to avoid the landform alterations associated with the project. The design of the project partially mitigates this impact by reducing the height of the manufactured slopes and creating terraced pads that reduce the heights of mined slopes, reflecting a more gradual change in the topographic relief than that resulting from the mined site. But there are no mitigation measures that would reduce this impact to below a level of significance. Adoption of the No Project/No Build: Continuation of Approved Conditional Use Permit/Implementation of Approved Reclamation Plans alternative will avoid the impact because no development will occur on the site; however, the City has determined that the No Project alternative does not meet the basic objectives of the project.

Reference: Final PEIR § 5.3

2. Environmental Impact: Block public views from designated open space, roads, parks or to any significant visual landmarks or scenic vistas. As discussed in Section 5.3, the project would introduce development and landscaping to the site; however, it would not block public views from roads near the project site or of significant visual landmarks or scenic vistas.

Finding: No significant adverse impact to visual resources would occur, because the project would not block public views from roads near the project site or of significant visual landmarks or scenic vistas. No mitigation is required.

Facts in Support of Finding: There are no public view corridors identified in the Mission Valley Community Plan or adjacent community plans that cover the site. The San Diego River and I-805 Jack Schrade Bridge are identified in the Mission Valley Community Plan as major public resources or landmarks. The location of the development, outside of the river corridor and set back from the I-805 overpass, does not block any view or resource considered significant in the Mission Valley Community Plan.

Computer generated photo simulations of the project were prepared to provide a visual representation of views with and without the project. Dominant views in the project vicinity include the steep hillsides forming the northern and southern boundaries of the Valley and the I-805 bridge. The computer simulations show that the steep hillsides to the north would still be visible from the southern boundary of the project site through the proposed development,

although development would replace the mining operations. Primary views of the site for motorists, bicyclists and pedestrians traveling along Friars Road and Mission Center Road would be of enhanced landscaping along those roadways at the project boundaries, as well as views into the Quarry Falls Park.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §5.3.

3. Environmental Impact: Affect to the existing visual character of the site and surrounding area, particularly with respect to views from any major roadways or public viewing areas. As discussed in Section 5.3, views of the site from public roadways would change substantially with the introduction of landscaping, park areas, tree-lined roadways, and buildings. This is considered a significant impact to the visual character of the project site and surrounding area. Whether the change is adverse or beneficial is subjective

Finding: The project would develop an existing mining site surrounded by urban development, introducing urban uses to the undeveloped mined site. As development is phased in, views of the site from public roadways would change substantially from the barren mined site to urban development with extensive landscaping, park areas, tree-lined roadways, and architecturally interesting buildings. The project includes construction of a packaged recycled water facility and storage tank to provide for the majority of the project's non-domestic landscape needs. These facilities would be underground or fully enclosed in an above-grade structure integrated into the existing development. These changes are considered a significant adverse impact to the visual character of the site and surrounding area. No mitigation measures are available to reduce the significant change in the visual character of the site and surrounding area to below a level of significance. Adoption of the No Project/No Build: Continuation of Approved Conditional Use Permit/Implementation of Approved Reclamation Plans alternative would avoid the impact because no development would occur on the site. This alternative, however, would leave the site as a flat pad rimmed with steep mined slopes up to 220 feet in height. Adoption of other project alternatives would reduce the magnitude of the change in the visual character of the site and surrounding area; however, as stated in Section VII, FINDINGS REGARDING ALTERNATIVES, of these Findings, the City finds that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: Currently, the site is an on-going mining operation. Sand and gravel is being mined from the site, processed and removed in large trucks. Implementation of the proposed project will result in phasing in an urban development as envisioned by the proposed Quarry Falls Specific Plan, replacing the mining operations with a built environment consisting of extensive landscaped areas, parks, open space areas, recreational facilities, civic buildings, residential neighborhoods, an urban core of retail/office/residential uses, and business parks. This change in the character of the site will be substantially different and superior to what currently exists. Nonetheless, a substantial change to the current visual character of the mined site would occur.

Mitigation Measures: No mitigation measures are available to reduce the significant change in the visual character of the site and surrounding area to below a level of significance. Adoption of the No Project/No Build: Continuation of Approved Conditional Use Permit/Implementation of Approved Reclamation Plans alternative will avoid the impact because no development will occur on the site; however, the City has determined that the No Project alternative does not meet the basic objectives of the project.

Reference: Final PEIR § 5.3

D. Air Quality

1. Environmental Impact: Project automobile trip emissions effect on San Diego's ability to meet regional, state and federal clean air standards. As discussed in Section 5.4 of the PEIR, the project's operational emissions will not affect San Diego's ability to meet regional, state and federal clean air standards.

Finding: The project's automobile emissions will not affect San Diego's ability to meet regional, state and federal clean air standards, and therefore impacts will be less than significant. No mitigation is required.

Facts in Support of Finding: The main operational impacts on air quality associated with the Quarry Falls project would be those generated by project traffic. A total of 62,169 daily driveway vehicle trips are projected at buildout. The emission calculations for total operational emissions for each phase of the project are shown in Final PEIR Table 5.4-5, *Total Operational Emissions*. As shown by PEIR Table 5.4-5, the emissions from project generated traffic are above the significance screening criteria for CO and ROG's for all phases and for NOx for Phases B through D (which corresponds to Phases 2 through 4 in the Traffic Impact Study and Section 5.2 of the PEIR).

The City of San Diego's Development Services Department's Significance Determination Thresholds (City of San Diego 2007) presents quantitative emissions thresholds by which to evaluate whether a project's impacts could have a significant impact on air quality. To determine whether a project would result in a violation of an air quality standard or contribute substantially to an existing or projected violation, it is necessary to look at the quantitative emission thresholds established by the SDAPCD. As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIA). The City uses these thresholds for evaluating the significance of a project's emissions. The screening thresholds are included in Final PEIR Table 5.4-4. In the event that emissions exceed these thresholds, modeling will be required to demonstrate that the project's total air quality impacts result in ground-level concentrations that are below the State and Federal Ambient Air Quality Standards (shown in Final PEIR Table 5.4-1), including appropriate background levels (shown in Final PEIR Table 5.4-2). The *Air Quality Technical Report* (July 30, 2007) included as Appendix C to the Final PEIR and incorporated herein by reference showed that the emissions from project generated traffic are above the significance screening criteria for CO and ROG's for all phases and for NOx for Phases B through D. Emissions are below the significance screening criteria for all other pollutants and would therefore not cause or contribute to a violation of an air quality standard. Additional evaluation

of CO and ROGs were conducted to determine whether the emissions from the project traffic could result in the formation of locally high concentrations of CO, or CO “hot spots.” The Traffic Impact Study at Appendix B of the Final PEIR was used to determine intersections with degraded level of service. These intersections were evaluated for CO hot spots. CALINE4 modeling was conducted to predict the one-hour and eight-hour CO concentrations. As shown in Final PEIR Table 5.4-6, *CO “Hot Spots” Evaluation*, no exceedance of the CO standard are predicted.

With regard to ozone precursors (NO_x and VOCs), air dispersion modeling cannot be conducted for individual projects to evaluate their impact on the ozone concentrations in the atmosphere, because ozone modeling is a basin-wide effort and evaluates the potential for exceedance within the entire air basin based on the development, mobile sources, and stationary sources projected based on future development. The APCD is responsible for conducting basin-wide modeling based on San Diego-wide growth projections that take into account future growth as well as future improvements in vehicle emission standards. In general, provided a project is consistent with the community and general plans, it has been accounted for in the ozone attainment demonstration contained within the State Implementation Plan and would not cause a cumulatively significant impact on the ambient air quality for ozone. Because the Quarry Falls Project is projecting more intense development than the community plan land use assumptions, an evaluation of the project’s consistency with SANDAG’s housing forecast for San Diego County to determine the project’s consistency with the RAQS and SIP was conducted.

The project is located in the Central Major Statistical Area of the San Diego Region. The projected housing growth from 2000 to 2030 is 313,939 housing units for the San Diego Region. The project is proposing to construct 4,780 housing units, which would comprise only 1.52 percent of the total projected housing growth in the Central Major Statistical Area of the San Diego Region. The project would therefore be consistent with the growth forecasts for the region and would therefore be in conformity with the RAQS and SIP.

Despite the fact that the project is proposing denser development than accounted for in the current community plan and therefore in the SIP, emissions associated with the project have been accounted for in the growth projections for the Major Statistical Area. These emissions are therefore included in the ozone attainment demonstration that was conducted for the San Diego Air Basin by the APCD, which demonstrates that growth levels projected for the region would not result in an exceedance of the ozone standard.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.4

2. Environmental Impact: Substantial deterioration of ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations. As discussed in section 5.4, emissions associated with construction activities would exceed the significance thresholds for ROG, NO_x. However, emissions of ROG and NO_x would be within the SIP budget for off-road emissions and would not cause or contribute to a violation of the ozone standard. Diesel emissions from construction trucks would be temporary and therefore not create long term exposure. The project includes construction of a packaged recycled water

facility to provide for the majority of the project's non-domestic landscape needs. The packaged recycled water facility would be fully enclosed, either in an above-grade structure or underground. The packaged recycled water facility would not generate emissions that would require an Air Pollution Control Board (APCD) permit. Therefore, potential impacts associated with air quality would be related to the potential creation of objectionable odors affecting a substantial number of people. The "closed system" design of the facility effectively eliminates the release of odors through the use of a carbon filtration system and therefore any potential impact is below a level of significance. As a condition of the construction of the treatment facility, an odor control system shall be incorporated into the plant design. No significant air quality impacts are anticipated. These impacts to air quality are considered less than significant.

Finding: No significant adverse impacts to air quality will be created by ROG or NOx or diesel emissions from construction. Operation of the package recycled water facility would not result in emission of odors that would cause a nuisance or significant impact to nearby receptors. No mitigation is required.

Facts Supporting Finding: To evaluate whether the project's emissions will conform with the State Implementation Plan (SIP) for ozone attainment, the ROGs emissions budget for construction within the SDAB were compared with the maximum estimated daily emissions of ROG for the project. Maximum daily emissions of ROGs from architectural coating application for the Quarry Falls project are 171.46 lbs/day or 0.086 tons per day (one percent of the total SIP budget); maximum daily emissions of ROGs from off-road equipment are 23.51 lbs/day or 0.0117 tons per day (0.07 percent of the total SIP budget); and maximum daily emissions of ROGs from on-road equipment are 15.09 lbs/day or 0.003 tons per day (0.01 percent of the total SIP budget). Thus, the maximum daily ROGs emissions associated with project construction are within the SDAB SIP budget for ROGs emissions and will comply with the SIP for ozone. No significant impact will occur.

Based on the 2004 Estimated Annual Average Emissions reported by the ARB in their emissions budget database for the SDAB, off-road equipment NOx emissions are estimated at 35.63 tons per day, and on-road vehicle emissions are estimated at 118.54 tons per day. Maximum daily emissions of NOx from off-road equipment are 329.13 lbs/day or 0.165 tons per day (0.46 percent of the total SIP budget); and maximum daily emissions of NOx from on-road equipment are 29.43 lbs/day or 0.0147 tons per day (0.01 percent of the total SIP budget). Thus, the maximum daily NOx emissions associated with project construction are within the SDAB SIP budget for NOx emissions and will comply with the SIP for ozone.

Diesel exhaust particulate matter is known to the state of California as carcinogenic compounds. The risks associated with exposure to substances with carcinogenic effects are typically evaluated based on a lifetime of chronic exposure, which is defined as 24 hours per day, 7 days per week, 365 days per year, for 70 years. The California Office of Environmental Health Hazard Assessment has not identified an acute reference exposure level. Because diesel exhaust particulate matter is considered to be carcinogenic, long-term exposure to diesel exhaust emissions has the potential to result in adverse health impacts. However, because project construction will occur over a short term (i.e. over an eight-year period) and will not be conducted over an entire 70 year period, diesel emissions will be temporary and will not be expected to cause a long-term impact to sensitive receptors in the project vicinity.

A health risk analysis was conducted for the Quarry Falls project in response to this comment to evaluate potential health risks to residents in the development living in proximity to the I-805 freeway. The analysis was based on an evaluation of diesel emissions on the 805 freeway. Truck traffic was based on data obtained from Caltrans for the portion of the 805 freeway between I-8 and State Route 163, which provides a breakdown of trucks by axles. Data from the five year period 2002 through 2006 indicates that truck traffic volumes did not increase over that time period; therefore, projecting trends based on the most recent five years would indicate steady traffic over the exposure period. For conservative purposes, it was assumed that truck traffic would increase by 2 percent per year. Diesel particulate emission factors were obtained from the EMFAC2007 model and were averaged over the exposure period evaluated. As recommended by the California Office of Environmental Health Hazard Assessment, 70-year exposure, 30-year exposure, and 9-year adult and child exposure scenarios were addressed. The 70-year exposure period represents a lifetime of exposure and assumes that a resident would be present at the same location 24 hours per day, 7 days per week, for 70 years.

The 30-year exposure period is based on the U.S. EPA's recommended reasonable maximum exposure, which assumes that a reasonable maximum time for an individual to live in one location would be 30 years. The 30-year exposure scenario also assumes 24 hours per day, 7 days per week of exposure. The 30-year residential duration for carcinogenic effects is a composite of exposure assumptions for six years as a child and 24 years as an adult, assuming that an individual could live in one location during childhood to adulthood.

The 9-year adult and child exposure scenarios are based on the U.S. EPA's recommended average exposure, which assumes that a resident will, on average, reside in the same location for 9 years.

The portion of the Quarry Falls development that is nearest the 805 freeway will be constructed in Phases 3 and 4 of the development. Thus that portion of the community would not be fully occupied until 2014 at the earliest; certain portions of the development in the upper northwestern portion of the site would likely not be occupied until 2022. This was taken into account in the estimates of diesel particulate through the use of EMFAC2007 emission factors that represent the exposure period.

Based on a 70-year exposure scenario, the excess cancer risk to a resident at the point of maximum exposure (i.e., the location within the Quarry Falls development located within 300 feet of the freeway that is predicted to experience the highest risk; other locations within the development would have a lower risk than the point of maximum exposure) would be 129 in a million. This figure represents the increased probability of an individual living in that location for 70 years, 24 hours per day, 7 days per week, of contracting cancer due to exposure to diesel particulate from the freeway. The exposure scenario assumes that the occupant is fully exposed to emissions (for example, the occupant would not close windows in their residence at any time). The excess cancer risk does not represent the number of individuals in an area that are anticipated to be at risk for cancer.

Based on a 30-year exposure scenario, the excess cancer risk to a resident at the point of maximum exposure would be 66.5 in a million. For the 9-year exposure scenario, the adult excess cancer risk would be 20.1 in a million, and the child excess cancer risk would be

29.7 in a million. Again, these risk estimates are based on assuming that an individual lives in that location for the duration of the exposure period without any barrier to exposure to emissions.

Based on the 2005 Almanac, the California Air Resources Board estimates that the background excess cancer risk within the County of San Diego in the year 2000 was 607 in a million, with 420 in a million attributable to diesel particulate matter. These estimates were based on monitoring data collected at two monitoring stations within the County. Actual risks may be higher or lower at various sites within the County; however, these values are based on measurements collected at the monitoring stations. The risks due to exposure to diesel particulate predicted by the modeling conducted for the Quarry Falls residents would be 3.26 times lower than the background risks in the County due to exposure to diesel particulate. As such impacts from diesel particulates would be less than significant.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.4.

3. Environmental Impact: The project's construction activities exceed 100 pounds per day of Particulate Matter (PM10)). As discussed in Section 5.4, development of the project would result in the temporary generation of dust, combustion emissions from heavy duty construction equipment and from construction workers commuting to and from the site. Grading activities during Phase B (the largest construction phase) would result in significant daily fugitive dust emissions.

Finding: Significant adverse impacts to air quality due to grading activities during Phase B would result from fugitive dust emissions. Changes or alterations have been required in or incorporated into the project, which will lessen the significant environment effects of the project related to air quality. With mitigation, the impacts will be reduced to less than significant.

Facts in Support of Finding: The PM10 emissions from dust associated with the Phase B grading activities will be significant, because the project's construction activities exceed 100 pounds per day of Particulate Matter (dust). Table 5.4-7 of the Final PEIR shows that the maximum daily construction emissions for PM10 is 206.09 pounds per day. This exceeds the City of San Diego's 100 pounds per day significance threshold. Mitigation Measure 5.4-1 requires the project to implement BMPs that are up to 92.5% effective at controlling dust emissions – including watering to control dust, stopping grading during high wind, and hydroseeding graded residential lots.

Mitigation Measures: Mitigation Measure 5.4-1 presented in Final PEIR Section 5.4, *Air Quality*, will reduce project impacts to below a level of significance.

Reference: Final PEIR § 5.4

4. Environmental Impact: On-going mining operations could result in health risks to sensitive users (such as adjacent residents). Work under the revised Reclamation Plan would be short term, and would be less intensive and generate less emissions than the existing reclamation plan.

Finding: No significant adverse impacts to air quality will be created by on-going mining operations. No mitigation is required.

Facts in Support of Finding: The revised reclamation plan would exceed the significance screening thresholds for NO_x. However, work under the revised reclamation plan would be short term, and would be less intensive and generate less emissions than the existing reclamation plan. Similar to NO_x emissions for project operations, the NO_x emissions for the reclamation plan work would be less than significant because it would not cause of violation of the RAQS or of the SIP.

Mitigation Measures: No mitigation is required.

Reference: Section 5.4

E. Noise

1. Environmental Impact: Traffic Noise impacts on residential and recreation-use areas or other sensitive receptors. As discussed in Final PEIR Section 5.5, Noise impacts could occur for future residential units within Quarry Falls located on Mission Center Road, between Mission Valley and Friars Roads. Additionally, build-out traffic noise levels would exceed City standards for useable outdoor space along portions of the internal street network. If private open space areas are used to meet City requirements for open space, noise levels for private open space that abuts Quarry Falls Boulevard, Via Alta or Franklin Ridge Road (internal roadways), or abuts I-805, Friars Road, or Mission Center Road (external perimeter roads) would exceed City standards. Build-out traffic noise levels would exceed City standards for park uses along portions of Quarry Falls Boulevard, and future park development that abuts Quarry Falls Boulevard would be potentially impacted. Interior noise levels at Quarry Falls residences closest to project interior roadways, could exceed City standards. Where exterior noise levels result in interior noise levels greater than 45 dB CNEL for habitable space, mitigation would be required.

The project includes construction of a packaged recycled water facility treatment plant to provide for the majority of the project's non-domestic landscape needs. The packaged recycled water facility would be fully enclosed, either in an above-grade structure or underground. The packaged recycled water facility treatment facility is not a significant noise generator, due to the "closed system" design. The location of the facility within a building or below grade would not result in a noise level above a level of significance; as such a design effectively attenuates noise to levels allowed by the Municipal Code for that respective zoning district(s). No significant noise impacts would result. As a condition of the construction of the treatment facility, a noise attenuation report shall be prepared to ensure appropriate attenuation measures are incorporated into the plant design to ensure noise levels are within a level allowed by the Municipal Code.

Finding: The project could subject residential and recreation-use areas or other sensitive receptors to excessive traffic noise levels and therefore cause significant adverse impacts. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final PEIR to below a level of significance.

Facts in Support of Finding: With implementation of the Quarry Falls project, a substantial increase in noise levels would occur on Mission Center Road, located outside the perimeter of the project between Mission Valley Road and Friars Road. There are no noise-sensitive land uses along this roadway segment, and therefore significant impacts will not occur. The project proposes residential uses along the east side of Mission Center Road. These residential units may require noise mitigation to ensure that noise standards are not violated.

Noise levels for new project vicinity roadways were calculated using the federal highway traffic noise prediction model (FHWA-RD-77-108) for San Diego County arterial traffic (truck) mixes and day and night distributions for a 45 mph travel speed. Final PEIR Table 5.5-3, On-Site Traffic Noise Impact Analysis, summarizes on-site traffic noise levels. As shown, build-out traffic noise levels would be near 70 dB CNEL at 50 feet from the roadway edge throughout the proposed development in areas of planned residential growth.

Build-out traffic noise levels on interior project roadways would be near 70 dB CNEL at 50 feet from the roadway centerline. Qualcomm Way would experience noise levels greater than 70 dB CNEL but has only planned commercial uses adjacent such that no impacts would occur. Development along interior streets may require enhanced traffic noise mitigation in order to avoid impacts, if outdoor space used to meet useable private open space requirements occurs in these areas. Setbacks, home orientation, grade separation and/or sound walls will be required for noise attenuation.

Outdoor recreational space that is considered as part of the minimum outdoor space requirement for any residential development shall be set back far enough from any internal project roadway forecast to carry enough ADT to cause the City's standard to be exceeded, or such space shall be protected by a solid barrier that interrupts the direct line of sight between a standing person and the roadway centerline. Such space shall be protected by a solid barrier that interrupts the direct line of sight between a standing person and the roadway centerline, or the travel speed on the adjacent roadway shall be no more than 35 mph. These calculations presume a direct line of sight between the roadway and the receiver. Final grading may create grade separations that would modify the needed level of noise attenuation. A subsequent noise study shall be prepared for each individual tract that delineates the locations of usable outdoor space and verifies that proposed noise mitigation (set-back or barriers) is adequate to achieve 65 dB CNEL.

Portions of Quarry Falls Park would front on Quarry Falls Boulevard. The water feature and the Civic Center entry court and parking would be closest to the roadway edge. More active recreation areas would be substantially set back from the roadway. At worst, the traffic noise footprint into the park may extend to approximately 100 feet from the Quarry Falls Boulevard roadway centerline. Noise impacts to park uses within 100 feet of the roadway centerline would be considered significant. In order to mitigate this significant impact, one of the following measures will be implemented:

- Erect a six-foot high combination wall with a wood or stucco base and a transparent upper section at the southern edge of the recreation space, or,
- Establish a speed limit on Quarry Falls Blvd. that would maintain the 65 dB CNEL contour outside the recreation area, or,

- Pave the closest portion of Quarry Falls Blvd. with rubberized asphalt that would reduce traffic noise by over 5 dB to maintain the 65 dB CNEL contour within the roadway right of way.

The building façade noise levels at Quarry Falls' residences closest to project interior roadways would be 65-70 dB CNEL. Therefore, reductions of 20-25 dB would be necessary to achieve the City standard of 45 dB CNEL in habitable space. All internal roadways shall be posted for a 35 mph speed limit. Any proposed residential uses where the combination of set-back, traffic volumes and travel speeds creates exterior levels of 60 dB CNEL or more are considered potentially noise-impacted by traffic noise. The degree of needed structural attenuation will depend upon site-specific parameters to be determined at the time of construction. A subsequent acoustical analysis shall be required when site plans, floor plans and building elevations (especially window dimensions) are submitted in conjunction with the filing of building permits to verify incorporation of all noise control requirements on building and site plans. As a rule of thumb, structural noise attenuation is almost equal to the sound transmission class rating (STC) of the windows. For proposed residences close to project internal roadways, the façade exposure will be in the 65 – 70 dB CNEL range. Structural attenuation of 20 - 25 dB will be needed to meet City standards. STC ratings of most production-grade dual paned windows are 25 -30. Interior noise levels can be mitigated to acceptable levels with a suitable margin of safety through dual-paned windows and supplemental ventilation to allow for window closure.

Mitigation Measures: Mitigation Measures 5.5-1 – 5.5-4 presented in Final PEIR Section 5.5, *Noise*, will reduce project impacts to below a level of significance.

Reference: Final PEIR §5.5

2. Environmental Impact: Impacts from Construction Noise. As discussed in Section 5.5 of the Final PEIR, construction noise levels would be significant, if construction occurs within 100 feet of residences. Additionally, construction noise could significantly affect outdoor instructional use, if construction activities occur within 250 feet of a school.

Finding: Construction noise could result in significant impacts to occupied housing within Quarry Falls, as well as outdoor instructional use associated with development of a school within Quarry Falls. Impacts to offsite residential development will not be significant. Changes or alterations have been required in or incorporated into the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR to below a level of significance.

Facts in Support of Finding: Within the Quarry Falls project, construction activities may occur in proximity to occupied homes as a result of project phasing (i.e., homes constructed in earlier phases may be occupied during construction of later phases). Phased construction would need to consider the limited distance separation between separate development parcels. However, because the City construction noise standard is a 12-hour standard, and because equipment locations vary over time, the zone of equipment noise impact is typically no more than 100 feet between source and receptor. If/when later phase construction occurs within 100 feet of any occupied residence, a significant noise impact would result.

The proposed project also includes an option to locate a school site within Quarry Falls. If a school is developed within Quarry Falls and if it is occupied and in session, the possibility of construction noise intrusion into the learning environment would require additional analysis, even if the school is outside the 75 dB performance standard noise envelope. The structural attenuation of modern air conditioned schools with thicker safety-glass windows (required by code) is 25-30 dB. An interior noise level of 50 dB is generally considered acceptable for classroom use (San Diego County General Plan). It is therefore unlikely that construction noise at less than 75 dB would interfere with classroom operations. Possible noise intrusion could result if quiet exterior instructional use occurs as part of the school operation.

