



Land Development
Review Division
(619) 236-6460

Environmental Impact Report

LDR No.92-0466
SCH No. 92101036

SUBJECT: Scripps Gateway. GENERAL PLAN/COMMUNITY PLAN AMENDMENT, TENTATIVE MAP, REZONE, PLANNED RESIDENTIAL DEVELOPMENT PERMIT, PLANNED COMMERCIAL DEVELOPMENT PERMIT, PLANNED INDUSTRIAL DEVELOPMENT PERMIT, A HILLSIDE REVIEW PERMIT, A STREET VACATION AND EASEMENT ABANDONMENTS to amend open space areas identified on-site within the Miramar Ranch North Community Plan, subdivide the 242.1 acre property into 354 lots and a rezone including: 309 single-family lots (rezoned from, R1-8,000 and R1-10,000 to R1-5,000 and R1-6,000); one 8-3 8.2 acre multi-family lot for 135 multi-family residences (zoned R-1500); seven lots totaling 14.5 14.3 acres for commercial development (zoned CA) including a 1.5 acre park and ride lot and a 4.5 acre parcel on the southern side of Scripps Poway Parkway currently zoned M-IP; six lots totaling 30.1 acres for industrial development (zoned M-IP) and 11 lots totaling 49.6 20.2 acres for brush management. Four lots totaling 86.4 85.9 acres are designated for open space while ~~fifteen~~ 16 additional lots are provided for signage and open space and NPDES basins. An overlook site is also provided. The project site is located at the northeast and southeast corners of Scripps Poway Parkway and Interstate 15 (I-15) (Portion of Section 29 and Section 20, Township 14 South, Range 2 West). Applicant: Shea Homes San Diego

Revised Update:

Subsequent to the release of the draft EIR, page 4 of the conclusions has been revised to reflect the applicant's decision to provide mitigation lands within the City of San Diego's Multi-Habitat Planning Area (per Option 2 of the Biology mitigations as described in Section 4-C of the EIR and the Mitigation, Monitoring and Reporting Program). Providing lands for mitigation within the City of San Diego reduces the previously identified significant unmitigated impacts to below a level of significance. A summary of the revisions is provided in the Preface to the Final EIR following these conclusions. Revisions that have occurred to the project description, land use, biology, public services and traffic sections as a result of comments and staff input received during the public review period are identified in the conclusions, text of the EIR and the Mitigation, Monitoring and

Reporting Program. The revisions are considered minor in scope and do not effect the environmental analysis or conclusions of the Draft EIR as previously presented. These revisions are shown as ~~strikeout~~/underline.

CONCLUSIONS:

This EIR analyzes environmental impacts of the proposed Scripps Gateway project, which encompasses 242.1 acres within the Miramar Ranch North Community Plan. Implementation of the proposed project, incorporating the proposed Mitigation Monitoring and Reporting Program, would reduce some, but not all identified significant impacts to below a level of significance.

This project may result in significant unmitigated impacts to land use (direct and cumulative), landform alteration/visual quality (direct and cumulative), biology (cumulative), hydrology (cumulative), traffic circulation (cumulative) and air quality (cumulative). Potentially significant, but mitigated impacts have been identified for biology (direct), noise (direct), archeological resources (direct), hydrology/water quality (direct), public services (direct and cumulative), traffic circulation (direct) and paleontological resources (direct and cumulative).

Unless mitigation measures or project alternatives are adopted, project approval will require the decision-maker to make Findings, substantiated in the record, which state that: a) individual mitigation measures or project alternatives are infeasible, and b) the overall project is acceptable despite significant impacts because of specific overriding considerations.

Multiple Species Conservation Program

In 1991, the City of San Diego and other land use jurisdictions in southwestern San Diego County began development of the Multiple Species Conservation Program (MSCP) to meet the Metropolitan Wastewater Departments's need to mitigate for growth accommodating impacts associated with their proposed project to upgrade to secondary sewage treatment . The MSCP effort was also directed toward mitigating the secondary biological impacts associated with projected growth in the region.