To reduce impacts to residential and school receptors the following mitigation will be implemented:

- All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 7:00 AM to 7:00 PM Monday through Saturday and should utilize the quietest equipment available.
- All on-site construction equipment shall have properly operating mufflers and all construction staging areas shall be as far away as possible from any already completed residences.
- Prior to any notice to proceed, a noise mitigation plan will need to be developed and implemented to insure that the City's noise ordinance standard will not be exceeded. Components of such a plan will possibly include erecting temporary noise barriers, using smaller (quieter) earth-moving equipment, or insuring that no residents are present or that they have no opposition to such temporary operations for brief periods of time. With the restriction to hours of lesser sensitivity, and with enhanced mitigation if the setback distance to heavy equipment operations is less than 100 feet, construction activity noise will create less-than-significant noise impacts.

In addition, construction activities occurring within 250 of a school shall be coordinated with school administrators to avoid conflicts with outdoor learning activities. With these mitigation measures, all of the project's noise impacts would be less than significant.

Mitigation Measures: Mitigation Measures 5.5-5 and 5.5-6 presented in Final PEIR Section 5.5, *Noise*, will reduce project impacts to below a level of significance

Reference: Final PEIR §5.5.

3. Environmental Impact: Noise impacts to residents and visitors from on-going mining operations. As discussed in Final PEIR Section 5.5, residential development in Phase A would experience significant noise impacts from existing mining operations, if mining operations overlap initial phases of development. Residential development in Phase A would experience significant noise impacts from the existing concrete and asphalt plants, if these plants are operating at their existing location during initial phases of development. Residential development adjacent to the relocated concrete and asphalt plants would experience significant noise impacts within 500 feet of the relocated plants.

Finding: Significant noise impacts could occur if residential units are occupied while mining operations are being completed and before the concrete and asphalt plants are relocated. Operation of the proposed relocated asphalt and concrete plants would result in potentially significant noise impacts to residents, if development occurs within 500 feet of the relocated concrete and asphalt plants. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR to below a level of significance.

Facts in Support of Finding: Existing mining operations may overlap the initiation phased of development for up to one year. If this occurs, residential development planned as part of Phase A would be subject to significant noise levels from the on-going mining operations. Phase A residential development would experience significant noise impacts if it occurs within 2,000 feet of the mining operations, unless operations are limited to 7 AM to 10 PM. Even with the restriction of hours of operation, day time noise levels would be significant for homes located within 500 - 890 feet from the plant, depending on their location relative to actual plant activities.

The existing concrete and asphalt plants may also continue to operate for a short period of time during initial project development until they are relocated to the southwest corner of the project site. If operations occur during the nighttime hours, using the more restrictive noise standard for nighttime hours, residential occupancy within 1,580 feet of a batch plant under line-of-sight conditions would experience significant noise levels. With a restriction to daytime hours, or with construction of a substantial berm capable of -15 dB of attenuation, the noise impact zone could be reduced to 280 feet from the plant.

Once the mining operations cease and the concrete and asphalt plants are relocated, noise impacts to occupied residences in Phase A of development will be eliminated. Residential development in later phases would occur adjacent to the relocated plant site. Residential uses which are located within 500 feet of the proposed relocated plants would experience significant noise impacts before mitigation. With the operational limitations the mitigation measures place on the mining and concrete and asphalt plants, all noise impacts would be reduced to below a level of significance.

Mitigation Measures: Mitigation Measures 5.5-7 – 5.5-9 presented in Final PEIR Section 5.5, *Noise*, will reduce project impacts to below a level of significance.

Reference: Final PEIR §5.5.

F. Biology

1. Environmental Impact: Reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals (Direct Impacts). As discussed in section 5.6, the project would result in the direct loss of 0.06 acre on-site and 0.12 acre off-site of disturbed wetland, 1.08 acres of coastal sage scrub (Tier II), 0.28 acre of mixed chaparral (Tier IIIA), and 12.54 acres of non-native grassland (Tier IIIB).

Finding: The proposed project would result in direct significant adverse environmental impacts to biological resources from impacts to a total of 14.08 acres of sensitive

habitat. Changes or alterations have been required in or incorporated into the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR to below a level of significance.

Facts in Support of Finding: The proposed project would result in direct impacts to a total of 14.08 acres of sensitive habitat. This includes the direct loss of 0.06 acre on-site of disturbed wetland, 0.12 acre off-site of disturbed wetland, 1.08 acres of coastal sage scrub (Tier II), 0.28 acre of mixed chaparral (Tier IIIA), and 12.54 acres of non-native grassland (Tier IIIB). The loss of sensitive habitat will be mitigated through the purchase of upland habitat credits through the City of San Diego Habitat Acquisition Fund (Fund #10571). The project will purchase a total of 7.49 acres of credit from the City of San Diego Habitat Acquisition Fund and pay the required fees, prior to the issuance of any authorization to proceed.

It is infeasible to mitigate wetland impacts on-site because the appropriate hydrological regime required for the creation of wetlands (per CDFG guidelines) was not observed onsite. While completing all of the required wetland mitigation within the San Diego River watershed would be the next best option, no appropriate location/site relative to the limited size of the mitigation area required could be identified. Therefore, in consultation with CDFG, it was determined that the use of the Rancho Jamul bank for a portion of the wetland mitigation requirements is appropriate.

The 2.78 acres of avoided/preserved on-site habitat (outside of the SDGE easement) would not be included as a portion of the required mitigation requirements. Instead, these 2.78 acres of avoided/preserved habitat (comprised of 0.75 acres of gnatcatcher occupied coastal sage scrub, 0.08 acres of mixed chaparral, 1.79 acres of non-native grasslands and 0.16 acres of disturbed habitat) will be placed in an open space easement.

Based on the surveys performed at the site, the loss of habitat would directly affect one pair of California gnatcatchers with fledglings. Because the site is within the City's MSCP area, but outside of the MHPA, the gnatcatchers are considered adequately covered and no mitigation is required.

Implementation of the Mitigation Measures 5.6-1 through 5.6-4, as well as general mitigation measures described at Final PEIR page 5.6-19 to 5.6-26 and herein incorporated by reference, will reduce impacts to biological resources to below a level of significance. These measures generally involve avoiding important biological resources and providing compensatory resources where the avoidance is not necessary or feasible.

Mitigation Measures: Mitigation Measures 5.6-1 – 5.6-4 presented in Final PEIR Section 5.6, *Biological Resources*, and unnumbered general mitigation measures will reduce project impacts to below a level of significance..

Reference: Final PEIR §5.6.

2. Environmental Impact: Reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals (Indirect Impacts). As discussed in Final PEIR Section 5.6, biological resources located adjacent to the proposed

development (outside of the footprint of the approved Reclamation Plans) could be indirectly impacted by both construction and post-construction activities associated with Quarry Falls.

Finding: The proposed project will not result in any indirect significant adverse impacts to biological resources. No mitigation is required.

Facts in Support of Finding: Potential indirect impacts include an increase in urban pollutants entering sensitive water bodies, an increase in night lighting, habitat disturbance, edge effects, and pollutants (fugitive dust).

Water quality has the potential to be adversely affected by potential surface runoff and sedimentation during the construction and operation of the project; however, BMPs will be implemented that will reduce potential impacts to below significance (see Final PEIR Section 5.14, *Water Quality*). Therefore, the project is not expected to decrease water quality or affect vegetation, aquatic animals, or terrestrial wildlife that depends upon the water resources.

Development of residential, commercial, office, and park uses will lead to an increase in human presence at the project site. An increase in human activity in the area could lead to further fragmentation of habitat and the degradation of sensitive habitat if people or pets wandered outside the developed area. Additionally, illegal dumping of green waste, trash, or other refuse could occur, which will negatively impact adjacent habitat. However, the project site is located in an area surrounded by urban development. Native vegetation that remains in the northern portion of the project is disturbed and not of high quality. Additionally, perimeter fencing will occur along the northern edge of the Ridgetop District, which will provide a barrier between the developed and undeveloped portions of Quarry Falls. Revegetated coastal sage scrub vegetation occurs on the eastern slopes adjacent to the I-805 freeway. This area consists of steep slopes and is not easily traversed by humans.

The proposed project will not lead to significant edge effects. The project's proposed landscape plan does not include any invasive plant species. Steep slopes that rim development areas will be landscaped in native and naturalized plant material and serve as a buffer to native habitat in the northern and eastern portions of the project site. Additionally, the project does not affect contiguous blocks of habitat.

Development of the project site will introduce night-time lighting in the form of street and parking lights, car headlights, and residential lights. Nighttime lighting will be consistent with the City's lighting requirements (Section 142.0740 of the Land Development Code), which are intended to minimize light pollution, and will not cause significant impacts on wildlife habitat.

Fugitive dust produced by construction could disperse onto vegetation. Effects on vegetation due to airborne dust could occur adjacent to construction. A continual cover of dust may reduce the overall vigor of individual plants by reducing their photosynthetic capabilities and increasing their susceptibility to pests or disease. This, in turn, could affect animals dependent on these plants (e.g., seed eating rodents, insects, or browsing herbivores). Fugitive dust impacts will not be considered significant because the project will be required to implement

mandatory dust control requirements that ensure dust control and, therefore, significant impacts will not occur.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §5.6.

3. Environmental Impact: Interference with the movement of any resident or migratory fish or wildlife species. As discussed in section 5.6, a significant impact will occur, if an active raptor nest is present on-site during clearing and grading activities.

Finding: Significant adverse environmental impacts will occur to migratory birds if construction activities affect active raptor nests. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR to below a level of significance.

Facts in Support of Finding: The proposed project site contains eucalyptus trees, some of which will be removed. There is potential for migratory birds to nest in the trees during the nesting season of January 31 to September 15. Avian species observed on-site are protected under the Migratory Bird Treaty Act (MBTA), which prohibits, unless permitted by regulations, the pursuit, hunting, taking, capture, killing, possession, sale, purchase, transport, or export of any migratory bird or any part, nest or egg of that bird. Project compliance with the MBTA will preclude any direct impacts to migratory birds. Noise impacts to nesting raptors will be avoided during the breeding season through preconstruction surveys and adherence to appropriate noise buffer zone restrictions. Noise mitigation measures to protect breeding raptors have been included within the MMRP for this project. Project construction could cause the disruption or removal of raptor nests.

Mitigation Measure 5.6-5 will reduce the impact to below a level of significance. The mitigation measures require appropriate buffers and time restrictions on construction work if raptors are present onsite.

Mitigation Measures: Mitigation Measures 5.6-5 presented in Final PEIR Section 5.6, *Biological Resources*, will reduce project impacts to below a level of significance.

Reference: Final PEIR §5.6.

4. Environmental Impact: Affect on long-term conservation of biological resources/Impact to the Multi-Habitat Planning Area (MHPA). As discussed in Section 5.6, the project will not result in long-term impacts to the conservation of biological resources or to the MHPA.

Finding: No significant adverse environmental impacts will occur to long-term conservation of biological resources or the MHPA. No mitigation is required.

Facts in Support of Finding: The project is not located within the MHPA. In addition impacts to biological resources will be fully mitigated with the purchase of habitat as discussed in Mitigation Measures 5.6-1 through 5.6-4.

Mitigation Measures: No mitigation is required, but Mitigation Measures 5.6-1 through 5.6-4 will purchase habitat that will add to long term conservation of biological resources.

Reference: Final PEIR §5.6.

G. Health & Safety

1. Environmental Impact: Hazardous materials present on or adjacent to the site. As discussed in PEIR Section 5.7, removal of the Underground Storage Tank (UST) could result in significant environmental impacts.

Finding: There are potential hazardous materials present on the site or adjacent areas that may pose a health risk to the existing community or the Quarry Falls project. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR to below a level of significance.

Facts in Support of Finding: Underground storage tanks (USTs) have operated and one is currently operating on the project site. Several USTs have been closed and removed. Currently, Vulcan Materials Company owns and operates one 10,000 gallon diesel UST and five hot asphalt tanks. The UST would remain on-site until the asphalt plant is removed. There is no evidence of leakage at the existing UST. Closure and removal of the on-site UST shall be done in accordance with the regulations of DEH. In accordance with DEH, at the time of removal, soils shall be tested underneath the tank for any contamination. If contaminated soil is found, it shall be removed under the oversight of a qualified engineer.

Mitigation Measures: Mitigation Measures 5.7 presented in Final PEIR Section 5.7, *Health and Safety*, will reduce project impacts to below a level of significance.

Reference: Final PEIR § 5.7.

2. Environmental Impact: Exposure of people to potential health hazards. As discussed in Final PEIR Section 5.7, hazardous materials are stored on site, and used in batching activities and therefore implementation of the proposed project may result in exposing people to significant health risks. The project includes construction of a packaged recycled water facility treatment plant to provide for the majority of the project's non-domestic landscape needs. The packaged recycled water facility treatment facility would not have an effect on health and safety. Treated water would be used for irrigation purposes and other allowable uses and in accordance with local, State, and Federal requirements.

Finding: No significant adverse environmental impacts from health hazards are anticipated. No mitigation is required.

Facts in Support of Finding: Hazardous materials are regulated by a large number of local, state and federal agencies that require monitoring and reporting of sites that store or use hazardous materials. These agencies include the Air Pollution Control District, the

Regional Water Quality Control Board, the County Department of Environmental Health, CAL-OSHA, Department of Toxic Substance Control, The California Air Resources Board, and US EPA regulation under the Clean Air Act and Clean Water Act.

While hazardous materials and toxic air emissions are not expected to be generated by Quarry Falls, the project's zoning would allow light manufacturing and research and development activities, which could be associated with hazardous materials use. However, the project site would be subject to federal, state, and local laws regulating these effects. Final PEIR Table 5.7-2 *Industrial Use Regulations* identifies agencies that regulate hazardous materials and their requirements. In this way, impacts to public health and safety are minimized or eliminated.

Once constructed, the project would introduce additional residents into an area where light industrial, office, and manufacturing uses occur to the west of the site. Hazardous materials and toxic air emissions that could be generated by the surrounding uses are regulated by federal, state, and local regulatory agencies, as shown by Final PEIR Table 5.7-2, *Industrial Use Regulations*. Any business that results in the use, disposal, or emission of harmful materials must obtain permits from applicable regulatory agencies and implement mitigation measures to reduce impacts to a level below significance, thereby minimizing or eliminating impacts to public health and safety. Federal, state, and local regulations for hazardous materials and toxic air emissions would apply to the proposed project site and all surrounding uses.

In addition to the Quarry Falls project itself, the CUP Amendment involves moving the existing concrete batch and asphalt plants to a site in the southeastern corner of the Quarry Falls development. The new plants would be state-of-the-art facilities that would comply with current Best Available Control Technology requirements. Final PEIR Table 5.7-3, *Emissions Estimates – Concrete and Hot Mix Asphalt Plants*, of the Final PEIR presents a summary of the estimated emissions from the concrete batch and hot mix plants. Emissions from the concrete and hot mix asphalt plants are estimated to be below the screening-level criteria for all pollutants and would therefore not have the potential for a significant impact on the ambient air quality. In addition, a health risk assessment was prepared to evaluate the potential for human health risks associated with exposure to Toxic Air Contaminants emitted from the facility at the Quarry Falls development, which would begin occupancy while the plants are in operation, and offsite. (The health risk assessment is included in the *Air Quality Technical Report*, included at Final PEIR Appendix C.) The health risk assessment was calculated assuming residents would be living in the development regardless of the phasing. The health risk assessment indicated that the incremental cancer risk at the concrete/asphalt plant boundary would be approximately 2.03 in a million, which is below the San Diego APCD's threshold of 10 in a million for public notification and two orders of magnitude below the APCD's threshold of 100 in a million for risk reduction measures. The non-cancer chronic hazard index would be 0.0652 and the non-cancer acute hazard index would be 0.289, which are both below the significant hazard index of 1.0. Thus the concrete and asphalt plants would not pose a significant health risk to development proposed within Quarry Falls or off-site residents.

Potential impacts from electromagnetic fields are considered speculative.

Mitigation Measures: No mitigation is required. As noted above, the project will implement MM 5.7, which will ensure that the project complies with the regulatory standards of all local, state and federal agencies.

Reference: Final PEIR § 5.7.

H. Historical Resources

1. Environmental Impact: Adversely affect archaeological or historical resources. As discussed in Final PEIR Section 5.8, no cultural resources were identified on the project site as a result of the field survey and record search. Therefore, no known cultural resources will be adversely affected by implementation of the proposed project, including off-site mitigation and/or improvements. However, the project site is located in an area of high sensitivity for cultural resources. Therefore, the PEIR determines that earthmoving activities associated with the project will have the potential to affect unknown resources located within the undisturbed areas of the project site.

Finding: Significant impacts to historical or archaeological resources may occur. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final PEIR to below a level of significance.

Facts in Support of Finding: The project site is in an area of high sensitivity for archaeological resources. The majority of the project site is the location of on-going sand and gravel mining operations, and the depth of mining in some areas is up to 200 feet. Some areas within the project site, however, have not undergone mining. These areas are outside the original approved CUP and are relatively undisturbed. Results of the records search indicate that no previously recorded cultural resources are located within the project area. Records also indicate that the project area was completely surveyed in 1979. No cultural resources were located as a result of that survey. Additionally, the intensive field survey conducted as part of the current cultural resources study found no cultural resources on the property. Mitigation measure 5.8, herein incorporated by reference, included in the project will require that on-going monitoring of the site and areas where off-site improvements would occur for cultural artifacts or human remains be done throughout construction by a qualified archaeologist. The mitigation measure also provides for protocols if objects or remains are unearthed at the site. These protocols will ensure the proper handling and categorizing of any historical or cultural finds of significance in the project area.

Mitigation Measures: Implementation of Mitigation Measure MM 5.8 will reduce potential impacts to unknown cultural resources to below a level of significance.

Reference: Final PEIR § 5.8.

I. Hydrology

1. Environmental Impact: Modifications to the natural drainage system that would result in direct or cumulative impacts related to increased flooding and erosion. As discussed in Section 5.9, the natural drainage system of the site has been disturbed as a result of on-going

mining and reclamation activities. The proposed project would increase impervious surfaces at the project site; however, a storm water detention system will be implemented and the change to the peak runoff rate will be the same or less than existing conditions. The project will not change the overall drainage pattern of the site and will not cause adverse impacts on downstream properties or environmental resources. Impacts to hydrology are considered less than significant.

Finding: No significant adverse impacts to hydrology will occur. No mitigation is required.

Facts in Support of Finding: The project site is currently used for sand and gravel extraction activities, as well as concrete and asphalt plants. The natural drainage system of the site has been disturbed as a result of these activities; however, drainage of the site still occurs in a southerly direction towards the San Diego River. In accordance with the currently approved Reclamation Plans, the project site would be mass graded at the conclusion of quarrying operations, which is considered the existing conditions for purposes of the Final PEIR analysis.

As the project develops and the amount of impervious surfaces increases at the site, the total quantity of storm flow would increase. The downstream channel and culvert system has a peak capacity of 341 cubic feet per second (cfs) to avoid flooding of adjacent properties. The project will limit runoff from the project site to 316 cfs, an amount lower than the peak capacity of the channel. Storm water detention will be utilized to attenuate the peak runoff rate at the site to an amount equal to or less than 316 cfs. During the initial phase of the Quarry Falls development, the ongoing mining activity is expected to continue. The approved Reclamation Plans for the mining activity are expected to coincide with the development program so as not to exceed the downstream limit of discharge at either the seven foot by seven foot box culvert (316 cfs) or the existing storm sewer on Qualcomm Way (25 cfs).

As the initial phase of development (Phase A) is implemented, the peak rate of runoff from the developed area combined with the peak rate of runoff from the site area still subject to mining operations would exceed the allowable rate of discharge. The detention basin located on Parcel S3, as well as the bioswale system south of Quarry Falls Boulevard, the 48-inch culvert under Quarry Falls Boulevard, and the outfall pipe from the future detention basin on Parcel P5, will all be in place. In addition, a 36-inch pipe crossing Russell Park Way will be installed as future outlet for drainage from the Village Walk area. These facilities provide available outlets for the yet undeveloped areas of the project site that are still part of the mining operation. The allowable peak flow rate from the mining and reclaimed areas or the site will be detained to assure the peak runoff rate from the total site is not exceeded. Peak discharge rates will be limited to 172 cfs and 75 cfs at the 48-inch and 36-inch pipes, respectively to match their ultimate design capacity. Therefore, the infrastructure will be in place to handle all runoff from the project at all phases of development.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.9.

J. Geology

1. Environmental Impact: Expose people or property to geologic hazards such as earthquakes, landslides, mudslide, ground failure or similar hazards. As discussed in PEIR Section 5.10, no geologic hazards occur on-site which will result in significant impacts to people at the project site.

Finding: No significant adverse environmental impacts from geologic hazards on site will occur. No mitigation is required.

Facts in Support of Finding: Geology reports were prepared for the Project including the Preliminary Geotechnical Investigation Report (April 27, 2005), an Addendum Geotechnical Report (October 5, 2005), a Revised Addendum Geotechnical Report (February 22, 2006), and an Evaluation of Settlement of Buried Utilities conducted for the proposed project by Geomatrix Consultants, Inc. Copies of the reports are included as Appendices H1, H2, H3, and H4, respectively, to the Final PEIR and are herein incorporated by reference. The reports show that it was found that project slopes will be stable and will not endanger the public health, safety, or welfare. The potential for landslides, mudslides, or ground failures is considered low. Southern California is an area that is subject to some degree of seismic risk, and it is generally not considered economically feasible or technologically practical to build structures that are totally resistant to earthquake-related hazards. Construction in accordance with the requirements of the Uniform Building Code is considered adequate to minimize damage due to seismic events and reduce potential negative effects.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.10

2. Environmental Impact: Result in a substantial increase in wind or water erosion of soils, either on or off the site. The project would expose surface soils during site preparation and grading activities. However, the exposure of soils to wind or water would be similar to existing conditions and the potential for erosion will not be substantially increased. Impacts associated with soil erosion are considered less than significant.

Finding: No substantial adverse environmental impact from wind or water erosion of soils will occur. No mitigation is required.

Facts in Support of Finding: On-going mining activities, as well as the removal and recompaction of existing fill, currently occur at the project site. During grading activities at the site, soils may be exposed to erosive forces, but this condition will not substantially differ from the existing mining condition. Additionally, the project will implement BMPs to control soil erosion during construction of the project. As discussed in Final PEIR Section 5.13, *Water Quality*, erosion will be controlled through the use of scheduling; hydraulic mulch; geotextiles, plastic covers, and erosion control blankets/mats; stabilized construction entrance/exit; runoff control measures, silt fencing; gravel bag berm/gravel bag barrier; velocity dissipation devices; check dam; and sedimentation basins.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.10

3. Environmental Impact: Located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. As discussed in Section 5.10 of the PEIR, the proposed project will not result in significant impacts associated with geologic conditions.

Finding: No adverse environmental impacts from geology will occur. No mitigation is required.

Facts in Support of Findings: Major portions of the project site would be underlain by engineered fill materials. The greatest thickness of fill that would underlie the proposed structures would occur in the northwest area of the site and be approximately 140 feet. Due to the potentially large amount of fill beneath some structures, it will be necessary to install surface monuments or other instrumentation to monitor settlement in selected areas of the site. Surface monuments or other instrumentation to monitor settlement will be installed in areas of deep fills and periodically monitored (surveyed) by a qualified geotechnical professional to evaluate fill settlement. The geotechnical consultant will analyze the settlement data on a monthly basis until it is determined that most of the settlement of the fill has occurred. The geotechnical consultant will also determine when potential settlement has been reduced to an acceptable level prior to the construction of settlement sensitive structures.

The geotechnical evaluation (see Appendices H1, H2, H3, and H4 of the PEIR) concluded that from a geotechnical viewpoint, no soil or geologic conditions of the project site will preclude development of the proposed Quarry Falls project provided the recommendations contained in the geologic reports are incorporated into the design and construction of the project. Any change to the project or site conditions will require evaluation of their effects on the proposed project. Recommendations were made for earthwork, foundations, low retaining walls and walls below grade, concrete slab support, preliminary pavement design, and corrosion and chemical attack resistance, in addition to construction activities.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.10.

K. Paleontological Resources

1. Environmental Impact: Impact a significant paleontological resource. As discussed in Section 5.11, grading activities associated with the proposed project could result in significant impacts to significant paleontological resources.

Finding: Significant adverse environmental impacts to paleontological resources may occur as a result of the project. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final PEIR to below a level of significance.

Facts in Support of Finding: The proposed project would result in 1,358,000 cy of cut and 1,358,000 cy of fill. Although the majority of the project site has been previously disturbed from mining extraction activities, the project would affect 14.41 acres of undisturbed land. Grading activities occurring on these areas could extend into the previously undisturbed Mission Valley and Stadium Conglomerate Formations and could potentially impact paleontological resources that may be present in the project area. Grading activities on the mined portion of the site could further impact paleontological resources. Paleontological monitoring is required and shall apply to areas of the project site where undisturbed formational material would be graded or where material would be excavated. Fossil remains will be permanently curated in an appropriate institution.

Mitigation Measures: Mitigation Measure 5.10 presented in Final PEIR Section 5.10, *Paleontological Resources*, will reduce project impacts to below a level of significance.

Reference: Final PEIR § 5.11

L. Public Utilities

1. Environmental Impact: Physical impacts resulting from the need for new or expanded public facilities including those for water, sewer, storm drains, and solid waste disposal and the provision of energy. As discussed in PEIR Section 5.12, with regard to water, the project will not result in any significant impacts.

Finding: No significant adverse environmental impacts to water resources will occur as a result of the project. No mitigation is required.

Facts in Support of Finding: The water supply for the Quarry Falls project was planned for as part of the City of San Diego's Urban Water Management Plan (UWMP), and County Water Authority UWMP. Both documents rely on the SANDAG Regional Growth Forecast for planning purposes and the proposed project was included as part of that forecast. Therefore the City and County have planned for and sought contracts for water to serve the project. The Water Department confirms the availability of water supply in the Water Supply Assessment (WSA) prepared for the project, included at Appendix L of the Final PEIR. In order to ensure no net increase in water demand than forecasted in the WSA, the project includes water conservation measures and a 250,000 gallon per day capacity package recycled water plant provide a source for on-site irrigation, thereby reducing the demand on the need for potable water.

In addition, hydraulic analyses were conducted to determine potential effects of the project on the water system. The analyses showed that the proposed water distribution system for Quarry Falls will meet peak hour demands and maximum day demand plus fire flow. Additionally, the project will construct a 12-inch water main connection between the 36-inch Kearny Mesa transmission line and the eight inch water line on Encino Avenue so that the adjacent water main system does not exceed the maximum pressure losses allowed per the City of San Diego Water Department *Facility Design Guidelines*.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §5.12

2. Environmental Impact: Physical impacts resulting from the need for new or expanded public facilities including those for water, sewer, storm drains, and solid waste disposal and the provision of energy. As discussed in PEIR Section 5.12, with regard to sewer, the project will not result in any significant impacts.

Finding: No significant adverse impact to sewer facilities will occur due to the project. No mitigation is required.

Facts in Support of Finding: A Sanitary Sewer Report was prepared for the proposed project by *TCB, Inc.* (see Final PEIR Appendix J) to examine the effect of the proposed project on the capacity of the existing sewer system. The entire sewage flow from the site will be directed to the 78-inch diameter Point Loma trunk sewer located at the extension of Camino del Este. The Sanitary Sewer Report concluded that the existing 78-inch Point Loma trunk sewer has the capacity to handle the sewer flow from the proposed Quarry Falls project and the estimated existing flows within the basin. Existing pipes between the project site and the trunk sewer will be replaced in order to accommodate project flow.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §5.12

3. Environmental Impact: Physical impacts resulting from the need for new or expanded public facilities including those for water, sewer, storm drains, and solid waste disposal and the provision of energy. As discussed in Final PEIR Section 5.12, with regard to storm drains, the project will not result in any significant impacts.

Finding: No significant adverse impact to storm drain facilities will occur due to the project. No mitigation is required.

Facts in Support of Finding: Development of Quarry Falls would result in the creation of pervious surfaces, which would allow for areas of infiltration, as well as impervious surfaces, where runoff would need to be controlled. In order to control runoff from off-site areas, as well as runoff from development of Quarry Falls, a new drainage system will be constructed. As shown in Figure 5.12-3, *Proposed Drainage Plan*, of the Final PEIR, the project will implement a drainage plan that accommodates runoff at two discharge points. The project will also incorporate Best Management Practices (BMPs) to reduce storm water velocity and remove pollutants. These BMPs include source control, site design and treatment control BMPs. Post-construction runoff will be treated to the maximum extent practicable by natural biofiltration systems, including landscaped areas, a central bioswale (see Final PEIR Figure 5.13-3, *Proposed Drainage Plan*, of the Final PEIR), mechanical treatment devices and detention pond(s).

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §5.12.

4. Environmental Impact: Physical impacts resulting from the need for new or expanded public facilities including those for water, sewer, storm drains, and solid waste disposal and the provision of energy. As discussed in Final PEIR Section 5.12, with regard to solid waste, the project would generate large amounts of solid waste during its construction and operation. While direct impacts can be mitigated by adhering to City requirements, the project's contribution to cumulative impacts would be regarded as cumulatively significant.

Finding: Significant adverse cumulative impacts will result to solid waste disposal capacity from the project. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the Final PEIR. The City finds that there are no other feasible mitigation measures that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: Solid waste generated by the project will be hauled away by private collection services from franchised haulers for the City of San Diego. The waste will be taken to either the City of San Diego's West Miramar Landfill, which is located north of Highway 52 at 5180 Convoy Street in San Diego; the Sycamore Sanitary Landfill, located at 8514 Mast Boulevard in San Diego; or the Otay Landfill, located at 1700 Maxwell Road in Chula Vista. The permitted remaining capacity at the Miramar Landfill as of June 30, 2005 was 12,791,251 cubic yards, and it is estimated to close in December 2011. A height increase for the landfill has been proposed, but is not yet approved, which will extend the life of the landfill to approximately 2016. Currently, only two other landfills provide disposal capacity within the urbanized region of San Diego: the Sycamore and Otay Landfills. The permitted capacity of the Sycamore landfill is 27,947,234 cubic yards, and its remaining capacity as of June 2001 was 23,769,035 cubic yards. It has a projected closure date of January 1, 2016. A proposed expansion of the Sycamore Landfill is currently under review by the City. The Otay Landfill is permitted to receive 5,000 tons per day. Its permitted capacity is 59,857,199 cubic yards, with a remaining capacity in September 2002 of 41,152,377 cubic yards. It is estimated that the Otay Landfill will close at the end of 2027. Solid waste could also be taken to Sycamore Landfill, if its expansion is approved. However, current acceptance rates provided in the permits for the Otay and Sycamore Landfills would not accommodate the expected increase in waste once the Miramar Landfill closes. As discussed in Final PEIR Section 8, *Cumulative Effects*, using current disposal projections and permitted disposal limits, there remains some uncertainty regarding the solid waste disposal capacity for the City to the year 2020.

The project will include mitigation to reduce this impact. The project applicant is required to develop a waste management plan to minimize waste generation. The project applicant has also agreed to divert at least 75 percent (where 50 percent is required) of construction and demolition waste from landfills. In addition to the above mentioned mitigation measures, all development within the Quarry Falls project shall be provided with recycling at no additional charge and waste rates shall be charged on a volume generated basis. These measures are intended to encourage waste reduction. Waste hauling contracts shall be approved by the Franchise Administration in the City of San Diego to ensure compliance. These measures will not mitigate the project's contribution to cumulative impacts associated with waste generation,

landfill capacity, and the uncertainty of adequate long-term facilities to accommodate the City's waste. Measures have been taken to minimize the solid waste from the project and there are no additional feasible mitigation measures that will substantially reduce this impact or reduce it to below a level of significance. It is expected that the City's current plans to increase landfill capacity will mitigate this impact City-wide, but since the City's plans have not yet been fully implemented, this impact is considered significant.

Mitigation Measures: Mitigation Measures 5.12-1(A) and 5.12-1(B) presented in Final PEIR Section 5.12, *Public Utilities*, will reduce project impacts to below a level of significance.

Reference: Final PEIR §5.12.

5. Environmental Impact: Physical impacts resulting from the need for new or expanded public facilities including those for water, sewer, storm drains, and solid waste disposal and the provision of energy. As discussed in PEIR Section 5.12, with regard to energy, the project will not result in any significant impacts.

Finding: No significant adverse environmental impacts to energy utilities or resources will result from the project. No mitigation is required.

Facts in Support of Finding: During the development of Quarry Falls, the existing 12kv overhead lines on the north side of Friars Road will be converted to underground lines and will provide a source of electricity for the project at Qualcomm Way as well as at Gill Village Way. Electricity will be extended on-site via the existing transmission lines, and no new facilities will be required. To reduce energy use within the project, the project encourages the use of products which carry the EPA's ENERGYSTAR® certification, including high efficiency lighting fixtures and appliances. The proposed site layout and building orientation shall be designed to promote direct solar access to maximize the potential use of photovoltaic panels for energy generation. To reduce energy use for heating and cooling of structures, residential buildings will include operable windows oriented to take advantage of the prevailing winds to naturally ventilate indoor spaces. The project also requires the selection of vertical landscape elements such as trees to reduce heating in summer and increase solar heat gain in winter months. Additionally, the proposed Quarry Falls Specific Plan requires that each of the public buildings on site be designed to achieve a minimum of a "Silver" Leadership in Energy and Environmental Design program for new construction (LEED-NC). Public buildings within Quarry Falls will adhere to Council Policy 900-14, *Sustainable Building Policy*.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.12

6. Environmental Impact: Excessive use of energy. As discussed in Section 5.12, the project will not result in the excessive use of energy.

Finding: No substantial adverse environmental impacts from the project's use of energy will occur. No mitigation is required.

Facts in Support of Finding: The project will not use power in excess of that anticipated for the proposed uses, which include a mix of residential, commercial, civic and parks uses. The project will not use power in excess of that anticipated for the proposed uses, which include a mix of residential, commercial, civic and parks uses. Based on the state average annual electrical use for homes of 5,914 kWh, the 4,780 residential units proposed for the residential portion of the project would use approximately 28,268,920 kWh per year. In terms of natural gas, based on the average annual residential use of 4,012 cubic feet per year, it is estimated that approximately 2,347,000 therms per year would be used. Applying the state average rate for electrical and natural gas use for commercial facilities (12.95 kWh/square foot and 2.0 cubic feet/square foot), the 420,000 square feet of office/business park uses would use approximately 5,439,000 kWh per year of electricity and approximately 102,820 therms per year of natural gas. Applying the state average rate for electrical and natural gas use for retail facilities (13.55 kWh/square foot and 2.9 cubic feet/square foot), the 480,000 square feet of retail space would use approximately 6,504,000 kWh per year of and approximately 170,380 therms per year of natural gas. SDG&E would provide gas and electricity to the project.

The project includes construction of a packaged recycled water facility treatment plant to provide for the majority of the project's non-domestic landscape needs. The treatment plant itself would not result in the excessive use of electrical energy. The plant's energy consumption would be offset by a reduction in energy related to off-site packaged recycled water facility treatment and the delivery and treatment of potable water to the project. As analyzed in the Air Quality Technical Report, total greenhouse gas emissions for water usage represent approximately five percent of the total emissions for the project. The emissions analysis also assumed higher per capita water consumption (150 gallons per day versus 90 gallons per day) for determining greenhouse gas emissions. Because the total energy usage for the treatment facility is a small portion of the total Quarry Falls project and emissions from water usage were overestimated by 40 percent, the energy consumption of the project with the treatment facility can reasonably be assumed to be comparable to the project without the facility.

Sustainable design will be incorporated into the project to reduce the project's overall demand for energy. For example, the landscape design of the Quarry Falls project will incorporate trees and shrubbery that are vertical in character. Such vertical landscape design will help shade buildings and contribute to the reduction of the project's use of air conditioning. Use of deciduous trees where appropriate aids in reducing the need for heating lowering the use of natural gas resources. In addition, large canopy trees are proposed to be planted throughout the project site, contributing to the overall provision of shade and open space areas within the project site. The Quarry Falls project includes features that will contribute to energy efficiency and a decrease in the reliance on natural gas and oil. The project has been designed to be pedestrian-oriented and mixed-use (residential, commercial, light industrial). The pedestrian nature of the Quarry Falls project will generate reduced trip distances from residences to commercial and employment centers as well as recreational facilities. The incorporation of bicycle parking facilities throughout the project, the project's proximity to the trolley, the construction of a public transit stop(s) as deemed necessary by MTS, and the construction of a pedestrian bridge over Friars Road will promote use of alternative transportation methods (i.e., walking, bicycling, and public transportation). These project design components will also assist in the reduction of the project's dependency on non-renewable energy sources such as fossil fuels. In addition, a

Solar Access Study (Final PEIR Figures 5.12-4a and 5.12-4b, of the Final PEIR) performed by the architectural firm *Carrier Johnson*, confirms that the project has been designed in a manner that will allow the installation of solar systems to the roof tops of a large majority of buildings, either at initial construction or a future date, thereby increasing the overall energy conservation measures of the project.

Quarry Falls addresses a variety of conservation needs through the efficient use of land, including the need to reduce greenhouse gas emissions and the impacts of global warming, by utilizing the design goals of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) goals for sustainability. Quarry Falls is one of three San Diego projects and less than 300 projects worldwide that are participating in the LEED-ND pilot program. Sustainability will be achieved by developing a compact, walkable community with a mix of uses to encourage multi-modal trips and reduce vehicle miles traveled. Energy conservation will exceed current Title 24 energy requirements by 15% through energy conservation measures such as the use of ENERGYSTAR[®] appliances and building design that utilizes passive heating and cooling techniques. To achieve greater energy savings and reduce demand from grid provided energy, the project will include a variety of renewable energy solutions, including photovoltaic generation systems placed on rooftops and parking structures. Buildings will be oriented to take advantage of a southern exposure and terraced site, and included operable windows for passive heating and cooling.

Mitigation Measure: No mitigation is required.

Reference: Final PEIR 5.12

M. Water Quality

1. Environmental Impact: Increased impervious surface and a substantial alteration of on and offsite drainage patterns affecting the rate and volume of surface runoff. As discussed in section 5.13 of the PEIR, the project will increase impervious surface at the project site; however, the creation of a bioswale, three detention ponds, and one mechanical filtration unit or functionally equivalent treatment system to control water quality and flows from the site will maintain the peak runoff rate. Additionally, the overall drainage pattern of the site will not significantly change.

Finding: No substantial adverse environmental impacts to water quality will result from the increases in impervious surface due to the implementation of project features. No mitigation is required.

Facts in Support of Finding: Implementation of the proposed project would increase the amount of impervious surfaces at the site. Approximately 230.5 acres of graded land would be converted to mixed-use development with a change of approximately 57 percent to impervious area. Post-construction runoff will be collected in storm water conveyance systems that will discharge at the same two existing outfalls from the property following treatment. As discussed in Final PEIR Section 5.9, *Hydrology*, the proposed project will create 11 separate drainage sheds and utilize a bioswale, three detention ponds, and one mechanical filtration unit or functionally equivalent treatment system to control water quality and flows from the site to the

existing capacity of the outfalls. The Quarry Falls site discharges directly to the San Diego River, and peak flows for the project are conveyed by the river and discharge to the Pacific Ocean before the peak flood flows from upstream of Mission Valley. Any changes in downstream erosion potential are expected to be negligible because of the implementation of BMPs and collection of runoff by an engineered conveyance system.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.13.

2. Environmental Impact: Increase in pollutant discharge to receiving waters during or following construction/dischARGE identified pollutants to an already impaired water body. As discussed in section 5.13 of the PEIR, the proposed development of attached residential, commercial use, parks, opens space, civic uses and streets, as well as steep slopes characteristic of the site, has the potential to affect water quality at the project site; however the inclusion of Best Management Practices during and after construction will avoid the discharge of significant amounts of pollutants to receiving waters.

Finding: No substantial environmental affect to the quality of storm water runoff leaving this site compared to existing conditions is expected to occur. No mitigation is required.

Facts in Support of Finding: The nearest 303(d) impaired water body within the Mission San Diego HSA (907.11) is the Lower San Diego River, which is located approximately 1,200 feet south of the property. The Lower San Diego River constituents of concern are phosphorus, low dissolved oxygen, total dissolved solids, and fecal coliform. Anticipated and potential pollutants associated with the proposed project are summarized in Final PEIR Table 5.13-2, *Anticipated and Potential Pollutants*. To address water quality for the project, BMPs will be implemented during construction and post-construction activities. These include construction, site design, source control and treatment BMPs, combined with an on-going operation and maintenance program to ensure continued functioning of the post-construction BMPs. These BMPs are discussed in detail at Final PEIR pages 5.13-6 to 5.13-18 and are incorporated by reference herein.

Mitigation Measures: No mitigation measures are required. Construction, site design, source control and treatment BMPs incorporated into the project design (discussed in detail at Final PEIR pages 5.13-6 to 5.13-18); combined with an on-going operation and maintenance program to ensure continued functioning of the post-construction BMPs will reduce any potential impacts to below a level of significance.

Reference: Final PEIR §5.13

3. Environmental Impact: Short-term and long-term effects on local and regional water quality. As discussed in PEIR Section 5.13, the project is not expected to affect the quality of storm water runoff leaving the site in the near- or long-term. The proposed project will implement BMPs directed at precluding impacts to local and regional water quality.

Finding: No substantial adverse impacts on regional water quality in the short-term or long-term are expected to occur. No mitigation is required.

Facts Supporting Finding: To address water quality for the project, BMPs will be implemented during construction and post-construction activities. These include construction, site design, source control and treatment BMPs, combined with an on-going operation and maintenance program to ensure continued functioning of the post-construction BMPs. These BMPs are discussed in detail at Final PEIR pages 5.13-6 to 5.13-18 and are incorporated by reference herein.

Mitigation Measures: No mitigation measures are required. Construction, site design, source control and treatment BMPs incorporated into the project design (discussed in detail at Final PEIR pages 5.13-6 to 5.13-18); combined with an on-going operation and maintenance program to ensure continued functioning of the post-construction BMPs will reduce any potential impacts to below a level of significance.

Reference: Final PEIR § 5.13.

N. Mineral Resources

1. Environmental Impact: Loss of significant mineral resources. As discussed in Section 5.14, the project would be implemented in four phases, as resources are depleted and mining operations phase out, and therefore no impact to mineral resources will occur.

Finding: No substantial adverse environmental impact to significant mineral resources will occur. No mitigation is required. Public Resources Code § 21081(a)(1), Guidelines § 15091(a)(1).

Facts in Support of Finding: Currently, the project site is permitted for sand and gravel extraction activities, as well as concrete and asphalt plants, and mining activities occur on-site. The proposed project will provide for the ultimate re-use plan for the project site, once mining operations are complete. As part of the project, the approved CUPs (5073 and 82-0315) will be amended to adjust the grading scheme of the Reclamation Plan and allow for the relocation of the asphalt and concrete plants to the southeast corner of the site. The proposed Quarry Falls Specific Plan will be implemented in four phases, as resources are depleted and mining operations phase out. The project will allow for the complete mining of the project site, and will not result in the loss of significant mineral resources.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.14.

O. Growth Inducement

1. Environmental Impact: Induce substantial population growth in an area, either directly or indirectly. As discussed in Final PEIR Section 6.0, the proposed project will result in a substantial increase in housing and population in the Mission Valley community and is considered to be growth inducing.

Finding: Significant adverse environmental impacts from growth inducement are anticipated to occur from the project related to Traffic and Circulation, Visual Effects and

Neighborhood Character, Air Quality, Noise, Health and Safety, Biological Resources, Historical Resources, Paleontological Resources, and Public Utilities (solid waste) as discussed in these Findings. Changes and alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental impacts associated with growth inducement. However, these changes, in some cases, will not reduce the impacts to below a level of significance and therefore the City finds that there are specific economic, legal, social or technological, or other considerations, including the provision of employment opportunities for highly trained workers, make any further mitigation infeasible.

Facts in Support of Finding: The proposed project would allow for development of residential units, retail space, and office business park uses, in addition to commercial, civic, parks and open space uses. The residential units provided by the project would increase the housing stock in the Mission Valley Community by approximately 45 percent, which is a substantial increase. Based on SANDAG's estimate of 1.74 persons per household, the project would also result in approximately 8,317 new residents to Mission Valley. Therefore, the project would result in substantial population growth to Mission Valley.

Mitigation Measures: Mitigation measures and project design features for significant environmental impacts due to growth inducements are discussed throughout the Final PEIR and these Findings. Refer to the areas of specific environmental impact for mitigation measures.

Reference: Final PEIR § 6.0

P. Cumulative Impacts

1. Environmental Impact: Land Use - As discussed in PEIR Sections 8.0 and 5.1, the majority of the Quarry Falls project develops a previously disturbed site identified for multiple use in the Mission Valley Community Plan and it is therefore consistent and compatible with that plan. However, the intensity of development proposed by the Quarry Falls project would result in significant land use impacts associated with traffic circulation, including both direct and cumulative traffic circulation impacts. Cumulative impacts associated with traffic circulation would be the same as those evaluated in Final PEIR Section 5.2, *Transportation/Traffic Circulation/Parking as Horizon Year (Year 2030)*.

Finding: Significant cumulative environmental impacts to land use will occur associated with traffic circulation. Changes or alterations have been required in or incorporated into the project which will lessen the significant environment effects of the project related to traffic. These changes or alterations, however, will not reduce this impact to below a level of significance and the project is expected to have a significant adverse impact on traffic. The City finds that there are no other feasible mitigation measures that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: See Transportation Discussion in Cumulative Environmental Impact number 2.

Mitigation Measures: See Transportation Discussion in Cumulative Environmental Impact number 2.

Reference: Final PEIR §§ 5.2, 8.0.

2. **Environmental Impact:** Traffic Circulation. As discussed in Section 8.0 and 5.2 of the Final PEIR, significant cumulative environmental impacts to traffic circulation will occur.

- a. **Horizon Year (Year 2030).** The Horizon Year conditions are based on the Mission Valley Community Plan Update (September 2004) analysis and include build out of the Quarry Falls project as described for Phase 4, as well as build out of other anticipated transportation improvements in Mission Valley.

Impact 5.2-11: Impacts from Horizon Year are expected to be significant at the following additional roadway segments and arterials:

- Friars Road – River Run Road to Fenton Parkway
- Friars Road – Rancho Mission Road to Riverdale Street
- Qualcomm Way – Rio San Diego Drive to Camino del la Reina
- Qualcomm Way – Camino del Rio North/I-8 Westbound Ramps to I-8 Eastbound Ramps

Impacts to the segment of Murray Ridge Road – I-805 Southbound Ramps to I-805 Northbound Ramps will be mitigated to below a level of significance by improvements in the Phase 1 Transportation Improvement Plan.

Impact 5.2-12: Impacts from Horizon Year are expected to be significant at the following additional intersections:

- Friars Road/Fenton Parkway (PM Peak)
- Friars Road/Riverdale Street (AM and PM Peak)
- Texas Street/Monroe Avenue (PM Peak)

Impacts to the Mission Center Road/Camino del Rio North (PM Peak) and the Camino del Rio North/I-8 Westbound Ramp (PM Peak) intersections will be mitigated to below a level of significance by improvements in the Phase 3 Transportation Improvement Plan.

A fairshare contribution toward improvements, that would mitigate the project's cumulative impact to below a level of significance, would be paid as part of the Phase 4 Transportation Phasing Plan.

- Friars Road/Santo Road (AM Peak)**
- Mission Gorge Road/Zion Avenue (AM Peak)**
- Mission Center Road/Camino del la Reina (PM Peak)**
- Qualcomm Way/Camino de la Reina (PM Peak)**

- Texas Street/Camino Del Rio South (AM and PM Peak)**
- Texas Street/Madison Avenue (AM and PM Peak)**
- Rio San Diego Drive/Fenton Parkway (PM Peak)**

** *Fairshare*

Impact 5.2-13: Impacts from Horizon Year are expected to be significant on the following additional freeway segment:

- I-15 (Northbound) – North of Friars Road (AM Peak)

The ramp metering analysis conducted for Horizon Year identifies no additional significant impacts.

Mitigation Measures: The project will make fairshare contributions toward Horizon Year impacts which will mitigate the project’s contribution to below a level of significance for seven of the 12 intersections affected by the project in the Horizon Year. An additional two intersections (Mission Center Road/Camino del Rio North and Camino del Rio North/I-8 Westbound Ramp) will be mitigated to below a level of significance by mitigation measure MM 5.2-12 (see discussion in Phase 3) identified in Table 5.2-9, *Transportation Phasing Plan*). One roadway segment (Murray Ridge Road/ I-805 Southbound Ramps to I-805 Northbound Ramps) will be mitigated to below a level of significance by mitigation measure MM 5.2-11 (see discussion in Phase 1) identified in Table 5.2-9, *Transportation Phasing Plan*). The project proposes fair share contributions to circulation improvements that are not currently included in financing plans for the communities where the improvements will be located. These include: Friars Road/Santo Road; Mission Gorge/Zion Avenue; and Texas Street/Madison Avenue. If the affected community financing plans are amended to include these improvements and a funding source is identified to ensure their ultimate implementation, then the cumulative impacts at these locations will be mitigated to below a level of significance. If, however, the affected communities do not amend their respective financing plans to include these improvements, cumulative impacts will remain significant and not fully mitigated, although the project will mitigate its contribution to the cumulative impacts.