The MSCP is designed to identify lands that would conserve habitat for federal and state endangered, threatened, or sensitive species, including the federally listed threatened California gnatcatcher. The MSCP is intended to be the equivalent of a Natural Community Conservation Plan for the area, consistent with the federal Endangered Species Act Section 4(d) rule for the coastal California gnatcatcher that would define conditions under which a "take" of the species could occur without a violation of the Endanger Species Act. That is, the MSCP is a plan and process for the issuance of permits under the federal and state Endangered Species Acts and the

state's Natural Community Conservation Planning Act of 1991.

In August of 1996, the Draft MSCP Plan and related resource documents were released for public review. A final joint federal environmental impact statement (EIS) and state Environmental Impact Report was released in January 1997 on the MSCP Plan and the MSCP was adopted by the City of San Diego in March 1997. The MSCP includes the compilation of information related to vegetation, land use, and generalized land ownership mapping and the preparation of biological standards and guidelines, a habitat evaluation model, a population viability analysis for the coastal California gnatcatcher and an analysis of the acreage necessary for a viable preserve system. The area within which habitat conservation and limited development will occur are referred to as the Multi-Habitat Planning Area (MHPA).

The Scripps Gateway project encompasses a total of 242.1 acres, of which a 7.3 acre parcel located in the northwest portion of the project site is within the Multiple Habitat Planning Area (MHPA). This parcel would be dedicated to the City of San Diego. Under the Scripps Gateway proposal, the site would maintain an additional 86.4 acres of open space.

The project would impact approximately 160.45 acres of sensitive biological habitat on-site, but outside of the boundaries of the MHPA. Proposed biological mitigation would include the use of mitigation bank credits outside the jurisdiction of the City of San Diego (the proposed parcel is within the Daley Ranch property located in the City of Escondido) which is inconsistent with the MSCP and the City's Biology Guidelines. The City's Biology Guidelines state, "Impacts within the City of San Diego must be mitigated within the City of San Diego's jurisdiction, preferably in the MHPA." Therefore the use of these mitigation bank credits would result in a significant unmitigated land use impact.

If the applicant were to acquire mitigation parcels within the City of San Diego's jurisdiction (see Biology Section 4C Options 2 and 3 of the Mitigation, Monitoring and Report Program) this land use impact would be reduced to below a level of significance.

The proposal would include measures to ensure that the MSCP Land Use Adjacency guidelines and biological resource mitigation directives of the MSCP are integrated into the project.

RECOMMENDED ALTERNATIVES FOR REDUCING SIGNIFICANT IMPACTS:

No Project

This alternative would allow the site to remain in its present undeveloped state. Significant impacts identified for the project, including impacts to land use (direct and cumulative), landform alteration/visual quality (direct and cumulative), biology (direct),

noise (direct), archaeological resources (direct), hydrology/water quality (cumulative), public services/facilities (cumulative), traffic (cumulative) and paleontological resources (direct) would be avoided. Per the existing Development Agreement, the applicant would provide contributions for roads, public facilities, schools and alternate transportation facilities, however this would not occur with this alternative.

Reduced Landform Impact Alternative

This alternative would reduce the potentially unmitigable impacts related to landform alteration and visual quality as well as land use, but not to a level that is less than significant. By eliminating public access to the PRD from Scripps Poway Parkway manufactured slope heights would be reduced. Impacts to biological resources, geology, hydrology and noise would be reduced. Impacts to public services would be increased due to the increased time it would take police to respond to incidents within the PRD through the access to the south. Impacts related to archaeological resources, traffic, air quality and paleontological resources would remain approximately the same.