The project’s contribution to cumulatively significant impacts on the freeway mainline segment on I-15 (Northbound) – North of Friars Road (AM Peak) would not be mitigated by the proposed project. These cumulative impacts associated with the project would remain cumulatively significant and unmitigated. Alternative transportation improvements and contributions made by the project to the regional arterial system and freeway interchanges will exceed the fees exacted using the RCTIP as a baseline.

Additional Transportation Mitigation: The Quarry Falls project would implement additional measures to improve traffic operations and offset unmitigated cumulative impacts. These measures encourage multi-modal transportation, walkability, and a decrease in reliance upon the automobile for personal trips. As the project builds out, locations within the project would be identified for a car sharing service to provide alternatives to vehicle ownership.

The traffic analysis assumes the Citywide trip generation rate that reflects a conservative estimate for trip reductions due to alternative modes of transportation. The project has been designed to take advantage of its proximity to transit, jobs, and other regional

destinations, such as San Diego State University, in order to increase transit ridership. The following transportation phasing plan improvements are intended to further reduce reliance on vehicular trips and make transit readership more convenient:

- **Pedestrian Bridge** - Construct a pedestrian bridge over Friars Road to connect Quarry Falls to the Rio Vista West shopping center and provide access to the Rio Vista West trolley station.
- **Transportation Demand Management Plan** - Develop a comprehensive transportation demand management plan that includes transit passes, information kiosks in central locations, bike lockers, priority parking spaces for carpools, and co-ordination with the Metropolitan Transit Service (MTS) for potential public or private bus service in Quarry Falls.

Finding: Significant cumulative adverse environmental impacts will occur due to project traffic. Changes or alterations have been required in or incorporated into the project which will lessen the significant environment effects of the project related to traffic. These changes or alterations, however, will not reduce this impact to below a level of significance and the project is expected to have a significant adverse impact on traffic. The City finds that there are no other feasible mitigation measures that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: For purposes of evaluating cumulative impacts associated with traffic circulation, the traffic analysis conducted for the project assumes build-out of the Serra Mesa and Mission Valley Community Plans, plus the individual projects listed under Final PEIR Section 8.2. Build-out under the Mission Valley and Serra Mesa community plans are assumed in the Horizon Year (2030). Additionally, several off-site roadway improvements are assumed to be in place during the Horizon Year, including: 1. Hazard Center Road connection from Mission Center Road to Fashion Valley Road; 2. Via las Cumbres extension south to Hotel Circle North; 3. Milly Way bridge (the extension of Fenton Parkway south to Camino del Rio North); and, 4. I-8 Hook Ramps and interchange realignment at Camino del Rio North and Qualcomm Way.

As presented in Final PEIR Section 5.2, under the cumulative impacts analysis for traffic circulation, the Quarry Falls project will contribute to cumulatively significant impacts. Final PEIR Table 8-1, *Cumulative Traffic Impacts Summary Table*, incorporated herein by reference, lists the various circulation segments, intersections, freeways and ramps where significant cumulative impacts will result.

Unmitigated Cumulative Impacts and Infeasibility of Mitigation:

Segments and Arterials:

- **Friars Road – River Run Road to Fenton Parkway.** The adoption of the Mission City Specific Plan by the City Council eliminated the requirement for a grade separated interchange at Friars Road and Fenton Parkway, effectively downgrading the classification of these portions of Friars Road from an expressway to a prime arterial,

thereby constraining the capacity of Friars Road and the overall circulation system. The segment and intersections have been improved to fully implement their classification; an improvement to increase the classification of the street would require the City Council to amend the Mission Valley Community Plan to increase the capacity of Friars Road. This decision would require widening of segments and intersections or the construction of grade separated interchanges that would require the acquisition of adjacent property developed with residential and commercial projects. The widening would place existing residents and businesses in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust, thereby impacting the perception of quality of life. These social and policy considerations render the mitigation infeasible.

- **Friars Road – Rancho Mission Road to Riverdale Street.** The widening of Friars Road for portions of this segment would require additional right-of-way from adjacent businesses on the north and south sides of Friars Road. The widening would place existing commercial offices in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust. The properties on the southwest and southeast quadrants of the intersection of Riverdale Street and Friars Road would lose existing parking and potentially have impacts to their internal circulation. Impacts to parking and internal circulation at these locations may negatively impact the existing and adjacent businesses. The widening of the bridge over the San Diego River would result in additional impacts to sensitive biological resources, including wetlands. These social considerations render the mitigation infeasible.
- **Qualcomm Way – Rio San Diego to Camino de la Reina.** Road widening in this area would impact high density housing on the west side of the segment, just south of the San Diego River, resulting in potential demolition of structures and placing residents in closer proximity to the street. Structured parking areas serving the nearby business on the eastside of the segment just north of the San Diego River may also be impacted resulting in negative business impacts. The widening would place existing residents in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust, thereby impacting the perception of quality of life. The social considerations render the mitigation infeasible.
- **Qualcomm Way – Camino del Rio North/I-8 westbound ramps to I-8 eastbound ramps.** Potential mitigation would include the widening of the segment bridge over I-8 to accommodate additional lanes. Unlike the I-8/Mission Center Road interchange, the current interchange design and geometry would require improvements not yet identified by the City of San Diego or Caltrans. The I-8 Corridor Study (a joint effort of Caltrans, SANDAG, and the City of San Diego) will address the needs for improvements to interchanges to better coordinate traffic circulation on I-8 and access to Mission Valley. If the project attempted to mitigate this impact now – before the I-8 Corridor Study is completed – the mitigation might not be compatible with the ultimate improvement that is selected after the Corridor Study is completed. This jurisdictional consideration and the inability to implement an improvement in a successful manner and in a reasonable period of time render the mitigation infeasible.

Intersections:

- **Friars Road/Fenton Parkway.** Project mitigation at the intersection would require an additional eastbound or westbound lane. The adoption of the Mission City Specific Plan by the City Council eliminated the requirement for a grade separated interchange at Friars Road and Fenton Parkway, effectively downgrading the classification of Friars Road at this location from an expressway to a prime arterial, thereby constraining the capacity of Friars Road and the overall circulation system. The current design of an at-grade signalized intersection results in LOS F in the Horizon Year without the project. The segment and intersections have been improved to fully implement their classification; an improvement to increase the classification of the street would require the City Council to amend the Mission Valley Community Plan to increase the capacity of Friars Road. This decision would require improvements at the intersection that necessitate the acquisition of adjacent property developed with residential and commercial projects. The widening would place existing residents and businesses in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust, thereby impacting the perception of quality of life. These social and policy considerations render the mitigation infeasible.
- **Friars Road/Riverdale Street.** Project mitigation at the intersection would require an additional eastbound or westbound lane. The widening of Friars Road for this location would require additional right-of-way from adjacent businesses on the north and south sides of Friars Road. The widening would place existing businesses in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust. Impacts to parking and internal circulation at these locations would negatively impact the existing and adjacent businesses. These social considerations render the mitigation infeasible.
- **Texas Street/Monroe.** Improvements have been identified to reduce the impacts to the segments and intersections in this area to below a level of significance. However, the Greater North Park Public Facilities Financing Plan identifies alternative improvements which will be implemented by the project for sidewalks, lighting and traffic calming rather than an increase in the number of lanes. This alternative has been recommended by the Greater North Park Planning Group. Implementation of a higher capacity Texas Street would impact local residents and businesses by creating a traffic environment that reduces walkability in the neighborhood, as well as be inconsistent with the financing plan and community priorities. This area is defined by a fine-grained street network that encourages walkability; the widening of Texas Street at this intersection could have a negative impact on both the character of the neighborhood and walkability and therefore be inconsistent with the mobility and community planning goals of the General Plan. This change would most likely be perceived as a negative impact on the quality of life. These social and policy considerations render the mitigation infeasible. As partial mitigation, the project proposes the addition of a sidewalk and pedestrian lighting on Texas Street from Camino del Rio South to Madison Street (estimated cost approximately \$2M) and a contribution of \$100,000 for traffic calming between Madison Street and El Cajon Boulevard.

Freeway Segments:

- **I-15 (North) – North of Friars Road (AM Peak).** The Regional Transportation Congestion Improvement Program (RTCIP) was created by SANDAG to ensure future

development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements. The RTCIP Impact Fee Nexus Study dated September 5, 2006 was prepared for SANDAG to provide a single nexus analysis for use by all local agencies in San Diego County to fulfill their contribution towards regional improvements. Using the nexus study as a basis, beginning July 1, 2008 the City of San Diego requires \$2,332.00 per single family unit and \$1,865 per multi-family unit (affordable housing is exempt) in exactions or equivalent improvements for each newly constructed residential housing unit to allow the City to ensure it receives TransNet funding.

The goal of the RTCIP is to establish an impact fee system to enable projects to fulfill their contribution to these regional improvements, therefore the unmitigated freeway impacts of the project are partially mitigated by significant improvements to Friars Road and other interchange improvements. Mitigation for freeway impacts would require Caltrans approval. Projects such as widening a freeway are determined by freeway corridor studies due to their scope being beyond the capabilities of an individual private development project. The inability of a single private development project to accomplish these freeway improvements in a successful manner and in a reasonable period of time renders this mitigation infeasible.

At build-out, the project would provide mitigation for over \$31 million (2007 dollars) for improvements to the regional arterial system, which includes widened arterials, traffic signal coordination, and improvements to five interchanges serving Mission Valley. This exceeds the approximately \$8 million in RTCIP contributions that would be assessed by the City of San Diego as an exaction for impacts to the regional system. In addition, the physical improvement to the interchange at Mission Center Road and I-8 is preferable to a fair share payment for I-8 corridor improvements due to the benefit of providing mitigation to improve traffic flow.

Reference: Final PEIR §5.2 and 8.0.

3. Environmental Impact: Visual Effects and Neighborhood Character. As discussed in PEIR Sections 8.0 and 5.3, the project will substantially change the existing manufactured site environment from a mining and extraction site to a mixed-use commercial and residential neighborhood. The cumulative impacts to the visual and neighborhood character are considered significant.

Finding: Significant adverse cumulative environmental impacts will result from the project. The City finds that there are no feasible mitigation measures that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: The project site's current appearance is of manufactured mined slopes. The project would result in "opening up" the area "for development," which would impact any views of and beyond the project site. However, the

overall scenic quality of the project site is low and would not be changed from an essentially natural view to a largely manufactured appearance. A project would have a cumulative impact to neighborhood character, if the area opened for new development results in a change in the overall character of the area. Relative to neighborhood character, the project will develop an existing mining site, introducing urban uses to barren, undeveloped land, as anticipated by the Mission Valley Community Plan and the City's Progress Guide and General Plan. Quarry Falls is located in an area where surrounding land is fully developed, and the project's impacts on neighborhood character are limited to the immediate project area.

Mitigation Measures: There are no mitigation measures available to mitigate this impact. Adoption of the No Project/No Build: Continuation of Approved Conditional Use Permit/Implementation of Approved Reclamation Plans alternative would avoid the impact because no development would occur on the site. Adoption of other project alternatives would reduce the magnitude of the change in the visual character of the site and surrounding area; however, as stated in Section VII, FINDINGS REGARDING ALTERNATIVES, of these Findings, the City finds that that specific economic, social, technological or other consideration make infeasible the alternatives identified in the Final PEIR.

Reference: Final PEIR §§5.3 and 8.0.

4. Environmental Impact: Air Quality. As discussed in Sections 8.0 and 5.4 of the Final PEIR, no substantial cumulative impacts to air quality are anticipated.

Finding: No substantial adverse cumulative environmental impacts are anticipated to occur from the project's implementation. No mitigation is required.

Facts in Support of Finding: In analyzing cumulative impacts from a proposed project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the San Diego Air Basin is listed as "non-attainment" for the State AAQS. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels identified above, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions.

With regard to past and present projects, the background ambient air quality, as measured at the monitoring stations maintained and operated by the San Diego Air Pollution Control District, measures the concentrations of pollutants from existing sources. Past and present project impacts are therefore included in the background ambient air quality data.

The Traffic Impact Study prepared for the project included projects that are planned or reasonably foreseeable in the traffic projections used to develop estimates of LOS and impacts. Thus, the planned or reasonably foreseeable projects are included in the analysis to evaluate potential impacts to the ambient air quality based on traffic in the project area. As discussed in Section 5.4, the CO "hot spots" evaluation indicated that no significant impacts would result from cumulative traffic. With improvements in emissions from vehicles due to phase-out of older vehicles and implementation of more stringent emission standards by the

California Air Resources Board, CO “hot spots” will not result from traffic associated with cumulative projects. PM10 emissions associated with construction generally result in near-field impacts. As shown in the construction emissions evaluation presented in Section 5.4, the emissions of PM10 are above the significance levels; implementation of mitigation measures presented in PEIR Section 5.3, *Air Quality*, will reduce impacts to below a level of significance. Because of the localized nature of PM10 impacts, and because all of the past, present, and reasonably foreseeable future projects will not be undergoing construction at the same time as the project, the PM10 impacts associated with construction will not be cumulatively significant. Furthermore, because of the project related traffic’s low emissions of PM10 (less than one percent of the daily and annual significance threshold), the project will not result in a cumulatively considerable net increase of PM10.

With regard to cumulative impacts associated with ozone precursors ROG and NOx, in general, provided a project is consistent with the community and general plans, it has been accounted for in the ozone attainment demonstration contained within the State Implementation Plan and will not cause a cumulatively significant impact on the ambient air quality for ozone. Because the Quarry Falls project is projecting more intense development than the community plan land use assumptions, an evaluation of the project’s consistency with SANDAG’s housing forecast for San Diego County to determine the project’s consistency with the RAQS and SIP was conducted.

The project is located in the Central Major Statistical Area. The projected housing growth from 2004 to 2030 is 288,726 housing units for the San Diego Region. The project is proposing to construct 4,780 housing units, which will comprise only 1.66 percent of the total projected housing growth in the San Diego Region. The project will therefore be consistent with the growth forecasts for the region and will therefore be in conformity with the RAQS and SIP. Despite the fact that the project is proposing denser development than accounted for in the current community plan and therefore in the SIP, emissions associated with the project have been accounted for in the growth projections for the San Diego Region and will thus not result in a cumulatively significant impact on the ambient air quality.

The project also includes several transportation demand management (TDM) measures that aid in reducing air quality impacts. A trail network, consisting of bicycle paths and walkways throughout the project, will provide an alternative to automobile travel, as well as recreational opportunities. Bike lanes will be provided on circulation roadways. Bus transit is available to the project and project developers will coordinate with MTS to add bus stops, as necessary, within the project. The Mission Valley LRT is located south of the project. The project will add a pedestrian bridge over Friars Road and connecting with pedestrian ways within Rio Vista West to encourage future residents and workers within Quarry Falls to walk to the LRT. The project will also include a kiosk in a central location to encourage and outline alternative transportation programs, with a TDM coordinator identified in the property manager’s office.

Mitigation Measures: No mitigation for cumulative impacts is required. Mitigation Measures have been incorporated to reduce the direct impacts of the project.

Reference: Final PEIR §§ 8.0 and 5.4.

5. Environmental Impact: Noise. As presented in PEIR Section 5.5, *Noise*, the project has the potential to contribute traffic to off-site areas which, when considered with projected traffic volumes, could result in cumulative noise impacts.

Finding: Projected traffic volumes from the project could result in cumulative noise impacts. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final PEIR.

Facts in Support of Finding: The project has the potential to contribute traffic to off-site areas which, when considered with projected traffic volumes, could result in cumulative noise impacts. These off-site areas include: Qualcomm Way between Friars Road and Rio San Diego Drive, and Fenton Parkway between Friars Road and Rio San Diego Drive. However, there are no sensitive receptors located along the segments of Qualcomm Way, between Friars Road and Rio San Diego Drive. The Mission City EIR (LDR No. 96-0544; SCH No. 96111039) included requirements to mitigate cumulative noise levels as part of future developments in Mission City. Therefore, mitigation required as part of the Mission City project will adequately attenuate cumulative noise levels associated with traffic on Fenton Parkway.

Mitigation Measures: Mitigation required as part of the Mission City project will adequately attenuate cumulative noise levels associated with traffic on Fenton Parkway.

Reference: Final PEIR §§8.0 and 5.5.

6. Environmental Impact: Biology. As discussed in PEIR Sections 8.0 and 5.6, although significant project impacts will occur from the project, these impacts have been mitigated to below a level of significance. The project's compliance with the City's MHPA guidelines will ensure no cumulative impacts to biological resources.

Finding: Changes or alterations have been required in or incorporated into the project which avoids significant cumulative impacts to biological resources.

Facts in Support of Finding: The City of San Diego implemented the MSCP to provide for a regional mitigation solution for impacts to multiple, rather than single, species and their habitats. As part of the MSCP planning process, a habitat evaluation model has been developed to identify critical biological resources areas with the MSCP's study area. The MSCP was designed to compensate for the regional loss of biological resources throughout the region. Projects that conform within the MSCP as specified by the MSCP Plan, the City MSCP Subarea Plan, and implementing ordinances, [i.e. Biology Guidelines (July 2002) and ESL Regulations] would generally not result in a significant cumulative impact for those biological resources adequately covered by the MSCP [i.e. vegetation communities identified as Tier I through IV (see City's Biology Guidelines; July 2002)]. Vegetation communities impacted by the proposed project are covered by the MSCP. Additionally, the project's proposed mitigation for impacts to sensitive biological resources is in accord with City requirements. Other projects within the City that impact sensitive biological resources will be required to adhere to the same requirements.

Mitigation Measures: The project will comply with the MSCP and associated regulations.

Reference: Final PEIR §§8.0 and 5.6

7. Environmental Impact: Health and Safety. Health and Safety impacts evaluated in Section 5.7 of the Program EIR are specific to the proposed project and do not lend themselves to a cumulative impacts evaluation.

Finding: No substantial adverse cumulative environmental impact associated with health and safety issues is anticipated. No mitigation is required.

Facts in Support of Finding: *Health and Safety* impacts evaluated in Section 5.7 of the Program EIR are specific to the proposed project and do not lend themselves to a cumulative impacts evaluation. Some of the other projects included in the cumulative impacts evaluation would also result in impacts associated with health and safety and those impacts would also be project and site specific. Mitigation measures, if required, would be implemented on a case-by-case basis. Therefore, the proposed project will not contribute to cumulative impacts associated with health and safety.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §§ 5.7 and 8.0.

8. Environmental Impact: Historical Resources. As addressed in Final PEIR Section 5.8, *Historical Resources*, due to the project's proposal to disturb areas that have not been affected by on-going mining operations, the Quarry Falls project has the potential to impact subsurface archaeological resources as a result of construction activities.

Finding: Changes or alterations have been required in or incorporated into the project which reduces the potential cumulative impacts to archaeological or cultural resources to below a level of significance.

Facts in Support of Finding: The Quarry Falls project has the potential to impact subsurface archaeological resources as a result of construction activities. However, implementation of the standard mitigation measures set forth in Section 5.8 will reduce potential impacts to archaeological resources to below a level of significance. These measures require monitoring during construction and the curation of historical artifacts. Other projects which involve grading of native materials would be conditioned in a similar manner to implement measures which will mitigate potential impacts to archaeological resources.

Mitigation Measures: Mitigation Measures 5.8 presented in Final PEIR will reduce project impacts to below a level of significance.

Reference: Final PEIR §§ 5.8 and 8.0.

9. Environmental Impact: Hydrology. As addressed by PEIR Section 5.9, *Hydrology*, of this Program EIR, the project will not extract water from an aquifer, increase runoff, increase flooding, or impact drainage patterns or impact downstream water bodies as a result of altered drainage patterns. Therefore, the project will not contribute to any cumulative hydrologic impact.

Finding: No substantial adverse cumulative environmental impacts to hydrology will result. No mitigation is required.

Facts in Support of Finding: The project will control drainage and runoff in accordance with City requirements. Similarly, other projects considered in this cumulative analysis will be required to control drainage and runoff in a similar manner. Therefore, no cumulative impacts associated with hydrology will be expected.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §§ 5.9 and 8.0

10. Environmental Impact: Geology. As discussed in Final PEIR Section 5.10, the proposed project will not contribute to cumulatively significant impacts related to geologic hazards or soils.

Finding: No substantial adverse cumulative impact to geology or soils will occur from the project. No mitigation is required.

Facts in Support of Finding: As presented in Section 5.10, Geologic Conditions, of the PEIR, no geologic hazards occur on-site which would result in significant impacts to people at the project site. Additionally, the proposed Quarry Falls project would follow standard construction practices to ensure no geologic impacts would result from project development. The proposed project would not contribute to cumulatively significant impacts related to geologic hazards or soils.

Reference: Final PEIR §§ 5.10 and 8.0.

11. Environmental Impact: Paleontology. As addressed in PEIR Section 5.11, *Paleontology*, due to the project's proposal to disturb areas that have not been affected by on-going mining operations and the existing paleontological characteristics of the project site, the Quarry Falls project has the potential to cumulatively impact these resources.

Finding: Changes or alterations have been required in or incorporated into the project which will reduce the potential significant impact to below a level of significance.

Facts in Support of Finding: Implementation of the standard mitigation measures set forth in Final PEIR Section 5.11 will reduce potential impacts to paleontological resources to below a level of significance. These measures include monitoring during excavation and the curation of fossil finds. Other projects which involve grading of native materials would be conditioned in a similar manner to implement measures which will mitigate potential impacts to paleontological resources. Implementation of required mitigation measures will reduce the potential cumulative loss of important paleontological resources to below a level of significance.

Mitigation Measures: Mitigation Measures 5.11 presented in Final PEIR will reduce project impacts to below a level of significance.

Reference: Final PEIR §§ 5.11 and 8.0.

12. Environmental Impact: Public Utilities – Solid Waste Disposal. As discussed in Final PEIR Section 5.12, the project will cause significant cumulative impacts to solid waste disposal.

Finding: Significant adverse cumulative environmental impacts to solid waste disposal will result from the project. The City finds that there are no feasible mitigation measures or alternatives that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: The Quarry Falls project would generate large amounts of solid waste through construction and operation of the proposed residential, commercial, mixed use, parks and civic uses. When considered in conjunction with build-out of the City's General Plan, community plan and individual projects evaluated for this cumulative impacts analysis, impacts to solid waste disposal would be considered cumulatively significant. The project will include a waste management plan that will reduce construction and operational waste from the site. The project will be conditioned to require the diversion of 75% of construction and demolition wastes from landfills. Actions to increase landfill capacity include a City proposal to include the elevation of the active portion of the Miramar Landfill up to 20 feet to add approximately four years of capacity to the landfill. An EIS/EIR for that proposal has been prepared. Also, a proposal to expand the Sycamore Landfill is being processed by the City of San Diego. The City has determined that additional actions would be needed to increase landfill capacity (City of San Diego, General Plan Update, Final Program EIR). Because there remains some uncertainty about the solid waste disposal capacity for the City to the year 2020, past, present and future projects (including Quarry Falls) within San Diego would contribute to cumulatively significant solid waste impacts.

Mitigation has been incorporated into the project, but there are no mitigation measures that would reduce this cumulative impact to below a level of significance. Given the uncertainty in the long-term outlook for landfill capacity in the San Diego region, any project that creates waste that must be disposed in a landfill may have a cumulative effect. It is not feasible to condition the project to require 100% recycling by all of its tenants and homeowners. The project would encourage recycling by providing recycling at no additional cost and charging for waste disposal by volume.

Mitigation Measures: Mitigation Measures 5.12-1a and 5.12-1b presented in Final PEIR will reduce project impacts to below a level of significance.

Reference: Final PEIR §§ 5.12 and 8.0.

13. Environmental Impact: Public Utilities – Energy. As discussed in PEIR Section 5.12, No impacts associated with energy facilities are anticipated.

Finding: The project will not result in significant cumulative impacts associated with energy use. No mitigation is required.

Facts in Support of Finding: The project will not use power in excess of that anticipated for the proposed uses, which include a mix of residential, commercial, civic and parks uses. Additionally, sustainable design will be incorporated into the project to reduce the project's overall demand for energy.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §§ 5.12 and 8.0.

14. Environmental Impact: Water Quality. As discussed in Final PEIR Section 8.0, with implementation of Best Management Practices, the proposed project will avoid significant impacts to water quality and will not contribute to a cumulatively significant impact to water quality.

Finding: No significant cumulative environmental impacts are anticipated to occur. No mitigation is required.

Facts in Support of Finding: As discussed in Final PEIR Section 5.13, *Water Quality*, development of the Quarry Falls project will involve preparation of a SWPPP that sets forth Best Management Practices (BMPs) to minimize water quality impacts during construction, and preparation of a Water Quality Technical Report that identifies permanent post-construction BMPs for the project. With implementation of Best Management Practices, the proposed project will avoid significant impacts to water quality will not contribute to a cumulatively significant impact to water quality.

Mitigation Measures: No mitigation measures are required because no cumulative impacts are anticipated to occur.

Reference: Final PEIR § 8.0

15. Environmental Impact: Mineral Resources. As discussed in Final PEIR Section 5.14, the project will be phased as mining resources are depleted, and therefore no cumulative impacts will occur.

Finding: No substantial adverse cumulative impact to mineral resources will occur. No mitigation is required.

Facts in Support of Finding: The proposed Quarry Falls Specific Plan will be implemented in four phases, as resources are depleted and mining operations phase out. The project will allow for the complete mining of the project site, and will not result in the loss of significant mineral resources.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 8.0

16. Environmental Impact: Global Climate Change. As discussed in PEIR Section 8.0, the proposed project would be consistent with the goals of AB 32 to reduce greenhouse gas

(GHG) emissions to at or below 1990 levels by 2020 and the project's impacts on global climate change would not be significant.

Finding: No significant environmental impact associated with global climate change is anticipated from the project. No mitigation is required, however specific project features have been incorporated to reduce the project's contribution to global climate change and to be consistent with the goals of AB32.

Facts in Support of Finding: An analysis was completed to identify and quantify GHG emissions associated with the Quarry Falls project. These emissions are associated with energy use, natural gas consumption, water use, and automobile travel. On an annual basis at build-out, the project will emit 74,866 metric tons of GHGs, or 9.00 metric tons per resident.

The project would be required to comply with California Assembly Bill 32, which requires the state to reduce GHG emissions to below 1990 levels by 2020. When it is fully implemented, AB 32 would provide statewide guidance as to how to reduce GHG emissions to 1990 levels by 2020. At this time, however, no significance threshold has been set for cumulative GHG emissions. In advance of the implementation of AB 32, the project incorporates many project design features that would reduce energy use, natural gas consumption, water use, and vehicle use, and correspondingly reduce the project's GHG emissions. A full list of these project design features is included at Final PEIR section 8.3.15 at Final PEIR pages 8.0-30 to 8.0-33 and is incorporated herein by reference.

Even assuming that the 2020 GHG goal expressed in AB 32 was implemented immediately, it is estimated that the build-out of Quarry Falls would result in per capita emissions at a level below the most conservative estimation of AB 32's ultimate per capita emissions target. The Quarry Falls project will emit approximately 9.00 metric tons of GHGs per resident per year, which is less than the 9.67 metric tons of GHGs per person per year under AB 32. Accordingly, it is estimated that the project's residents would be emitting less than their proportional share of GHG emissions under AB 32. Therefore, the proposed project would be consistent with the goals of AB 32 to reduce GHG emissions to at or below 1990 levels by 2020 and the project's impacts on global climate change will not be significant.

Mitigation Measures: No mitigation is required, however the project incorporates design features presented at Final PEIR section 8.3.15 at Final PEIR pages 8.0-30 to 8.0-33, incorporated herein by reference, which will make the project consistent with the goals of AB32.

Reference: Final PEIR § 8.0

VII.
**FINDINGS REGARDING CHANGES OR ALTERATIONS THAT ARE
WITHIN THE RESPONSIBILITY AND JURISDICTION OF ANOTHER
PUBLIC AGENCY**

There are no changes or alterations that are within the responsibility and jurisdiction of another public agency and not the agency making the finding.

VIII.
FINDINGS REGARDING ALTERNATIVES

In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR must contain a discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Section 15126.6(f) further states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Thus, the following discussion focuses on project alternatives that are capable of eliminating significant environmental impacts or substantially reducing them as compared to the proposed project, even if the alternative would impede the attainment of some project objectives, or would be more costly. In accordance with Section 15126.6(f)(1) of the State CEQA Guidelines, among the factors that may be taken into account when addressing the feasibility of alternatives are: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

As required in CEQA Guidelines Section 15126.6(a), in developing the alternatives to be addressed in this section, consideration was given regarding an alternative's ability to meet most of the basic objectives of the proposed project. Because the proposed project will cause unavoidable significant environmental effects related to Land Use (traffic circulation), Transportation/Traffic Circulation/Parking and Visual Effects and Neighborhood Character, Cumulative impacts associated with Land Use (traffic circulation), Transportation/Traffic Circulation/Parking, Visual Effects and Neighborhood Character, and Public Utilities (solid waste), the City must consider the feasibility of any environmentally superior alternatives to the proposed project, evaluating whether these alternatives could avoid or substantially lessen the unavoidable significant environmental effects while achieving most of the objectives of the proposed project.

The alternatives presented and considered in the Final PEIR constitute a reasonable range of alternatives necessary to permit a reasoned choice among the options available to the City and/or the project proponent. Based upon the administrative record for the project, the City makes the following findings concerning the alternatives to the proposed project.

A. Alternatives Considered and Rejected

The following design alternatives were considered for the proposed project. These alternatives were rejected from further consideration because they fail to meet most of the project objectives and are considered infeasible.

Alternative Land Use Plan: Conventional development of the project site with solely residential land uses or solely commercial land uses has not been considered for the project. Such alternative land use plans will not implement the Mission Valley Community Plan's designation for a multiple use project on the site and will not allow the site to develop as an Urban Village, with integrated land uses and enhanced pedestrian and bicycle access proximate to transit opportunities, as envisioned by the City of Villages Strategy and the Strategic Framework Plan.

Alternative Locations: The City of San Diego Housing Element 2005-2010, adopted December 5, 2006, references SANDAG regional land use data that indicates that only four percent of San Diego's land remains. The project proposes an integrated mixed-use project on approximately 230.5 acres within the Mission Valley community. There are only two other areas within Mission Valley of sufficient size that could develop in a manner similar to that proposed by the Quarry Falls project. These include the Levi-Cushman Specific Plan area and the Qualcomm Stadium site. Neither site is owned by the same property owner as Quarry Falls. There are several existing sand and gravel sites in the City, located in Mission Gorge and Carroll Canyon. These sites are anticipated to develop with housing and a mix of retail and commercial uses once mining resources have been depleted and reclamation has occurred. These sites are actively pursuing entitlements for future development to a mix of uses, making acquisition of the property beyond the financial resources of the owners of Quarry Falls.

In regard to other cities or areas of the City reviewed for the project, the project is proposed for a disturbed quarry site in the middle of the City and the Mission Valley community which is under one ownership. The site has easy access to public streets and freeways and is served by transit. Given traffic congestion in the City and County, traffic impacts from the alternative sites would have the potential to impact circulation segments, intersections and freeways. Development in other areas could result in greater impacts to biological resources and impacts to historical resources. Additionally, large landholdings that could accommodate the project could be further removed from existing infrastructure and lack access to transit. For these reasons, there are no other feasible alternative locations for the Quarry Falls project as proposed.

Sensitive Biological Resources Avoidance Alternative: An alternative was considered that would avoid impacts to sensitive habitat. Modification to the project's grading in the Ridgetop subdistricts was studied to determine if there was an alternative grading scheme to avoid impacting coastal sage scrub, mixed chaparral and wetland vegetation. In order to avoid sensitive resources in the northern portion of Specific Plan area, access to the Ridgetop West subdistrict would need to be modified. Additionally, grading would need to be modified along the eastern edge of the Ridgetop East subdistrict to avoid impacts to coastal sage scrub vegetation along the steep slope in this area. While this alternative would reduce the grading necessary for development, it would not avoid all impacts to sensitive biological resources. Due to geotechnical reasons, in order for circulation roads and development proposed for other areas

of the project to be constructed, drainage flowing into the disturbed wetland and being released onto the site must be controlled within a storm drain system. Therefore, the wetland area and adjacent vegetation would need to be removed and the drainage controlled by an on-site storm drain system. Additionally, this alternative would also include mowing to a height plus or minus six inches the invasive plant species in an off-site drainage area. Similar to the proposed project, biological resources affected by the project would be lost under an alternative grading plan, and mitigation similar to that associated with the proposed project would be required. This alternative would not result in any additional environmental benefits and, therefore, has been rejected from further consideration

Avoidance of Unmitigated Traffic Impacts Alternative: An alternative that would not result in unmitigated traffic impacts was considered. In order to avoid unmitigated traffic impacts, traffic generated under this alternative would be held to 13.8 percent of the traffic generated by the proposed project. This would result in a total generation of 9,147 new daily driveway trips for the project under this alternative. Due to the reduced number of trips associated with this alternative, the proposed mix of land uses would not be feasible. Instead, 400 single-family homes 35,000 square feet of neighborhood retail uses, and 45,000 square feet of office space could be constructed on the project site. No multi-family residential or civic uses would occur. This alternative does not provide for an infill project that allows for higher density housing in proximity to public services, transit and other urban amenities, and therefore does not meet the project objectives.

B. Alternatives Analyzed in Depth in the Final PEIR

The impacts of each alternative are analyzed in this section of the EIR. The review of alternatives includes an evaluation to determine if any specific environmental characteristic would have an effect that is “*substantially less*” than the proposed project. A significant effect is defined in Section 15382 of the CEQA Guidelines as “*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project.*” The significant impacts that apply to this project are: land use, traffic and circulation, visual effects and neighborhood character, air quality, noise, biological resources, historical resources, paleontological resources, and public utilities.

Relative to the requirement to address a “No Project” alternative, CEQA Guidelines Section 15126.6(e) states that:

When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the “no project” alternative will be the continuation of the existing plan, policy or operation into the future. If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the “no project” alternative is the circumstance under which the project does not proceed.

For the Quarry Falls project, two No Project alternatives have been evaluated. The first is the No Project/No Build alternative, which is the continuation of the mining operations under the approved Conditional Use Permit and ultimate implementation of the approved Reclamation Plans. The second No Project alternative describes what would reasonably be expected to occur if the proposed project is not approved, based on build-out under the land uses

and development intensities of the adopted community plans and consistent with available infrastructure and community services.

Alternative 1 – No Project/No Build: Continuation of Approved Conditional Use Permit/ Implementation of Approved Reclamation Plans.

Description: Because the project site is functioning under an approved CUP, the No Project/No Build alternative would be the continued operation of the CUP until resources are depleted, with phased implementation of the approved Reclamation Plans. Development proposed for the Quarry Falls project would not occur under the No Project/No Build alternative. Mining would continue on the project site, the adopted Reclamation Plans would continue to be implemented in a phased manner, and asphalt and concrete plants would continue to operate in accordance with the existing CUPs. No additional public services (including parks) would be required to serve the No Project/No Build alternative. The No Project/No Build alternative does not mean that development on the property would never occur; only that such development would not occur at this time and future applications would need to be submitted and reviewed for any future development.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make the No Project/No Build: Continuation of Approved Conditional Use Permit/ Implementation of Approved Reclamation Plans Alternative infeasible.

Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3).

Facts in Support of Finding: For the most part, the No Project/No Build Alternative would result in avoiding or reducing impacts associated with the proposed project. The No Project/No Build alternative would reduce impacts associated with traffic and transportation, air quality, biological and visual impacts, but would not implement the most basic project objectives. The alternative would not allow for a mixed-use project consisting of commercial, residential and light industrial development because none of this development would occur. The No Project alternative would not result in the provision of for-sale and for-rent housing that would serve varying income levels for residents of San Diego, because no residential development would be provided. Facilities to improve pedestrian and bicycle access to the site, and parks and recreational facilities would also not be built, because there would be no corresponding residential or commercial development to support these amenities.

Reference: Final PEIR § 10.2.2

Alternative 2 – No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative –With and Without Phyllis Place Connection.

Description: The No Project/Build-out under Community Plans –With and Without Phyllis Place Connection alternative would occur as a mixed-use project, similar to the proposed project, for that area within the Mission Valley Community Plan; however, the intensity of development would be reduced. Additionally, this alternative would develop the northern six acres with single family homes in accordance with the Serra Mesa Community Plan and the underlying RS-1-7 Zone. Public park acreage would be reduced commensurate with the reduction in residential density of this alternative. Assuming a population of 3,828 (based on

SANDAG's population forecast of 1.74 people per residential unit in Mission Valley), a total of 10.7 acres of useable parkland would be required to serve the No Project/Continuation of Existing Plan alternative.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make the No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans - With and Without Phyllis Place Connection Alternative infeasible.

Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3).

Facts in Support of Finding: The No Project/Continuation of Existing Plan alternative would implement the intent of the Mission Valley and Serra Mesa Community Plans by developing the project site with multiple uses and single family homes. This alternative would not result in the intensity of development envisioned for an Urban Village as defined by the City of Villages Strategy and Strategic Framework Plan. It would not locate dense housing in an area where transit is available. This alternative would result in the construction of less affordable housing units on-site, because the City's Inclusionary Housing Ordinance is based on the total number of residential units associated with a project. This alternative would result in less impacts to traffic, when compared to the proposed project; however, all traffic impacts would not be avoided. Measures would be required to mitigate traffic impacts associated with this alternative. Even with implementation of mitigation measures, some traffic impacts would remain significant and unmitigated. This alternative would result in greater impacts to biological resources due to grading and construction on the northern six acres where the proposed project does not anticipate development. The No Project/Continuation of Existing Plan alternative would result in less impacts to population driven environmental issues, such as public services (including parks) and utilities (solid waste). Visual effects and neighborhood character impacts would be reduced, due to a reduced intensity of development, but not to a level below significance. When this alternative is considered with a connection to Phyllis Place, significant impacts are comparable. In general the redistribution of traffic to the Phyllis Place/I-805 interchange is beneficial to existing Mission Valley circulation streets where total vehicular trips are reduced, such as for Friars Road between SR-163 and I-15; Mission Center Road from Friars Road to I-8; and Qualcomm Way from Friars Road to I-8.

The No Project/Continuation of Existing Plan Alternative is not desirable due to the fact that the reduction in density of the Alternative by over 1,800 residential units, would reduce the project's effectiveness in using existing infrastructure, reduce the ability of the City to meet its share of regional housing needs, and reduce the ability of the project to realize the benefits of more urban, mixed-use project that have been shown to reduce per capita vehicle miles traveled as compared to more suburban development, thereby also reducing associated per capita air pollutants and greenhouse gas emissions. In addition, because the No Project/Continuation of Existing Plans Alternative would reduce the number of units available in the region, those units would need to be built in other locations to accommodate the additional growth projected by the San Diego Association of Governments. Those units could be located in suburban areas which would increase the per capita vehicle miles traveled and could create increases in GHG emissions and air pollutants, as compared to the proposed project. Additional growth in outlying areas could also lead to the consumption of open space land, degradation in water quality and other environmental impacts discussed below.

The San Diego Association of Governments has projected that the City of San Diego will grow by 35% by the year 2030¹. The same demographics show that to accommodate that growth, the City will need 30% more residential units or approximately 140,000 units between the year 2000 and 2030. Through the adoption of the new General Plan, the City of San Diego has determined that the best strategy to accommodate this future growth is through compact, mixed-use development at various scales in targeted locations. The preamble to the City of San Diego's Strategic Framework of the General Plan states, "Over the last two centuries, San Diego has grown by expanding outward onto land still in its natural state. This is the first General Plan in the City's continuing history that must address most future growth without expansion onto its open lands (SF-1)²."

To address future growth the City has adopted the "City of Villages" strategy as the preferred land use form. The City of Villages strategy "focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system... A "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village will be unique to the community in which it is located. All villages will be pedestrian-friendly and characterized by inviting, accessible and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Individual villages will offer a variety of housing types affordable for people with different incomes and needs. Over time, villages will connect to each other via an expanded regional transit system (SF-3)." The importance of the "village" strategy to successful growth has been validated by planning professionals throughout the United States. The Urban Land Institute's (ULI) report *Higher-Density Development, Myth and Fact*, developed in conjunction with the Sierra Club, National Multi-Housing Council, and American Institute of Architects notes that, "New compact developments with a mix of uses and housing types throughout the country are being embraced as a popular alternative to sprawl. At the core of the success of these developments is density, which is the key to making these communities walkable and vibrant (P.1)." The higher density Quarry Falls project embodies the City of Villages planning strategy by placing a mixed-use village in an already urbanized area, with high density housing, which will provide pedestrian connections from residential areas to parks, transit and commercial work and shopping areas. As noted in the ULI report, "at the core of the success of these developments is density." Given the characteristics of the site, reducing the density of the project through the No Project/Continuation of Existing Plans Alternative would serve to weaken the ability for the mixed-use development to succeed at this location thereby less effectively implementing the City of San Diego's City of Villages growth strategy. The City therefore finds that the No Project/Continuation of Existing Plans Alternative is not desirable, because it weakens implementation of the expressed growth policies of the City.

The SANDAG Smart Growth Concept Map designates the project site as an Urban Center. According to the Smart Growth Fact Sheet, "The Concept Map is a key ingredient

¹ *San Diego Association of Governments Fast Facts San Diego*

² *Strategic Framework Element of City of San Diego General Plan*

to successfully implementing the [Regional Comprehensive Plan] RCP, as it identifies locations within the region that can support smart growth and transportation investments. This innovative and collaborative map will serve as the foundation for refining the regional transit network and identifying other transportation needs in future updates of the Regional Transportation Plan (RTP). It also will be used to determine eligibility to participate in the Smart Growth Incentive Program funded through *TransNet*.” An Urban Center is defined in the SANDAG Regional Comprehensive Plan (RCP) as having mid- to high rise residential and office/ commercial development with an intensity range of 40-75 dwelling units per average net acre within one-quarter mile radius of a transit station. The project has a density of approximately 45 units per net acre within a one-half mile of the main transit hub of the San Diego Trolley. The project will include a bus shuttle system to efficiently move residents to the transit hub, which would expand the quarter mile radius definition that is typically associated with pedestrian trips. The shuttle service will be developed in cooperation with the City of San Diego, SANDAG, and MTS to provide convenient service along Quarry Falls Boulevard, timed to meet the schedule for connecting to the trolley system at two of the nearby light rail stations. The No Project/Continuation of Existing Plans Alternative would fail to be consistent with the Urban Center characteristics defined by SANDAG and would result in a less efficient use of land and transportation infrastructure. In addition, as noted in the Smart Growth Fact Sheet, projects that meet land use targets in the SANDAG Regional Comprehensive Plan as shown on the Smart Growth Concept Map become eligible for TransNet Smart Growth Incentives called for in the Mobility 2030 Regional Transportation Plan. The City of San Diego wishes to maximize transportation funding from SANDAG and therefore meeting the Urban Center characteristics is a public policy priority. The No Project/Continuation of Existing Plans Alternative would not meet this objective, and could reduce the amount of transportation funding provided to the City of San Diego.

The link between in-fill development and reduced vehicle miles traveled (VMT), congestion and cost to public infrastructure is the subject of the U.S. Environmental Protection Agency (EPA), Economic Development Division, report on *The Transportation and Environmental Impacts of Infill Versus Greenfield Development*, which used case studies (including one from San Diego) to determine the effects of locating similar developments in infill areas versus “Greenfield” areas. (Greenfield areas are typically defined as generally semi-rural and undeveloped, with the exception of agricultural or low impact uses, which are considered available for expanding urban development.) The results of the San Diego case study found that locating the project in the infill area would reduce single occupancy vehicle trips by 48%, congestion would be 75% lower within 1-mile of the infill site, travel costs would be 42% lower with the infill site, and per capita VMT would be reduced by 48% with the infill site. As noted above, the 1,000 unit reduction in the No Project/Continuation of Existing Plans Alternative would need to be accommodated elsewhere in the County or beyond, and would likely be accommodated in a Greenfield area. The Reduced Project Alternative would therefore not provide the benefits of in-fill development shown in the EPA report that are created by the in-fill nature of the proposed project. The No Project/Continuation of Existing Plans Alternative is therefore not desirable as a matter of public policy.

High-density, in-fill development also allows for people to work and recreate closer to where they live reducing fuel use and therefore saving energy and reducing air pollution and greenhouse gas emissions. SANDAG’s Regional Comprehensive Plan (P. 66) notes that,

“separation of land uses (e.g. when jobs are far from housing) and low density development inevitably lead to longer trip distances. As discussed in the Transportation chapter of the RCP, these are among the most important reasons vehicle miles traveled are increasing faster than the region’s population. This, in turn, is putting demands on the road network that are increasingly difficult to meet, and is reducing the benefits anticipated from cleaner vehicles.” Therefore the mixing of land uses (putting housing near jobs and shopping) allows for a reduction in the growth of VMT.

The California Energy Commission’s May 2005 report entitled *The Effect of Land Use Choices on Transportation Fuel Demand*, that was written to support the 2005 integrated policy report, finds that “improved land use planning can reduce the number and length of automobile trips and improve travel via transit and non-motor mobility options. The net result would be fewer vehicle miles traveled (VMT) in the state and reduced fuel demand.” Greenhouse gas (GHG) emissions are predominantly from two sources, automobile trips and energy use. Automobile trips and energy production (typically) require the burning of fossil fuels, which in turn creates carbon dioxide as a bi-product. Carbon Dioxide is implicated as a major contributor to global climate change and the Intergovernmental Panel on Climate Change has stated that “the primary source of the increased atmospheric concentration of carbon dioxide since the pre-industrial period results from fossil fuel use.” The California Energy Commission has stated that “transportation accounts for 41% of California’s 2004 total greenhouse emissions; gasoline use alone accounts for 27% of the 2004 total.” According to the CEC, reduction in VMT is a primary goal for how to reduce greenhouse gas emissions in the State. Quarry Falls has calculated the greenhouse gas emissions anticipated from build out of the project. Using conservative assumptions of no credit for baseline emissions and no CO2 reductions for project features, Quarry Falls will emit less per capita emissions than that estimated by AB 32, California’s landmark greenhouse gas legislation.

The CEC’s June 2007 report *The Role of Land Use in Meeting California’s Energy and Climate Change Goals*, states that “most urban growth over the last 30 years has been characterized by travel-inducing features; low-density, a lack of balance and accessibility between housing, jobs and services (P.7)” and that, “density may have the most profound effect on travel and transportation outcomes, with higher density reducing vehicle miles traveled (P.1).” The report further states that, “Controlling for other factors, the difference between low and high density U.S. metropolitan areas is more than 40 percent daily per capita VMT... and that doubling of neighborhood density can be expected to result in approximately a 5 percent reduction in both vehicle trips and VMT per capita (P.20).” The Urban Lands Institute made similar findings in its report *Growing Cooler: The Evidence on Urban Development and Climate Change*, which states that, “based on the urban planning literature reviewed in this publication, it appears that compact development has the potential to reduce VMT per capita by anywhere from 20 to 40 percent relative to sprawl.” Density provides an ability for housing to be built in close proximity to mass transit, commercial development and job-centers, thus lowering commute times, and providing transportation alternatives to the automobile, which in turn lower GHG and other air emissions related to VMT. Mission Valley is identified in the General Plan as one of the subregional employment areas that include major employment and commercial districts comprised of corporate office, multi-tenant office, and retail uses. This area is home to over 50,000 jobs and therefore supports the higher density and intensity called for by the Urban Village Center, creating an infill opportunity to locate housing in close proximity to jobs. As

shown in the CEC report, “overall VMT and vehicle trips declined as accessibility, density, and/or land-use mixing increased (P.21).” The project is significantly denser than the traditional single family residential projects developed over the last several decades in San Diego and provides recreational, entertainment and commercial amenities within the community that typically require vehicle trips to access. As stated in the CEC report, “According to the National Household Travel Survey 2001 Highlights Report, 45 percent of daily trips were made for family and personal reasons, such as shopping and running errands, 27 percent were made for social and recreational purposes, and 15 percent were made for commuting to work.” Therefore the link to a reduction in VMT is related to the mixing of commercial and residential land. The Quarry Falls project proposes 480,000 square feet of retail space and 420,000 square feet of office space. As noted in the National Household Travel Survey above, show that 45% of trips are made for family in personal reasons while 15 % of trips are made for work. Due to the mixing of residential with retail and recreational uses and job centers, the project is poised to capture the maximum number of trips, because most of the reasons for car use, are found within the project, or close proximity. There is added benefit to locating the development into the already urbanized area of Mission Valley. Overall car trips can be reduced through transit, bicycle, and pedestrian opportunities.