The project would result in the following significant, unmitigated impacts:

Land Use (Direct and Cumulative)

~~As proposed, the project would not be consistent with the MSCP and the City's Biology Guidelines because the proposed biological mitigation parcel is located outside of the City of San Diego. Subsequent to public review of the Draft EIR, the applicant has agreed to mitigate upland impacts within the City of San Diego's MHPA per Option 2 of the Biological mitigations identified in Section 4-C of the EIR and in the Mitigation, Monitoring and Reporting Program. By providing mitigation lands within the City of San Diego's MHPA the significant unmitigated direct land use impact has been reduced to below a level of significance.~~ Impacts caused by the intrusion of the roadways and residential lots into the natural open space would also result in significant and unmitigated impacts. Despite measures incorporated into the project such as: building setbacks; revegetation of slopes and rounding and contouring of manufactured slopes significant visual quality impacts would also remain significant and unmitigated.

~~Significant unmitigated impacts associated with the location of the biological mitigation parcel outside of the City of San Diego's jurisdiction could be mitigated through the acquisition of mitigation land within the City of San Diego, preferably within the MHPA. (See Section 4C of the EIR, Options 2 and 3).~~

Landform Alteration/Visual Quality (Direct and Cumulative)

Project grading would result in significant landform alteration/visual quality impacts. Mitigation measures are included which would reduce the significance of direct impacts

through the use of slope rounding, variable slope ratios, contour grading on manufactured slopes, building setbacks relative to the ridgeline and revegetation of manufactured slopes however, not to below a level of significance. The combined projects in the area would alter the existing landforms and visual setting from that of open expanses of rolling hills, valleys and mesas to that of residential, commercial and industrial development separated by open space and roads. The cumulative change in the visual setting and existing landforms resulting from the proposed development would be significant and unmitigated. (See Section 4B of the EIR).

Biological Resources (Cumulative)

As identified in Section 4-C of the EIR, implementation of this project would impact .15 acres of wetland habitat and 16.9 acres of non-native grasslands. This loss would result in an unmitigated cumulative impact associated with the loss of wetlands and non-native grassland habitats, when considered on a regional level.

Hydrology/Water Quality (Cumulative)

The proposed project, along with the other projects in the in the Los Peñasquitos Creek watershed, have the potential to cumulatively impact Los Peñasquitos Creek. Implementation of the Mitigation, Monitoring and Reporting Program would reduce direct impacts to below a level of significance, however, cumulative impacts would remain significant and unmitigated (See Section 4G of the EIR).

Traffic Circulation (Cumulative)

Along with other projects in the area, the new development would contribute to significant cumulative traffic impacts to I-15. Implementation of the traffic improvements identified in the Mitigation, Monitoring and Reporting Program would reduce direct impacts to below a level of significance, however, cumulative impacts would remain. Congestion along I-15 and ramp queing at Scripps Poway Parkway/Mercy Road and I-15 would be cumulatively significant and unmitigated. (See Section 4I of the EIR).

Air Quality (Cumulative)

Development of the proposed project, in conjunction with past, present and reasonably foreseeable future projects would result in significant cumulative air quality reduction in the region which would result in a significant, unmitigated cumulative impact (See Section 4J of the EIR).

MITIGATION, MONITORING AND REPORTING PROGRAM INCORPORATED INTO THIS PROJECT:

Biology (Direct)

The proposed project would result in significant direct impacts relative to sensitive species; and habitats and the long-term conservation of biological resources. Approximately 52.6 acres of Coastal sage scrub, 73.6 acres of Southern mixed chaparral, 0.15 acres of Southern willow scrub/Mule fat scrub and 16.9 acres of grassland would be impacted under this proposal. Implementation of the Mitigation, Monitoring and Reporting Program, which includes purchase of mitigation bank credits or off-site acquisition of mitigation land, Southern willow scrub/Mule fat scrub restoration and compliance with the MSCP Adjacency Guidelines, would reduce all significant direct impacts to biological resources to a level that is less than significant. (See Section 4C of the EIR). Subsequent to public review of the Draft EIR, the applicant has agreed to mitigate upland impacts within the City of San Diego's MHPA per Option 2 of the Biological mitigations identified in Section 4-C of the EIR and in the Mitigation, Monitoring and Reporting Program.