The VMT reduction benefits of high-density urban infill development are further addressed by the United States Environmental Protection Agency report, *Measuring the Air Quality and Transportation Impacts of Infill Development*. The EPA report “quantifies the air quality benefits of regional growth scenarios that increase development on brownfield and other infill sites (P.1).” (Brownfield areas are usually industrial (including resource mining site) or commercial properties that are abandoned or underused and may be environmentally contaminated, which are considered as potential sites for redevelopment.) The report notes that, “The three case studies demonstrate - across a range of scenarios and regional contexts – that redirecting development to more walkable, transit accessible areas reduces driving and emissions. Shifting 5 to 10 percent of a region’s homes and jobs to infill locations was estimated to produce 2 to 5 percent less vehicle travel and a 3 to 8 percent reduction in emissions (P.11).” The report found that, “compared with other policies adopted to meet regional air quality goals, these reductions are both significant and cost effective (P.iii).” As it relates to the balance between growth and air quality concerns in cities, the EPA report also states, “this report shows that directing new growth into reclaimed brownfield and infill sites can help meet their need for growth while addressing regional air quality issues (P.12).” The No Project/Continuation of Existing Plans Alternative would provide less of these benefits due to the reduction in density and need to re-capture that growth in suburban areas, and is therefore found undesirable as a matter of public policy.

The City of San Diego is a signatory to the U.S. Mayor’s Climate Protection Agreement which commits signatory cities to implement greenhouse gas reductions in the Kyoto Accords. One of the key strategies sited in the agreement is the reduction of sprawl and the reduction in vehicle miles traveled. Therefore as a matter of public policy and in accordance with City of San Diego’s participation in the U.S. Mayor’s Climate Protection Agreement the City finds that the No Project/Continuation of Existing Plans Alternative is not desirable because it would not effectively meet the public policy objectives of the City in relation to the proposed project.

In addition, higher density housing also provides efficient use of land that avoids the consumption of open space which contains trees and other vegetation that act as carbon sinks for GHGs. According to ULI, “Compact urban design reduces driving and smog and preserves the natural areas that are assets of the community: watersheds, wetlands, working farms, open space, and wildlife corridors.” The proposed project will be constructed in an existing urbanized area, and that has been previously disturbed through sand and gravel mining. Placing the same level of growth, or accommodating the units lost by the No Project/Continuation of Existing Plans Alternative in a suburban area would consume significantly more land in an area not already disturbed. Therefore, the proposed project’s efficient use of land for needed housing will lessen demand for open space and Greenfield development that may otherwise occur. The No Project/Continuation of Existing Plans Alternative would contribute to pressure to consume Greenfield areas which is undesirable and therefore infeasible.

According to the Urban Land Institute, “higher-density development offers the best solution to managing growth... Placing new development into already urbanized areas that are equipped with all the basic infrastructure like utility lines, police and fire protection, schools, and shops eliminates the financial and environmental costs of stretching those services farther and farther out from the core community.(P.22).³” Efficient use of public resources is a public policy goal of the City of San Diego. The City has determined there are adequate existing and planned police and fire facilities to maintain acceptable response times for the development of the project. The No Project/Continuation of Existing Plans Alternative could necessitate the construction of additional public infrastructure in outlying areas, if the reduced units were built in a location less suitable for urban development, thereby leading to an inefficient use of public resources. The No Project/Continuation of Existing Plans Alternative is therefore not desirable because the City desires to focus growth into limited, compact areas and use existing infrastructure in an efficient manner.

The City of San Diego has made reducing run-off of urban pollutants a priority through the Think Blue program. According to ULI, “compact urban design reduces driving and smog and preserves the natural areas that are assets of the community: watersheds, wetlands, working farms, open space, and wildlife corridors. It further minimizes impervious surface area, which causes erosion and polluted stormwater runoff. Two studies completed for the state of New Jersey confirm that compact development can achieve a 30 percent reduction in runoff and an 83 percent reduction in water consumption compared with conventional suburban development (P.22).⁴” Reductions in density would require the building of these units elsewhere which would contribute to increases in impervious surfaces and pollutant run-off. Therefore as a matter of public policy the City finds that the No Project/Continuation of Existing Plans Alternative is not desirable, because per capita runoff and water consumption is reduced in compact development, as compare with conventional suburban development.

According to the San Diego Association of Governments’ 2006 white paper entitled *Homes for All San Diegans, The State of Housing Affordability in the Region*, “[o]ver the next 30 years, SANDAG’s 2030 Regional Growth Forecast projects that the region’s population will increase

³ *Higher-Density Development, Myth and Fact*, Urban Land Institute

⁴ *Higher-Density Development, Myth and Fact*, Urban Land Institute

by about a million people and a half-million jobs — both growing at about the same rate. Even though housing in the 1970s and 1980s grew at about the same rate as population and employment, in the 1990s home production began to fail to keep pace with demand. The 2030 Regional Growth Forecast also shows the region exporting almost 90,000 households to Riverside and Imperial Counties, and Baja California, although at least one household member continues to work in San Diego County. This reflects the region’s relative lack of planning for residential development.” The Quarry Falls project provides a significant new supply of housing to deal with the jobs housing imbalance shown in the SANDAG report. The new supply of housing will serve to provide affordable alternatives to single-family residential neighborhoods. The SANDAG report, “recommends a smart growth approach to improving housing choice. Vacant land for new construction is disappearing quickly and is nonexistent in some cities, which means that most new housing development will occur through redevelopment and infill, and mixed use development. SANDAG’s Smart Growth Concept Map identifies where this type of development should be located—along transit corridors and near transit stations.” As noted above, the project site is located within an Urban Center on the Smart Growth Concept Map and the project is a high density mixed use project, consistent with the growth pattern recommended by SANDAG. The No Project/Continuation of Existing Plans Alternative would not produce the needed housing to help curb the jobs housing imbalance in the City. The No Project/Continuation of Existing Plans Alternative is therefore infeasible for the reasons discussed above.

Reference: Final PEIR § 10.2.3

Alternative 3 - Reduced Density Alternative; With and Without Phyllis Place Connection

Description: This alternative evaluates a reduced density alternative that will provide for an Urban Village, as envisioned by the General Plan City of Villages strategy but will reduce the intensity of development to reduce the amount of overall traffic generated by the project.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make the Reduced Density Alternative infeasible.

Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3).

Facts in Support of Finding: Build-out under the Reduced Density Project Alternative would implement the intent of the Mission Valley Community Plan by developing the project site with multiple uses; no development would occur on the six acres of the project site located in the Serra Mesa Community Plan area. This alternative would not result in the same intensity of development envisioned for an Urban Village as defined by the City of Villages Strategy and Strategic Framework Plan as the project. It would not locate dense housing in an area where transit is available. This alternative would result in the construction of less affordable housing units on-site, because the City’s Inclusionary Housing Ordinance is based on the total number of residential units associated with a project. This alternative would result in fewer impacts to traffic when compared to the proposed project; however, all traffic impacts would not be avoided. Measures would be required to mitigate traffic impacts associated with this alternative. Even with implementation of mitigation measures, some traffic impacts would remain significant and unmitigated. Impacts to air quality would also be less; however, both this

alternative and the proposed project would not result in significant direct air quality impacts. This alternative would result in the same level of impacts to biological resources, hydrology and water quality, because the same amount of grading would occur. The Reduced Density Project alternative would result in slightly less impacts to public services (including parks) and public utilities (solid waste), because 1,060 less residential units would be constructed under this alternative. Visual effects and neighborhood character impacts would be reduced, but not to a level below significance. When this alternative is considered with a connection to Phyllis Place, significant impacts are comparable. In general the redistribution of traffic to the Phyllis Place/I-805 interchange is beneficial to existing Mission Valley circulation streets where total vehicular trips are reduced, such as for Friars Road between SR-163 and I-15; Mission Center Road from Friars Road to I-8; and Qualcomm Way from Friars Road to I-8.

The Reduced Density Alternative is not desirable due to the fact that the reduction in density of the Alternative by over 1,000 residential units, would reduce the project's effectiveness in using existing infrastructure, reduce the ability of the City to meet its share of regional housing needs, and reduce the ability of the project to realize the benefits of more urban, mixed-use project that have been shown to reduce per capita vehicle miles traveled as compared to more suburban development, thereby also reducing associated per capita air pollutants and greenhouse gas emissions. In addition because the Reduced Density Alternative would reduce the number of units available in the region, those units would need to be built in other locations to accommodate the additional growth projected by the San Diego Association of Governments. Those units could be located in suburban areas which would increase the per capita vehicle miles traveled and could create increases in GHG emissions and air pollutants as compared to the proposed project. Additional growth in outlying areas could also lead to the consumption of open space land, degradation in water quality and other environmental impacts discussed below.

The San Diego Association of Governments has projected that the City of San Diego will grow by 35% by the year 2030.⁵ The same demographics show that to accommodate that growth, the City will need 30% more residential units or approximately 140,000 units between the year 2000 and 2030. Through the adoption of the new General Plan, the City of San Diego has determined that the best strategy to accommodate this future growth is through compact, mixed-use development at various scales in targeted locations. The preamble to the City of San Diego's Strategic Framework of the General Plan states, "Over the last two centuries, San Diego has grown by expanding outward onto land still in its natural state. This is the first General Plan in the City's continuing history that must address most future growth without expansion onto its open lands (SF-1)⁶."

To address future growth the City has adopted the "City of Villages" strategy as the preferred land use form. The City of Villages strategy "focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system... A "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village will be unique to the community in which it is located. All villages will be pedestrian-friendly and

⁵ *San Diego Association of Governments Fast Facts San Diego*

⁶ *Strategic Framework Element of City of San Diego General Plan*

characterized by inviting, accessible and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Individual villages will offer a variety of housing types affordable for people with different incomes and needs. Over time, villages will connect to each other via an expanded regional transit system (SF-3).” The importance of the “village” strategy to successful growth has been validated by planning professionals throughout the United States. The Urban Land Institute’s (ULI) report *Higher-Density Development, Myth and Fact*, developed in conjunction with the Sierra Club, National Multi-Housing Council, and American Institute of Architects notes that, “New compact developments with a mix of uses and housing types throughout the country are being embraced as a popular alternative to sprawl. At the core of the success of these developments is density, which is the key to making these communities walkable and vibrant (P.1).” The higher density Quarry Falls project embodies the City of Villages planning strategy by placing a mixed-use village in an already urbanized area, with high density housing, which will provide pedestrian connections from residential areas to parks, transit and commercial work and shopping areas. As noted in the ULI report, “at the core of the success of these developments is density.” Given the characteristics of the site, reducing the density of the project through the Reduced Density Alternative would serve to weaken the ability for the mixed-use development to succeed at this location thereby less effectively implementing the City of San Diego’s City of Villages growth strategy. The City therefore finds that the Reduced Density Alternative is not desirable, because it weakens implementation of the expressed growth policies of the City.

The SANDAG Smart Growth Concept Map designates the project site as an Urban Center. According to the Smart Growth Fact Sheet, “The Concept Map is a key ingredient to successfully implementing the [Regional Comprehensive Plan] RCP, as it identifies locations within the region that can support smart growth and transportation investments. This innovative and collaborative map will serve as the foundation for refining the regional transit network and identifying other transportation needs in future updates of the Regional Transportation Plan (RTP). It also will be used to determine eligibility to participate in the Smart Growth Incentive Program funded through *TransNet*.” An Urban Center is defined in the SANDAG Regional Comprehensive Plan (RCP) as having mid- to high rise residential and office/ commercial development with an intensity range of 40-75 dwelling units per average net acre within one-quarter mile radius of a transit station. The project has a density of approximately 45 units per net acre within a one-half mile of the main transit hub of the San Diego Trolley. The project will include a bus shuttle system to efficiently move residents to the transit hub, which would expand the quarter mile radius definition that is typically associated with pedestrian trips. The shuttle service will be developed in cooperation with the City of San Diego, SANDAG, and MTS to provide convenient service along Quarry Falls Boulevard, timed to meet the schedule for connecting to the trolley system at two of the nearby light rail stations. The Reduced Density Alternative would fail to be consistent with the Urban Center characteristics defined by SANDAG and would result in a less efficient use of land and transportation infrastructure. In addition, as noted in the Smart Growth Fact Sheet, projects that meet land use targets in the SANDAG Regional Comprehensive Plan as shown on the Smart Growth Concept Map become eligible for TransNet Smart Growth Incentives called for in the Mobility 2030 Regional Transportation Plan. The City of San Diego wishes to maximize transportation funding from SANDAG and therefore meeting the Urban Center characteristics is a public policy priority. The

Reduced Density Alternative would not meet this objective, and could reduce the amount of transportation funding provided to the City of San Diego.

The link between in-fill development and reduced vehicle miles traveled (VMT), congestion and cost to public infrastructure is the subject of the U.S. Environmental Protection Agency (EPA), Economic Development Division, report on *The Transportation and Environmental Impacts of Infill Versus Greenfield Development*, which used case studies (including one from San Diego) to determine the effects of locating similar developments in infill areas versus “Greenfield” areas. (Greenfield areas are typically defined as generally semi-rural and undeveloped, with the exception of agricultural or low impact uses, which are considered available for expanding urban development.) The results of the San Diego case study found that locating the project in the infill area would reduce single occupancy vehicle trips by 48%, congestion would be 75% lower within 1-mile of the infill site, travel costs would be 42% lower with the infill site, and per capita VMT would be reduced by 48% with the infill site. As noted above, the 1,000 unit reduction in the Reduced Density Alternative would need to be accommodated elsewhere in the County or beyond, and would likely be accommodated in a Greenfield area. The Reduced Project Alternative would therefore not provide the benefits of in-fill development shown in the EPA report that are created by the in-fill nature of the proposed project. The Reduced Density Alternative is therefore not desirable as a matter of public policy.

High-density, in-fill development also allows for people to work and recreate closer to where they live reducing fuel use and therefore saving energy and reducing air pollution and greenhouse gas emissions. SANDAG’s Regional Comprehensive Plan (P. 66) notes that, “separation of land uses (e.g. when jobs are far from housing) and low density development inevitably lead to longer trip distances. As discussed in the Transportation chapter of the RCP, these are among the most important reasons vehicle miles traveled are increasing faster than the region’s population. This, in turn, is putting demands on the road network that are increasingly difficult to meet, and is reducing the benefits anticipated from cleaner vehicles.” Therefore the mixing of land uses (putting housing near jobs and shopping) allows for a reduction in the growth of VMT.

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features, Quarry Falls will emit less per capita emissions than that estimated by AB 32, California's landmark greenhouse gas legislation.

The CEC's June 2007 report *The Role of Land Use in Meeting California's Energy and Climate Change Goals*, states that "most urban growth over the last 30 years has been characterized by travel-inducing features; low-density, a lack of balance and accessibility between housing, jobs and services (P.7)" and that, "density may have the most profound effect on travel and transportation outcomes, with higher density reducing vehicle miles traveled (P.1)." The report further states that, "Controlling for other factors, the difference between low and high density U.S. metropolitan areas is more than 40 percent daily per capita VMT... and that doubling of neighborhood density can be expected to result in approximately a 5 percent reduction in both vehicle trips and VMT per capita (P.20)." The Urban Lands Institute made similar findings in its report *Growing Cooler: The Evidence on Urban Development and Climate Change*, which states that, "based on the urban planning literature reviewed in this publication, it appears that compact development has the potential to reduce VMT per capita by anywhere from 20 to 40 percent relative to sprawl." Density provides an ability for housing to be built in close proximity to mass transit, commercial development and job-centers, thus lowering commute times, and providing transportation alternatives to the automobile, which in turn lower GHG and other air emissions related to VMT. Mission Valley is identified in the General Plan as one of the subregional employment areas that include major employment and commercial districts comprised of corporate office, multi-tenant office, and retail uses. This area is home to over 50,000 jobs and therefore supports the higher density and intensity called for by the Urban Village Center, creating an infill opportunity to locate housing in close proximity to jobs. As shown in the CEC report, "overall VMT and vehicle trips declined as accessibility, density, and/or land-use mixing increased (P.21)." The project is significantly denser than the traditional single family residential projects developed over the last several decades in San Diego and provides recreational, entertainment and commercial amenities within the community that typically require vehicle trips to access. As stated in the CEC report, "According to the National Household Travel Survey 2001 Highlights Report, 45 percent of daily trips were made for family and personal reasons, such as shopping and running errands, 27 percent were made for social and recreational purposes, and 15 percent were made for commuting to work." Therefore the link to a reduction in VMT is related to the mixing of commercial and residential land. The Quarry Falls project proposes 480,000 square feet of retail space and 420,000 square feet of office space. As noted in the National Household Travel Survey above, show that 45% of trips are made for family in personal reasons while 15 % of trips are made for work. Due to the mixing of residential with retail and recreational uses and job centers, the project is poised to capture the maximum number of trips, because most of the reasons for car use, are found within the project, or close proximity. There is added benefit to locating the development into the already urbanized area of Mission Valley. Overall car trips can be reduced through transit, bicycle, and pedestrian opportunities.

The VMT reduction benefits of high-density urban infill development are further addressed by the United States Environmental Protection Agency report, *Measuring the Air Quality and Transportation Impacts of Infill Development*. The EPA report "quantifies the air quality benefits of regional growth scenarios that increase development on brownfield and other infill sites (P.1)." (Brownfield areas are usually industrial (including resource mining site) or commercial properties that are abandoned or underused and may be environmentally

contaminated, which are considered as potential sites for redevelopment.) The report notes that, “The three case studies demonstrate - across a range of scenarios and regional contexts – that redirecting development to more walkable, transit accessible areas reduces driving and emissions. Shifting 5 to 10 percent of a region’s homes and jobs to infill locations was estimated to produce 2 to 5 percent less vehicle travel and a 3 to 8 percent reduction in emissions (P.11).” The report found that, “compared with other policies adopted to meet regional air quality goals, these reductions are both significant and cost effective (P.iii).” As it relates to the balance between growth and air quality concerns in cities, the EPA report also states, “this report shows that directing new growth into reclaimed brownfield and infill sites can help meet their need for growth while addressing regional air quality issues (P.12).” The Reduced Density Alternative would provide less of these benefits due to the reduction in density and need to re-capture that growth in suburban areas, and is therefore found undesirable as a matter of public policy.

The City of San Diego is a signatory to the U.S. Mayor’s Climate Protection Agreement which commits signatory cities to implement greenhouse gas reductions in the Kyoto Accords. One of the key strategies sited in the agreement is the reduction of sprawl and the reduction in vehicle miles traveled. Therefore as a matter of public policy and in accordance with City of San Diego’s participation in the U.S. Mayor’s Climate Protection Agreement the City finds that the Reduced Density Alternative is not desirable because it would not effectively meet the public policy objectives of the City in relation to the proposed project.

In addition, higher density housing also provides efficient use of land that avoids the consumption of open space which contains trees and other vegetation that act as carbon sinks for GHGs. According to ULI, “Compact urban design reduces driving and smog and preserves the natural areas that are assets of the community: watersheds, wetlands, working farms, open space, and wildlife corridors.” The proposed project will be constructed in an existing urbanized area, and that has been previously disturbed through sand and gravel mining. Placing the same level of growth, or accommodating the units lost by the Reduced Density Alternative in a suburban area would consume significantly more land in an area not already disturbed. Therefore the proposed project’s efficient use of land for needed housing will lessen demand for open space and Greenfield development that may otherwise occur. The Reduced Density Alternative would contribute to pressure to consume Greenfield areas which is undesirable and therefore infeasible.

According to the Urban Land Institute, “higher-density development offers the best solution to managing growth... Placing new development into already urbanized areas that are equipped with all the basic infrastructure like utility lines, police and fire protection, schools, and shops eliminates the financial and environmental costs of stretching those services farther and farther out from the core community.(P.22).⁷” Efficient use of public resources is a public policy goal of the City of San Diego. The City has determined there are adequate existing and planned police and fire facilities to maintain acceptable response times for the development of the project. The Reduced Density Alternative could necessitate the construction of additional public infrastructure in outlying areas, if the reduced units that were built in a location less suitable for urban development, thereby leading to an inefficient use of public resources. The

⁷ *Higher-Density Development, Myth and Fact, Urban Land Institute*

Reduced Density Alternative is therefore not desirable because the City desires to focus growth into limited, compact areas and use existing infrastructure in an efficient manner.

The City of San Diego has made reducing run-off of urban pollutants a priority through the Think Blue program. According to ULI, “compact urban design reduces driving and smog and preserves the natural areas that are assets of the community: watersheds, wetlands, working farms, open space, and wildlife corridors. It further minimizes impervious surface area, which causes erosion and polluted stormwater runoff. Two studies completed for the state of New Jersey confirm that compact development can achieve a 30 percent reduction in runoff and an 83 percent reduction in water consumption compared with conventional suburban development.(P.22).⁸” Reductions in density would require the building of these units elsewhere which would contribute to increases in impervious surfaces and pollutant run-off. Therefore as a matter of public policy the City finds that the Reduced Density Alternative is not desirable, because per capita runoff and water consumption is reduced in compact development as compared with conventional suburban development.

According to the San Diego Association of Governments’ 2006 white paper entitled *Homes for All San Diegans, The State of Housing Affordability in the Region*, “[o]ver the next 30 years, SANDAG’s 2030 Regional Growth Forecast projects that the region’s population will increase by about a million people and a half-million jobs — both growing at about the same rate. Even though housing in the 1970s and 1980s grew at about the same rate as population and employment, in the 1990s home production began to fail to keep pace with demand. The 2030 Regional Growth Forecast also shows the region exporting almost 90,000 households to Riverside and Imperial Counties, and Baja California, although at least one household member continues to work in San Diego County. This reflects the region’s relative lack of planning for residential development.” The Quarry Falls project provides a significant new supply of housing to deal with the jobs housing imbalance shown in the SANDAG report. The new supply of housing will serve to provide affordable alternatives to single-family residential neighborhoods. The SANDAG report, “recommends a smart growth approach to improving housing choice. Vacant land for new construction is disappearing quickly and is nonexistent in some cities, which means that most new housing development will occur through redevelopment and infill, and mixed use development. SANDAG’s Smart Growth Concept Map identifies where this type of development should be located—along transit corridors and near transit stations.” As noted above, the project site is located within an Urban Center on the Smart Growth Concept Map and the project is a high density mixed use project, consistent with the growth pattern recommended by SANDAG. The Reduced Density Alternative would not produce the needed housing to help curb the jobs housing imbalance in the City. The Reduced Density Alternative is therefore infeasible for the reasons discussed above.

Reference: Final PEIR § 10.2.4

Alternative 4 – Road Connection to Phyllis Place

⁸ *Higher-Density Development, Myth and Fact, Urban Land Institute*

Description: The Road Connection to Phyllis Place alternative would develop a project similar to the proposed project but provide the road connection recommended by the Mission Valley Community Plan.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make the No Road Connection to Phyllis Place Alternative infeasible. This infeasibility is based upon the policy conflict with the Serra Mesa Community Plan which does not identify a road connection to Phyllis Place; therefore this alternative is inconsistent with that Community Plan. Absent this inconsistency with the Serra Mesa Community Plan, this alternative could be found to be feasible.

Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3).

Facts in Support of Finding: The road connection provides additional access to both the Mission Valley community to access I-805 and for the Serra Mesa community to access Mission Valley with its high concentration of jobs and shopping opportunities. Impacts from this alternative would be similar to those of the proposed project. This alternative would implement the Mission Valley Community Plan's recommendation of providing a street connection between Friars Road and Phyllis Place. However, the Serra Mesa Community Plan does not identify a connection between Friars Road and Phyllis Place. This alternative would be consistent with the *Quarry Falls Specific Plan*; however, it would result in a conflict with the Serra Mesa Community Plan and, therefore, would require processing of an amendment to the Serra Mesa Community Plan. Under the Road Connection to Phyllis Place alternative, all existing and proposed roadways would be the same as the proposed project, except the road system would add a connection to Phyllis Place and some minor modifications to the proposed streets may be necessary to accommodate the connection.

If approved, the road connection would occur during Phase 2 of the Quarry Falls project. Additional improvements to Phyllis Place and the I-805 southbound ramp include the widening of the southbound on and off-ramps, the widening of the Phyllis Place eastbound approach, the restriping of Murray Ridge Road bridge to five lanes, and the restriping of the Murray Ridge Road westbound approach (see Final PEIR Table 10-8, *Transportation Phasing Plan with Phyllis Place Road Connection*). Once constructed, approximately 1/3 of the project traffic would be expected to use the road connection to get to I-805 and beyond. The additional mitigation measures to the segment and intersections at the I-805 Interchange will improve level of service to "D" or better at buildout, which is the same or better level of service than the existing condition.

As shown in Final PEIR Tables 10-1 – 10-5, project traffic under this alternative would impact roadway segments and intersections similar to the proposed project. However, due to the different distribution of traffic associated with the Phyllis Place connection, traffic impacts under this alternative would occur at different locations; in other locations, impacts would be avoided. Although significant impacts are comparable, in general the redistribution of traffic to the Phyllis Place/I-805 interchange is beneficial to existing Mission Valley circulation streets where total vehicular trips are reduced, such as for Friars Road between SR-163 and I-15; Mission Center Road from Friars Road to I-8; and Qualcomm Way from Friars Road to I-8.

The alternative would result in additional significant impacts from traffic. Additional impacts would occur to Murray Ridge Road from the I-805 southbound ramps to the I-805 northbound ramps and to two streets internal to the proposed project, Via Alta and Franklin Ridge Road. This alternative would eliminate impacts to Friars Road (Mission Village Road to I-15 southbound ramps) and Mission Center Road (between Murray Ridge Road and the I-805 overpass and between Camino del Rio North and the I-8 EB ramps). Relative to arterial streets, this alternative would result in significant impacts at five additional locations, with impacts occurring in AM peak hour (eastbound from Santo Road to Riverdale Street) and the PM peak hour (eastbound from Avenida de las Tiendas to Ulric Street/SR- 163 southbound ramps; eastbound from Stadium Road to I-15 southbound ramps; and eastbound from I-15 northbound ramps to Rancho Mission Road; and westbound Frazee Road to River Run). This alternative results in the same or fewer total ADT on these arterials, however, impacts result from traffic signal timing changes that prioritize the optimization of intersection performance. As compared to the proposed project, this alternative would avoid impacts to intersections at four locations. In the AM peak hour, impacts to one intersection would be reduced from significant to not significant (Friars Road/Frazee Road). Impacts at three intersections would be avoided in the PM peak hour (Friars Road eastbound/Qualcomm Way; Mission Center Road/I-8 eastbound ramp; and Qualcomm Way/I-8 westbound ramp). This alternative would create one new impact in the AM peak hour at the intersection of Phyllis Place/I-805 northbound ramp which is fully mitigated by the project.

This alternative would also result in greater impacts to biological resources, due to construction of the road through sensitive habitat and the widening of Phyllis Place. An additional loss of 0.22 acre of coastal sage scrub, 0.13 acre of disturbed vegetation, 0.64 acre of non-native grassland, and 0.59 acre of developed area for a total additional impact of 1.58 acre would occur. In order to mitigate impacts to coastal sage scrub and non-native grasslands, this alternative would require an increased acquisition of 0.22 acres of credit from the San Diego Habitat Acquisition Fund to mitigate the additional loss of coastal sage scrub and 0.32 acres of credit to mitigate the loss of non-native grassland. Therefore, this scenario would fully mitigate its impact by an increased acquisition of 0.54 acres of credit from the San Diego Habitat Acquisition Fund.

The addition of the Phyllis Place connection to the circulation element provides improved flexibility and response time for police and fire services by providing direct secondary access from the northern portion of the site as compared to the proposed project's limited access road via Kaplan Drive. This alternative would result in the same significant noise impacts as the proposed project relative to exterior noise levels, noise from the on-going mining operations, noise from the existing asphalt and concrete plants and noise from the relocated asphalt and concrete plants, requiring the same mitigation as the proposed project. Noise impacts due to interior streets would increase in some areas and decrease in others. This alternative would require the same mitigation as the proposed project for residential development located along internal streets, which would reduce impacts to below a level of significance.

The implementation of Alternative 4 will result in the same benefits as described in the Statement of Overriding Considerations for the proposed project. These benefits include the creation of a sustainable, mixed use, walkable community with access to transit, jobs, shopping and recreation. Quarry Falls will construct on site public neighborhood parks,

affordable housing, and civic areas, as well as provide space for a public charter school. Should the City Council initiate and approve a community plan amendment to add the road connection to the circulation system, this alternate could be found to be consistent with the community plan and therefore feasible.

Reference: Final PEIR § 10.2.4.

IX.
ENVIRONMENTAL ISSUES DETERMINED
NOT TO BE POTENTIALLY AFFECTED BY THE PROJECT

The City determined that the environmental analysis contained in the Final PEIR for agricultural resources had “no impact” or had a “less than significant impact,” and, therefore, will not warrant further consideration in the Final PEIR. No substantial evidence has been presented to or identified by the City that will modify or otherwise alter the City’s “no impact” or “less-than-significant” determination for these environmental issues.

X.
FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE
ENVIRONMENTAL CHANGES

Guidelines Section 15126(c) requires that an EIR describe any significant irreversible environmental changes that would be involved in the proposed project should it be implemented. Section 15126.2(c) indicates that:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.

The same section further indicates that:

Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Future development that could occur on the project site as a result of the proposed project would entail the commitment of energy and natural resources. The primary energy source would be fossil fuels, representing an irreversible commitment of this resource. Construction of the project would also require the use of construction materials, including cement, concrete, lumber, steel, etc., and labor. These resources would also be irreversibly committed.

Once constructed, occupation of the residential units and operations of the commercial spaces would entail a further commitment of energy resources in the form of fossil fuels and electricity. This commitment would be a long-term obligation since the proposed structures are likely to have a useful life of 20 to 30 years or more. However, as discussed in Section 5.12, *Public Utilities*, of this EIR, the impacts of increased energy usage are not considered significantly adverse environmental impacts. Development of the project site would also change the visual appearance of the project site from barren, mined land to urban uses. This change in visual quality would permanently alter views of the site as discussed in Section 5.3, *Visual Effects and Neighborhood Character*, of this EIR and is considered irreversible.

Specific significant irreversible environmental changes associated with implementation of the proposed project may include the following:

- Grading required for the project could irreversibly affect unknown cultural or paleontological resources. Any cultural or paleontological resources would be salvaged,

as necessary, and data recovered. Mitigation identified in Section 5.8, Historical Resources and Section 5.11, Paleontological Resources, of this EIR, would reduce any impacts to below a level of significance. However, cultural resources or paleontological resources, if encountered, would be irreversibly committed.

- Commitment of energy, water, and other natural resources for the construction and occupancy of the residences, retail space and commercial office space is expected. This resource utilization is not expected to represent significant amounts of available resources in the region.
- Pollutant emissions from construction activities would occur but would be short-term and would not be significant. The additional vehicle trips on the surrounding roads would also cause an incremental increase in air pollutants associated with vehicle exhaust, which would add to area- and basin-wide air pollutant levels. Additionally, the project would provide live/work opportunities that may result in a reduction of trips from the project.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081(b) and the Guidelines Section 15093, the City has balanced the benefits of the proposed project against direct unavoidable adverse impacts to Land Use (Traffic Circulation), Visual Effects and Neighborhood Character, and Transportation/Traffic Circulation/Parking; and cumulative unavoidable adverse impacts to Land Use (Traffic Circulation), Visual Effects and Neighborhood Character, Transportation/Traffic Circulation/Parking, and Public Utilities (Solid Waste) associated with the proposed project and has adopted all feasible mitigation measures with respect significant and unmitigated impacts associated with these environmental issues. The City also has examined alternatives to the proposed project, none of which is both environmentally preferable to the proposed project and meets the basic project objectives.

Quarry Falls creates a modern, walkable community in the central portion of the City of San Diego, linking - via pedestrian trails and open space - the mesa tops in Serra Mesa with the more urban areas of Mission Valley. The framework for Quarry Falls rests in its vision for developing a community that is organized around a network of terraced parks, open space, trails and public amenities. Residential, retail, office and civic uses are tied to the open space and parks system through a carefully designed network of streets and pedestrian linkages. As the park and central open space systems transcend the site, stepping from the mesa tops to the valley, neighborhoods along the park transition from low-density residential in a more natural setting to high-density residential and mixed use development on the valley floor. This gradual intensification of land uses creates an increasingly urban experience, approaching the activities already existing in adjoining areas of Mission Valley. The integration of urban land uses affords Quarry Falls the ability to respond to a variety of living styles in a live-work-play environment, establishing an image for Quarry Falls that is unique to San Diego.

The City, after balancing the specific economic, legal, social, technological, and other benefits of the proposed project, has determined that the unavoidable adverse environmental impacts identified above may be considered “acceptable” due to the following specific considerations which outweigh the unavoidable adverse environmental impacts of the proposed project. Each of the separate benefits of the proposed project, as stated herein, is determined to be, unto itself and independent of the other project benefits, a basis for overriding all unavoidable adverse environmental impacts identified in these Findings.

1. Quarry Falls Fully Implements Applicable Planning Goals and Policies

The Quarry Falls project has been developed to implement the policies, goals, and objectives of the City of San Diego General Plan, the Mission Valley Community Plan land use, and related policies identified for this site, as well as SANDAG’s Regional Comprehensive Plan (RCP). Quarry Falls is consistent with the General Plan which implements the City of Villages Strategy of focusing growth into pedestrian friendly mixed-use activity centers with connections to the regional transit system. The project achieves the overall goals of high quality urban development, the facilitation of transportation and related improvements, the provision of public facilities and services, and a design that creates a sense of place that is respectful of the project’s location within Mission Valley.

Implementation of Mission Valley Community Plan Goals

The Quarry Falls implements the community plan goals by developing a *Specific Plan* which provides for a mixed use, walkable urban village that includes a maximum of 4,780 residential units that include “for sale” and/or “for rent” units built as condominiums, town homes, apartments and/or flats, row homes, courtyard units, lofts, live/work units, carriage units, senior housing and assisted care units; a target of 480,000 square feet of retail, and a target of 420,000 square feet of office. Additional uses include over 17 acres of public neighborhood parkland, a 4,000 square foot community recreation center and up to 15,000 square feet of civic and quasi-public uses. The mix of public and private uses and housing types that achieve the balanced community goals of the General Plan is further enhanced by the development of a public charter school.

The following Community Plan objectives are fulfilled by Quarry Falls:

Provide a variety of housing types and densities within the community (page 39).

Quarry Falls envisions a maximum of 4,780 residential units. The project will include 10% of the total units designated as affordable to satisfy the City’s inclusionary Housing Ordinance. Construction of affordable units on-site would result in a greater number of actual units than would paying the in lieu inclusionary housing fee. Affordable units would be mixed throughout the development providing a truly integrated and balanced community. The proximity of transit expands accessibility and opportunities to alternative transportation modes for residents. In addition, approximately 300 units are planned for senior housing. The amount of housing provided by Quarry Falls allows for product types that serve a variety of incomes and family types.

Encourages development which combines and integrates residential uses with commercial and service uses (page 39) and provide new development and redevelopment which integrates land uses into coordinated multi-use projects (page 59).

Quarry Falls is designed as a walkable, urban village with a mix of land uses to serve the immediate neighborhood and community at large. The land use plan is centered on a central public neighborhood park with pedestrian connections from all portions of the project. Higher densities surround the retail village core, closer to the pedestrian bridge and walkway to the light rail station. Flexibility in the range of retail uses in this district provides increased opportunities for small business and neighborhood serving uses resulting in a greater vibrancy to the commercial district and livability by activating the street and public realm. In order to ensure adequate commercial services commensurate with residential development, conditions are included to require the construction of a minimum of 50,000 square feet of commercial office and retail space to serve the residents of Quarry Falls before residential development in excess of 2,478 units can be developed.

Facilitate transportation into, throughout and out of the valley seeking to maintain a balanced transportation system (page 74).

Quarry Falls provides improvements or funding towards improvements at five major freeway interchanges that serve Mission Valley; Friars Road/SR-163, Mission Center Road/I-8, Qualcomm Way/I-8, Phyllis Place/I-805, and Friars Road/I-15. Overall,

approximately \$50 million is committed to offsite transportation improvements, of which over \$31 million is committed to regional arterial improvements. This exceeds the SANDAG Regional Transportation Congestion Improvement Program (RTCIP) exaction of approximately \$8 million associated with the residential component of the project. The project has been designed so as to not preclude a road connection from Qualcomm Way to Phyllis Place should it be desired to construct the improvement at a future time.

Encourage the use of public transit modes to reduce dependency on the automobile (page 87).

Quarry Falls incorporates several project features to encourage walkability and alternative modes of transportation. A comprehensive Transportation Demand Management (TDM) program will be developed during the initial phase of development that will include a shuttle system to the nearby light rail stations, and transit passes for local residents and workers. A pedestrian bridge will be constructed as part of the second phase of the project and transportation phasing plan to provide a safe and convenient connection from the village core to the Rio Vista Trolley Station. On-site bus and shuttle stops with shelters will be provided and their location will be coordinated with SANDAG and MTS.

Provide adequate off-street parking for all new development in Mission Valley (page 93).

Quarry Falls will meet or exceed minimum parking requirements for all individual projects. Automobile parking shall comply with Land Development Code based on the zoning and land uses applied to each subdistrict.

Create an intra-community bikeway system which would provide access to the various land use developments within the Valley, and connect to the regional system (page 98).

Quarry Falls includes Class II and Class III bikeways on all public streets, as well as bicycle connections to Serra Mesa (north), east and west along Friars Road, and south along Qualcomm Way and Mission Center Road to the trolley station and San Diego River trails.

Improve the visual quality as well as the pedestrian efficiency of the existing and future pedestrian circulation system (page 103).

Quarry Falls has been designed with an extensive pedestrian trail and sidewalk system which includes landscaping and traffic calming measures to promote an aesthetic and safe walking environment. A sidewalk will be added easterly along the north side of Friars Road to connect to development east of the I-805 freeway. Other sidewalk improvements will be made at the project intersections on Qualcomm Way and Mission Center Road. A pedestrian bridge spanning Friars Road will provide a safe and pleasurable walk from the village core to the Rio Vista trolley station and the trail system along the San Diego River. The project also proposes the construction of a sidewalk and pedestrian lighting on Texas Street to connect Greater North Park to Mission Valley.

Preserve as open space those hillsides characterized by steep slopes or geological instability in order to control urban form, insure public safety, provide aesthetic enjoyment, and protect biological resources (page 121).

Quarry Falls is a mostly disturbed site, comprised of geologically stable manufactured slopes. As part of the mining reclamation plan, these slopes will be revegetated to

native conditions and remain in perpetuity as private open space. Because the mined slopes do not constitute a “scenic resource,” the treatment of the northern slopes and the creation of a visible band of open space that achieves the goal of rehabilitation, rather than preservation. The manufactured slopes from mining will be revegetated to create a band of open space along I-805 and the eastern portion of Phyllis Place. The Mission Valley Community Plan calls for a road connection to the upper mesa at this location therefore the project has been designed to accommodate the road connection to Phyllis Place (even if the road is not built). The retention of 2.4 million cubic yards of fill material creates the opportunity to design a superior multi-use land plan and meet the engineering requirements for a potential road connection to Phyllis Place. The terracing of lots, encouraged by the Community Plan, provides visual variety to the development and slope areas.

Provide adequate park and recreation areas for the use of Mission Valley residents in accordance with the General Plan (page 128).

Quarry Falls will fully satisfy the General Plan goal of 2.8 acres of population based parkland per 1,000 population by constructing approximately 17.5 acres of public neighborhood parkland on-site through public ownership and private ownership with easements allowing for public use and paying the Mission Valley Public Facilities Financing Plan Development Impact Fee for the community park, recreation center and swimming pool identified by the Community Plan. This exceeds the current goal of 2.4 acres per 1,000 population used by the Mission Valley Public Facilities Financing Plan. The City of San Diego has determined projected future growth will provide adequate development impact fees for construction of the community park facilities.

Park design and uses will be defined as part of the park development process identified in Council Policy 600-33, Community Notification and Input for City-Wide Park Development Projects. Phase A of the project includes the development of the Creekside Park and Phyllis Place park and open space area. The Central Park and Civic Center is required to be constructed with Phase B of the project.

Provide and maintain a high level of service for the full range of community facilities necessary in an urban area (page 147).

Quarry Falls will be served by adequate public facilities and services within Mission Valley. The project will provide off-site and on-site improvements for connections to water, sewer, gas, and electrical utilities. Adequate capacity exists in the public schools in the surrounding communities that currently serve school aged children; in addition, Quarry Falls has identified a site for a public school to serve approximately 800 students. In May 2007 the San Diego Unified School District approved a request by High Tech High to operate a charter school within the boundaries of the Quarry Falls Specific Plan. Library services are provided by an approximately 20,000 square foot facility that is adequate in size to serve the growth in residents proposed by the project.

An analysis of police and fire services has determined response times to the site meet the standards set by the City of San Diego. Police services are provided from the Eastern Division Substation, approximately four miles from the site. Eastern Division has adequate capacity for the addition of staff to maintain optimal staffing based upon demand due to the

project. In addition, the project will fund the initial one time start up costs of \$14,000 per sworn officer, up to a total of 21 officers, on a pro-rata basis over the build out of the project. The project will pay the Mission Valley Public Facilities Financing Plan Development Impact Fees for public facilities that include such facilities as a permanent fire station planned for construction approximately 1.1 miles east of the project. While not required, a site will be reserved within the project should the service demands of the Fire Department change to warrant the additional station.

The “Fiscal Impact Analysis for Quarry Falls” prepared by Economic Research Associates (ERA) dated August 28, 2006, was reviewed by the City of San Diego CPCI Economic Development Division. Based on the City’s review, the project would result in an annual surplus of approximately \$1.5 million to the City’s General Fund and therefore the project does not impose a burden upon the City’s operating budget, rather, it contributes substantial additional revenue for essential public services.

Conserve the Valley’s water, land and energy resources (page 155).

Quarry Falls addresses a variety of conservation needs through the efficient use of land, including the need to reduce greenhouse gas emissions and the impacts of global warming, by utilizing the design goals of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) goals for sustainability. Quarry Falls is one of three San Diego projects and less than 300 projects worldwide that are participating in the LEED-ND pilot program. Sustainability will be achieved by developing a compact, walkable community with a mix of uses to encourage multi-modal trips and reduce vehicle miles traveled. Energy conservation will exceed current Title 24 energy requirements by 15% through energy conservation measures such as the use of ENERGYSTAR[®] appliances and building design that utilizes passive heating and cooling techniques. To achieve greater energy savings and reduce demand from grid provided energy, the project will include a variety of renewable energy solutions, including photovoltaic generation systems placed on rooftops and parking structures. Buildings will be oriented to take advantage of a southern exposure and terraced site, and included operable windows for passive heating and cooling.

Water usage is estimated to be 50% lower than traditional development due to higher residential densities, less water intensive landscaping, and the use of WaterSense certified appliances. The construction of an on-site wastewater treatment facility to produce reclaimed water for irrigation uses reduces demand on the potable water system and ensures no net increase in long-term water usage from that projected in the City’s Urban Water Management Plan.

Implements General Plan Goals and Policies

The General Plan, adopted in March 2008, is based upon the City of Villages Strategy to focus growth into mixed-use activity centers that are pedestrian friendly districts linked to an improved regional transit system (SF-3). Furthermore, the General Plan identifies the typology of villages and a number of factors used to determine the likelihood of development as a village location, as identified on the General Plan Village Propensity Map (LU-6). For Quarry Falls, these factors include the capacity for growth; public facilities such as an existing expanded library, the construction of on-site of public neighborhood parkland, and planned

permanent fire station; and the proximity to the light rail system, specifically the Rio Vista Trolley Station.

Land Use and Community Planning Element - One of the goals of the Land Use and Community Planning Element is to achieve balanced communities and equitable development (LU-34). Quarry Falls provides significant benefits by building a diversity of much needed housing choices, including age restricted (senior) housing and the provision of affordable housing on-site as required by the City's inclusionary housing ordinance, all in a sub-regional employment center that contains a significant concentration of jobs. Mission Valley provides more than five jobs for every employed worker; this development will provide workers of all income levels a greater opportunity to live in close proximity to their place of employment.

Mobility Element - The Mobility Element encourages walkability and multi-modal transportation to reduce dependency on the automobile and promote a healthy lifestyle. The land use design achieves the Walkable Communities goals through the project objective to encourage pedestrian activity through a logical connection of trails, sidewalks and bicycle facilities (ME-6). All residential units are within a 10-minute walk of the central park, civic center, and retail core of the project. Street design incorporates traffic calming measures and non-contiguous sidewalks to promote walkability and safety. An on-site shared car program, utilizing hybrid vehicles, provides flexibility to residents and workers that choose transit over car ownership.

Quarry Falls' central location also serves the Downtown employment center by light rail and the University/Sorrento Mesa and Kearny Mesa subregional employment areas that are within 10 miles of the project. Residents may also access existing bus and/or light rail service to commute to San Diego State University, a major educational center, thereby reducing the negative consequences of vehicle commutes. Transportation Demand Management goals include a shuttle system through the project to connect to the light rail stations, subsidized transit passes for residents and workers, and transit information systems (ME-34).

Urban Design Element - The Urban Design Element of the General Plan promotes the social, economic and aesthetic values of the City. Quarry Falls achieves many of the design policies of this element by focusing on the public realm's relationship to private development represented by the commercial core of the project (UD-21). The project includes both horizontal and vertical mixed-use components with a mix of housing types. Ground floor retail is placed to activate and attract pedestrian activity, with plazas, courtyards and paseos planned within the retail core. The Civic Center is planned to create a significant focal point in the community for public gathering, including a landmark architectural element such as a campanile or clock tower (UD-27).

Public Facilities, Services and Safety Element - The Public Facilities, Services and Safety Element provides for the existing population and new growth. The Mission Valley Public Facilities Financing Plan will be amended as part of the processing of the Quarry Falls Specific Plan to ensure the facilities financing program is updated to include the latest projects and project costs for the collection of development impact fees (PF-5). Implementation of the Mitigation, Monitoring and Reporting Program for the project will result in approximately \$50 million in direct improvements and fees for project impacts related to traffic (PF-14).

The project includes a package recycled water facility to increase the use of reclaimed water to supplement the region's water supply (PF-25). The water supply for the Quarry Falls project was planned for as part of the City of San Diego's Urban Water Management Plan, and County Water Authority UWMP. Both documents rely on the SANDAG Regional Growth Forecast for planning purposes and the proposed project was included as part of that forecast. Therefore the City and County have planned for and sought contracts for water to serve the project. The Water Department confirms the availability of water supply in the Water Supply Assessment prepared for the project (PF-31). Over the build-out of the project, school impact fees in excess of \$10 million will be paid to the San Diego Unified School District to be used at the District's discretion for improvements to schools intended to serve the project's students in the surrounding communities. In May 2007 the San Diego Unified School District approved a request by High Tech High to operate a charter school within the boundaries of the Quarry Falls Specific Plan (PF-41).

Recreation Element - The Recreation Element ensures the recreation needs of the community will be met through a variety of methods. The Quarry Falls Project has a neighborhood park requirement of 16.54 acres and is proposing 17.5 acres on land which will be publically owned or on land which is privately owned with easements allowing for public uses. All parcels identified for satisfying neighborhood park requirements shall comply with Council Policy 600-33, COMMUNITY NOTIFICATION AND INPUT FOR CITY-WIDE PARK DEVELOPMENT PROJECTS. Therefore, Quarry Falls could exceed the General Plan guideline of 2.8 acres of parkland per 1,000 population by providing both all population based neighborhood parks on-site and paying development impact fees for the community park component of the project (RE-6). The central park will be accessible by an interconnected trail system to all areas of the project and will be designed to achieve local, State and Federal accessibility requirements as well as incorporate the concepts of Universal Design to benefit all people (RE-25).

Conservation Element - The Conservation Element promotes an international model of sustainability and to proactively address the issue of climate change and greenhouse gas emissions (CE-7). Quarry Falls addresses a variety of conservation needs, including the need to reduce greenhouse gas emissions and the impacts of global warming, by utilizing the design goals of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) goals for sustainability. A conservative estimate of per capita greenhouse gas emissions demonstrates Quarry Falls will achieve the 2020 emissions reduction goals of AB 32. The use of high efficiency water appliances, intelligent irrigation systems, monitoring and maintenance of potable water lines to reduce water loss due to leaks, and educational water conservation programs will be utilized to maximize the efficient use of water (CE-21). The construction of an on-site wastewater treatment facility to produce reclaimed water for irrigation uses reduces demand on the potable water system and ensures no net increase in long-term water usage from that projected in the City's Urban Water Management Plan. Quarry Falls has integrated the natural treatment of stormwater into the physical design of the project by using bioswales, infiltration basins and detention ponds to treat the majority of urban runoff (CE-26).

Implements Sandag's Regional Comprehensive Plan

Quarry Falls is consistent with SANDAG's Regional Comprehensive Plan (RCP) and Smart Growth Concept Map, which have identified this site as an urban center. Such sites

are focused around regional transit corridors, in this case, the Mission Valley light rail line, and are characterized by higher densities and a mix of uses, including retail and employment. Mission Valley is also served by five freeway interchanges, each of which will receive improvements from the project. A shuttle system will serve to connect to the light rail stations in the vicinity of the project.

2. Quarry Falls Results in Extraordinary Benefits to the Mission Valley Community, Adjacent Communities and the City as A Whole

In addition to meeting the goals and policies of the Mission Valley Community Plan, the City of San Diego General Plan, and SANDAG's Regional Comprehensive Plan, the Quarry Falls project results in the following extraordinary benefits to the Mission Valley Community, adjacent communities and the City as a whole:

Provides Additional Transportation Measures not Required as Mitigation

The Quarry Falls project would implement additional measures to improve traffic operations and offset unmitigable cumulative impacts. These measures encourage multi-modal transportation, walkability, and a decrease in reliance upon the automobile for personal trips. As the project builds out, locations within the project would be identified for a car sharing service to provide alternatives to vehicle ownership.

The traffic analysis assumes the Citywide trip generation rate that reflects a conservative estimate for trip reductions due to alternative modes of transportation. The project has been designed to take advantage of its proximity to transit, jobs, and other regional destinations, such as San Diego State University, in order to increase transit ridership. The following transportation phasing plan improvements are intended to further reduce reliance on vehicular trips and make transit ridership more convenient:

- **Pedestrian Bridge** - Construct a pedestrian bridge over Friars Road to connect Quarry Falls to the Rio Vista West shopping center and provide access to the Rio Vista West trolley station.
- **Transportation Demand Management Plan** - Develop a comprehensive transportation demand management plan that includes transit passes, information kiosks in central locations, bike lockers, priority parking spaces for carpools, and co-ordination with the Metropolitan Transit Service (MTS) to provide public or private bus service in Quarry Falls.

Transportation Improvements Provided in Advance of Need

The implementation of the Transportation Phasing Plan (Final PEIR Table 5.2-9) will result in several improvements being constructed in advance of traffic impacts at that location due to the project. The following improvements to segments, arterials and intersections will reduce future impacts to below a level of significance and provide additional benefit to area residents and commuters that rely upon the circulation system:

Segment/Arterial Improvements:

Phase 1. Murray Ridge Road from I-805 Southbound Ramps to I-805 Northbound Ramps (MM 5.2-11 – Horizon Year Impact) – The restriping of the bridge over I-805, in conjunction with the signalization of the southbound and northbound intersections, will improve the overall capacity and safety at this location.

Friars Road from Frazee Road to River Run (MM 5.2-1/MM 5.2.2 – Phase 2 Impact) – Should the City Council elect not to accept an in lieu payment, the construction of local improvements to mitigate segment and intersection impacts at the Friars Road/SR-163 Interchange will also mitigate impacts for the PM westbound flow resulting in a reduction in delay for traffic on this arterial.

Intersection Improvements:

Phase 2. Friars Road Eastbound Ramp/Qualcomm Way (MM 5.2-10a – Phase 4 Impact). The intersection improvements provide access to the project as well as improve the overall performance in the PM Peak Hour at this grade separated interchange to achieve LOS C.

Phase 3. Qualcomm Way/I-8 Westbound Ramp (MM 5.2-10b – Phase 4 Impact). The intersection improvements facilitate circulation in Mission Valley and achieve LOS D.

Texas Street/El Cajon Boulevard (MM 5.2-10c – Phase 4 Impact) – The intersection improvements result in a reduction in delay in the PM Peak Hour.

Mission Center Road/Camino del Rio North – (MM 5.2-5c/5.2-6d/5.12a – Horizon Year Impact) – The reconstruction of the Mission Center Road/I-8 Interchange will improve access to and from Mission Valley resulting in a level of service in the PM Peak Hour of LOS D.

Camino del Rio North/I-8 Westbound Ramp – (MM 5.2-5c/5.2-6d/5.12a – Horizon Year Impact) – The reconstruction of the Mission Center Road/I-8 Interchange will improve access to Mission Valley resulting in a level of service in the PM Peak Hour of LOS C.

Providing these improvements in advance of the traffic impacts provides public benefit to residents, commuters, merchants, and shoppers in Mission Valley by improving the existing condition of the circulation element. Without the project, this mitigation might not otherwise be implemented in as timely a fashion as presented in the Transportation Phasing Plan.

Conservative Approach to Traffic Impacts:

In the development of the parameters of the Quarry Falls Traffic Impact Study, the lead agency (City of San Diego) concluded the traffic study should be prepared using a number of conservative assumptions to ensure traffic impacts would not be understated. These assumptions applied to background traffic; the cumulative analysis; pass-by and mixed use trips; and the assumption for transit use.

The traffic study includes several conservative assumptions for background traffic, including traffic from the existing mining operation at Quarry (200 ADT) that will be eliminated by build-out of Quarry Falls and trips from the Riverwalk Commercial Center (3,720 ADT) project that are also accounted for in the full build-out of the Levi-Cushman Specific Plan.

The PEIR takes a conservative approach to evaluating cumulative impacts. According to CEQA Guidelines Section 15130(b), the evaluation of cumulative impacts should

include either “a list of past, present, and probable future projects . . .” or “a summary of projections contained in an adopted general plan or related planning document . . .” The Quarry Falls PEIR uses both approaches; it includes build-out of applicable plans which have an effect on the cumulative analysis, as well as a specific list of projects that are approved, under construction, planned, or proposed that should be considered for the evaluation of cumulative effects and which were known at the time the PEIR was prepared. The forecasting system and models developed by SANDAG and the City also allow for the mature development of communities above and beyond the explicit inclusion of projects based on land used in the Community and General Plans. Therefore, the analysis includes the possible effect of other, unforeseen projects and growth.

The traffic study only reduces mixed use trips based on the interaction of residential, office and industrial uses with retail trips. It does not reduce mixed use trips based on the interaction of residential, office and industrial uses with each other and is therefore conservative. This is also true for internal trips for recreation purposes such as the neighborhood park, civic center and community recreation center.

The traffic study assumes no trip reduction for proximity to transit -- in other words, that zero occupants of the project would use transit. This is a very conservative assumption, as the project is specifically designed to be walkable and facilitate the use of transit, including the nearby trolley. Transit ridership can account for up to four percent of all daily project trips for transit oriented development, which would equate to 2,080 ADT for the project.

Achieves Superior Land Use Design and High Quality Development that Creates a Sense of Place and Positive Community Character

To achieve the project objectives of a unified land use design and high quality individual projects that create a positive sense of character and community, a Specific Plan has been created to implement the development that all subsequent construction and grading permits to be reviewed for substantial conformance with the Plan. The zoning, development regulations, and design guidelines included in the Quarry Falls Specific Plan and related permits ensure high quality site and architectural design and must be adhered to for project build-out.

The land use plan is successful in organizing densities based upon transit oriented design principles, with higher densities located in proximity to the village retail core and lower densities near the single family neighborhoods of Serra Mesa. The Specific Plan, as well as the Master Planned Development Permit, create opportunities for greater architectural flexibility that result in building articulation and roofline variation. Building setbacks along Quarry Falls Boulevard, Community Lane, and the Grand Steps allow for entries from the sidewalk to activate the street frontage and create a more urban environment.

Compliance with City’s Inclusionary Housing Ordinance

The project complies with the City’s Inclusionary Housing ordinance by developing 10% of the total affordable residential units on-site rather than pay in-lieu fees. Conditions have been placed on the project to ensure the construction of these affordable units occurs in conjunction with the development of the market rate housing component of the project.

Phasing of affordable housing will occur as the project develops, providing a positive mix of housing which will benefit the overall social character of Quarry Falls.

In-Fill Re-Development of a Strategically Located Site with Minimal Impact to Natural Resources

Quarry Falls is a 230-acre site (224 acres covered by the Specific Plan) located within the urban limits of the City and served by all public infrastructure, major freeways and transit; this location is physically suited for development of a smart growth, infill project. The site has been utilized as a mining operation for more than 50 years and is reaching the point of depletion of natural resources, at which time the Mission Valley Community Plan calls for development of the site using the multiple use development option with a mix of uses including residential, retail and office. Revisions to the existing reclamation plan will enable a superior site design that recreates the original topography of the site as it transitions from the northern mesa top of lower density development to the river valley with higher density, transit oriented development.

In comparison to the overall 230 acre development site, the development impacts a total of 15.28 acres of habitat, of which 14.08 acres is considered sensitive habitat, all of which falls outside of the City's Multiple Habitat Planning Area (MHPA) boundary and is surrounded by existing development, roads and highways. Four sensitive habitat types exist on the site, which hosts one sensitive species, the California gnatcatcher, on 2.11 acres of coastal sage scrub. Due to the success of the City's MSCP this species is considered to be an adequately protected species within the City's MSCP and outside of the MHPA. The site also impacts 0.18 acres of disturbed wetland (0.06 acres on-site and 0.12 acres off-site) that is not host to any protected fish or wildlife. Adjoining slopes are to be revegetated with native, drought tolerant plants consistent with the surrounding area. The combined area of impact within the development footprint is less than 0.08 acre (0.06 acre wetland and 0.016 acre steep hillside) and is isolated with no adjacency or connectivity to other environmentally sensitive lands.

The impacts to isolated, primarily non-native annual grasslands, coastal sage scrub and disturbed wetlands are fully mitigated under the California Environmental Quality Act and mitigation is provided consistent with the Multiple Species Conservation Program (MSCP) Subarea Plan and the Environmentally Sensitive Lands Ordinance. The project mitigation ratios are consistent with City requirements; where feasible, off-site mitigation is first accommodated in Mission Valley and the San Diego River Watershed; where mitigation sites are not available, alternate mitigation sites have been identified to maximize existing preserves. Consultation with the California Department of Fish and Game for mitigation to wetlands within their jurisdiction has resulted in conceptual approval of the mitigation plan.

The mechanical and functional values of the drainage will be restored through the diversion and treatment of the storm water by the on-site bioswale. The off-site mitigation will result in long-term conservation of biological resources by maintaining high quality habitat, providing a greater benefit than on-site preservation of limited, isolated disturbed wetlands and low value non-native annual grasslands. Consultation with the California Department of Fish and Game for mitigation to wetlands within their jurisdiction has resulted in conceptual approval of the mitigation plan. Restoration will occur in the San Diego River directly south of the project at a ratio of 1:1 for the total on-site and off-site area of 0.18 acre. Given the limited opportunity

for small scale wetland creation within the San Diego River watershed and the greater benefit from leveraging these limited resources, 1:1 mitigation of the on-site 0.06 acre is accomplished by the purchase of wetland credits from the Rancho Jamul Wetland Mitigation Bank.

Rehabilitation of the northern slopes and the location of new development conform to the hillside guidelines for the Mission Valley Community Plan (page 123). The retention of 2.4 million cubic yards of fill material creates the opportunity to simulate the historical topography of the site, achieved by the Community Plan goal of terracing of lots that provides visual variety to the development and slope areas and enables a development pattern that emphasizes an east/west horizontal orientation across the site. The manufactured slopes from mining will be rehabilitated and revegetated to create a visible band of open space along I-805 and the eastern portion of Phyllis Place.

Environmentally Superior Water Quality Solution

An environmentally superior water quality solution addresses existing site hydrology and stormwater conditions by utilizing a natural bio-swale running the length of the park district that maximizes the use of non-mechanical systems. This treats stormwater to the maximum extent practical prior to discharge to the San Diego River, protecting the water quality for downstream habitat and species.

Consistent with Community Character/Compatible with Existing Development Patterns

The land-use mix and density of development for Quarry Falls is compatible with the existing development patterns of Mission Valley and Serra Mesa. The concepts of transit oriented design concentrate residential densities and a mix of retail and office uses in closer proximity to the existing transit system. Development is designed to be compatible with the use adjacent to that portion of the site; the Ridgetop District is low density residential for compatibility with the Abbots Hill neighborhood; the Terrace District reflects the slightly higher density project to the immediate west; and higher density residential and the retail/office districts mirror the development patterns of Rio Vista West to the south and are connected by a pedestrian bridge spanning Friars Road, providing a safe connection between the project and the Rio Vista trolley station. Finish pad elevations and building heights will be sensitive to the existing views from Phyllis Place and the future public park at that location. Manufactured slopes have been designed to minimum safety factors or greater and are adequately stable to not endanger the public health, safety and welfare.

Public Services Available to Serve The Project

Police services will be provided from the Eastern Division Substation, located on Aero Drive approximately four miles from the project. An analysis of response times for Mission Valley East Neighborhood (the location of the project) determined emergency and Priority One calls are better than the citywide average of 7.28 minutes and 14.60 minutes, respectively. Based upon a budgeted staffing ration of 1.67 officers per 1,000 population, Quarry Falls would generate demand for an additional 21 officers. There is adequate capacity at the Eastern Division Substation for the additional officers needed to maintain optimal staffing. In addition, the project will fund the initial one time start up costs of \$14,000 per sworn officer, up to a total of 21 officers, over the build out of the project.

Fire protection services and emergency response is provided from four fire stations within the project vicinity, the closest of which is temporary Station 45, located 1.75 miles away at Qualcomm Stadium. Response time from this station is 4.5 minutes, below the national average of 5 minutes. The City Council has approved a financing plan, established a CIP project, and completed the environmental document for construction of a new, permanent fire station planned in the 9400 block of Friars Road, approximately 1.1 miles east of the project. The new station would provide comparable response time as the temporary station. The project will pay the Mission Valley Public Facilities Financing Plan Development Impact Fee for public facilities including such facilities as fire stations. While not required, the project will reserve for five years a site for a future fire station should a future need be identified by the City of San Diego, thereby ensuring the safety of the area residents and workers and providing greater flexibility to first responders to surrounding neighborhoods.

Provision of the First Public School in Mission Valley

The general welfare of the community will be enhanced by the educational opportunities provided within Quarry Falls. The project provides for a future public charter school, the first public school for the Mission Valley Community. Designed on the format of the award winning High Tech High, the charter school will provide education opportunities for students living in Quarry Falls, as well as other communities in the City.

Reduction in Urban Pollutants: Storm Water Runoff and Fugitive Dust

Impacts due to the increases in runoff with the introduction of streets, roads and other hardscape surfaces will be mitigated to below a level of significance through the design of a natural bioswale and detention system. Stormwater runoff from the 100-year event will not exceed the existing flow for the approved reclamation plan. The development has limited the use of mechanical treatment of stormwater to the maximum extent practicable. A Storm Water Pollution Prevention Plan (SWPPP) will be developed to the satisfaction of the City Engineer for mitigating potential impacts due to construction activities. This plan will include Best Management Practices (BMP) such as ground cover and structural devices to limit runoff from newly graded slopes and the timely hydroseeding and landscaping of cut/fill slopes to reduce sedimentation and erosion.

To address the issue of fugitive dust generated from construction of the development, conditions for construction operations have been identified which include the application of water during grading operations, the use of sweepers and/or water trucks to control “track-out” of soil at all public street access points, the termination of grading should winds exceed 25 mph, and the hydroseeding of graded lots.

Implementation of Sustainable/Energy Conserving Design

The revised reclamation plan and grading elevations established by the vesting tentative map create a tiered site with a predominately southern exposure. This design maximizes opportunities for building design that takes advantage of sustainable design and passive/natural ventilation for heating and cooling. Opportunities are also created to utilize a variety of solar and wind generation concepts to reduce the overall demand of the development on the external energy grid. A shadow study has determined the site design provides adequate solar access to all development parcels.

Quarry Falls is designed as a sustainable community by utilizing the design goals of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND). This type of compact, walkable mixed use community encourages multi-modal trips, reduces vehicle miles traveled and has been shown to significantly reduce greenhouse gas emissions and the impacts of global warming. Energy conservation will exceed current Title 24 energy requirements by 15% through the use of energy conservation measures such as of ENERGYSTAR[®] appliances and building design that utilizes passive heating and cooling techniques. To achieve greater energy savings and reduce demand from grid provided energy, the project will include a variety of renewable energy solutions, including photovoltaic generation systems placed on rooftops and parking structures. Buildings will be oriented to take advantage of a southern exposure and terraced site, and included operable windows for passive heating and cooling. A construction and demolition debris recycling program will achieve a minimum of 75% waste diversion, greater than the minimum requirement of 50% set by City ordinance.

Reduction of Greenhouse Gas Emissions

The Quarry Falls project incorporates a significant number of project design features (PDFs), which have the effect of reducing the number and length of automobile trips, and reducing energy consumption through energy and water efficient design.

- Provide a mix of uses and residential densities that implement the City of Villages Strategy by focusing growth into transit-oriented mixed-use activity centers that promote increased walking, bicycling, and use of public transit.
- Seek certification as a Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) pilot program project which integrates the principles of smart growth, new urbanism, and green building.
- Provide street trees within public parkways and medians (where design permits), in surface parking lots, and throughout finger parks to reduce the “heat island” effect.
- Co-location of residential and retail/office/commercial uses, resulting in the potential for reduced trips as residents and employees are provided alternatives to using the automobile as the primary method for daily trips.
- Location proximate to a light-rail trolley line, which will be linked to the project by a pedestrian bridge that spans Friars Road and which provides a more efficient alternative to automobile travel.
- Require the majority of indoor residential plumbing products to carry the Environmental Protection Agency’s (EPA) Water Sense certification.
- Require the installation of automatic bathroom sink features and waterless urinals in public facilities.
- Require the majority of indoor residential appliances to carry the Environmental Protection Agency’s (EPA) ENERGYSTAR[®] certification.
- Require all indoor and outdoor lighting for private and public projects to be energy efficient.

- Require high-efficiency irrigation equipment such as evapotranspiration controllers, soil moisture sensors and drip emitters for all projects that install separate irrigation water meters.
- Recycle a minimum of 75 percent of unused and waste construction materials.
- Provide locations within the project for the implementation of a car sharing service.
- Provide electric car plug-in stations in public parking areas.
- Require residential buildings to be designed with operable windows oriented to take advantage of the prevailing winds to naturally ventilate indoor spaces.
- Require installation of vertical landscape elements such as trees, large shrubs and climbing vines to shade southern and western building facades to reduce heating in summer and increase solar heat gain in winter months.
- Require project-wide recycling, for single-family, multi-family, commercial, and retail establishments.
- Construct a pedestrian bridge across Friars Road to enable access to the Rio Vista Trolley Station to provide trolley access within a 15-minute walk to all residential homes.
- Work with the Metropolitan Transit System to make discounted trolley/bus passes available for project residents and employees.
- Provide a shuttle system for residents and employees that connects the project to trolley and bus stations.
- Require light colored/reflective roofing materials.
- Incorporate sun-shade patterns, prevailing winds, and other natural, passive cooling and heating sources into project design.

As a result of these measures, the project's residents would be emitting less than their proportional share of GHG emissions under AB 32. Therefore, the proposed project would be consistent with the goals of AB 32 to reduce GHG emissions to at or below 1990 levels by 2020 and the project's impacts on global climate change would not be significant.

Fiscal Impact Analysis – Contribution of Substantial Revenue

The "Fiscal Impact Analysis for Quarry Falls" prepared by Economic Research Associates (ERA) dated August 28, 2006, was reviewed by the City of San Diego CPCI Economic Development Division. Based on the City's review, the project would result in an annual surplus at build-out of approximately \$1.5 million to the City's General Fund and therefore the project does not impose a burden upon the City's operating budget, rather, it contributes substantial additional revenue for essential public services. ERA has reasonably applied estimating procedures based upon available City annual budget cost and revenue projects. The reasonability of the methodology, assumptions and conclusions has been reviewed by the City of San Diego and found to be acceptable.

Allows for Continued Mining Operations, Serving the Community and City until Development Takes Place

Continued operation of the mining facility is consistent with the current land use plan and provides a much needed service for the community, city and region. The Mission Valley Community Plan identifies the objectives for this site which identify continued sand and gravel operations and related mining activities until depletion of resources is reached. The revised reclamation plan is consistent with municipal, state and federal guidelines and will assure compatibility with adjacent land uses as new development progresses and mining operations cease.

The sand and gravel extraction and processing facility has been in operation for over 50 years and has implemented measures to ensure compatibility with the surrounding development in the area. The amended conditional use permit includes additional conditions for air quality, noise and dust abatement, and visual screening from adjacent land uses. New development that occurs prior to the termination of the mining operation and related activities will be sufficiently buffered to meet existing noise and air quality standards. The relocated batch plant operations in the southeast corner of the site mitigates onsite noise by excavating and lowering the pad, using the material to create an earthen berm to surround the parcel; in addition, appropriate mitigation for potential impacts to future residential development from rock crushing and the batch plants is a condition of approval for future development. The site perimeter will be screened by a special landscape buffer that includes the elevated berm and large shade and evergreen trees. Equipment will also be architecturally screened to be more visually compatible with the surrounding development.

The revised Reclamation Plan will retain an overburden of 2.4 million cubic yards of material that otherwise will have to be hauled off-site, resulting in less emissions and related air quality impacts than the current Reclamation Plan. Additional measures and best management practices will be implemented to control fugitive dust, including the application of water during grading operations, the use of sweepers and/or water trucks to control “track-out” of soil at all public street access points, the termination of grading should winds exceed 25 mph, the hydroseeding of graded lots, and the stabilization of stockpile areas. A phasing plan to relocate the existing batch plant operations and the addition of an expiration date in the year 2022 provides certainty to the orderly phase out of sand and gravel operations and the full implementation of the reclamation plan. A comprehensive set of development conditions will be applied to the project to ensure the safe implementation of the mining operation’s reclamation plan.

The Land Development Code (LDC) and Surface Mining and Reclamation Act (SMARA) provide guidance for the requirements of the conditional use permit and reclamation plan. The project includes conditions to address noise, air quality, visual impact, water quality, and operations to maximize compatibility with surrounding land uses. Water quality is maintained by the implementation of an approved Storm Water Pollution Prevention Plan (SWPPP) that addresses short-term water pollution impacts related to sediment discharges, including the inspection and maintenance of catch basins, repair and replacement of erosion control devices, and street sweeping adjacent to the site. The project is required to annually

update a master grading plan and performance bond based upon the existing site condition and proposed future operations.

The sand and gravel operation and related activities are existing facilities in operation for over 50 years and are identified in the Mission Valley Community Plan for this use. The location of the facility is central to the city and well served by Friars Road, Interstate 8 and 805, and Highway 163 to allow convenient access to project sites in the region. Due to the limited future capacity of active Portland cement concrete processing facilities to provide materials over the next 10 to 20 years (“Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production-Consumption Region” Department of Conservation, Division of Mines and Geology, 1996), continued operation of the facility is of critical benefit to the construction needs of the city and the region.

XII. CONCLUSION

Quarry Falls implements the vision of the City of Villages Strategy and creates a mixed-use, walkable urban village of appropriate density to leverage the investment in the light rail system and other transit. The development provides a diverse choice of for-sale and rental housing attainable to a range of incomes and will meet or exceed its requirement for affordable housing onsite. As a major employment center with over 50,000 jobs, Mission Valley will benefit from the addition of housing to address the jobs/housing imbalance and provide options to live closer to work. The development provides in excess of 60 acres of public/private open space, parks and slopes of which the full population-based park requirement of over 17 acres of neighborhood parks is developed onsite. Proposed land uses would be linked with an internal pedestrian and trail system and connected to adjacent areas by an internal roadway network. Land uses proposed as part of Quarry Falls include approximately 31.8 acres of public parks, civic uses, open space and trails, of which the full population-based park requirement of over 17 acres of neighborhood parks is developed onsite; a maximum of 4,780 residential units offered as a variety of “for sale” and/or “for rent” and built as condominiums, town homes, apartments and/or flats, row homes, courtyard units, lofts, live/work units, carriage units (dwelling units on one or more floors located above a private garage), senior housing and assisted care units; 480,000 square feet of retail space; and 420,000 square feet of office/business park uses. The project will also provide 10 percent of the residential units on-site as affordable units. The site is planned to include a future public school that is planned to be a charter school operated by High Tech High. In summary, the project results in the following overriding benefits to the City of San Diego:

- The project implements goals and policies of the Mission Valley Community Plan, the City’s General Plan, development regulations and land uses in the applied zones of the City’s Land Development Code, and SANDAG’s Regional Comprehensive Plan.
- The project creates a viable mixed-use project that is served by transit and provides additional opportunities for transit accessibility.
- The project will provide the land and construct the first public park in Mission Valley concurrent with development.
- The project provides transportation improvements not required as mitigation and in advance of need.
- The PEIR’s conservative approach to estimating traffic impacts may result in additional benefits to the community and local circulation network.
- Traffic mitigation includes additional funds to advance the design for the Friars Road/163 Interchange Improvements currently being developed by the City of San Diego.
- Implements advanced, state-of-the art sustainable design and energy conserving measures.
- The project will provide up to 478 affordable housing units on-site.
- Conditions of development ensure the provision of public facilities and services at a rate commensurate with the phases of development.

- The project will result in General Fund revenues that exceed what is necessary to meet existing service levels, therefore the project results in an annual surplus of approximately \$1.5 million to the City's General Fund at build-out.
- Energy conservation will exceed current Title 24 energy requirements by 15% through energy conservation measures such as the use of ENERGYSTAR[®] appliances and building design that utilizes passive heating and cooling techniques.
- Project features will result in a reduction in greenhouse gas emissions.
- Water usage is estimated to be 50% lower than traditional development due to higher residential densities, less water intensive landscaping, and the use of WaterSense certified appliances.
- The project results in minimal impact to the natural environment and mitigates, to the extent feasible, its significant environmental effects.

For the foregoing reasons, the City of San Diego concludes that the proposed Quarry Falls project will result in numerous public benefits beyond those required to mitigate project impacts, each of which individually is sufficient to outweigh the unavoidable environmental impacts of the proposed project. Therefore, the City of San Diego has adopted this Statement of Overriding Considerations.