Noise (Direct)

Significant construction and traffic noise impacts are anticipated for the proposed development. The acoustical analysis identified noise impacts from construction as well as traffic noise impacts along Scripps Poway Parkway as being potentially significant. Mitigation measures including the restriction of construction hours and the requirement for interior and exterior acoustical analyses for the PRD and PCD would reduce impacts to below a level of significance as outlined in Section 4D of the EIR.

Archaeological Resources (Direct)

Record searches, conducted in 1989, for the project identified 37 archaeological sites on and within a one-mile radius of the project site. An on-site assessment of the project site in 1989 relocated a previously recorded site and recorded two additional archaeological resources (a site possessing two loci and one isolated handstone). Subsurface testing was performed on the new site which produced no cultural resources. Much of the site could not be surveyed due to the dense vegetation existing on-site. Mitigation measures requiring the archaeologist to field inspect the site to identify potentially significant areas to be brushed and surveyed prior to grading and monitor all grading near the previously identified archaeological site would reduce impacts to cultural resources to below a level of significance. (See Section 4F of the EIR).

Hydrology/Water Quality (Direct)

The proposed project would result in significant impacts relative to drainage, flooding and water quality. Conformance with existing U.S. Environmental Protection Agency National Pollutant Discharge Elimination System (NPDES) permits and Best Management Practices would mitigate direct water quality impacts to below a level of significance. Additional design and engineering mitigation measures have been proposed to reduce off-site runoff and assist in reducing short- and long-term water quality impacts to below a level of significance. (See Section 4G of the EIR).

Public Services/Facilities (Direct and Cumulative)

The proposed project would have significant short-term direct impacts to parks, libraries and fire services and a significant cumulative impact on police services and schools. Mitigation measures requiring payment of fees for parks, libraries and fire services would reduce these impacts to below a level of significance. Impacts to police services would be mitigated to below a level of significance through the existing development agreement and the increased tax base. Cumulative impacts to schools would be mitigated to below a level of significance through an agreement between the affected public school district and the developer to ensure the provision of adequate public elementary, junior high and senior high school facilities. (See Section 4H of the EIR).

Traffic Circulation (Direct)

Development of this project would have a significant impact on Traffic Circulation. The project is estimated to generate approximately 25,960 Average Daily Traffic (ADT) with 2,005 a.m. peak-hour trips and 2,530 p.m. peak-hour trips. The implementation of the project would require the applicant to provide improvements to Scripps Poway Parkway /Scripps Gateway Drive, provide improvements at Mira Mesa Boulevard/Scripps Ranch Boulevard, provide improvements at Scripps Poway Parkway and the multi-family driveway. Implementation of the mitigation measures identified in Section IV-J of the EIR would reduce direct impacts to Traffic and Circulation to below a level of significance.

Paleontological Resources (Direct)

The proposed project would result in grading within areas which have a high potential for paleontological resources. A paleontological Mitigation, Monitoring and Reporting Program would be implemented to reduce impacts to below a level of significance (See Section IV-G of the EIR).

The above mitigation and monitoring program will require an additional \$7,000.00 deposit to be collected prior to the issuance of building permits, certificates of

occupancy and/or final maps to ensure the successful completion of the monitoring program.

Lawrence C. Monserrate
Lawrence C. Monserrate
Environmental Review Manager
Development Services Department

May 20, 1998
Date of Draft Report

July 16, 1998
Date of Final Report

Analyst: Scott Donaghe

PUBLIC REVIEW:

The following individuals, organizations and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency:

Federal Government

U.S. Army Corps of Engineers
U.S. Department of the Interior, Fish and Wildlife Service, Ecological Service

State of California

California Air Resources Board
California Department of Fish and Game, Region 5
California State Water Resources Control Board
Department of Transportation, District 11
Department of Transportation, Division of Aeronautics
Department of Water Resources
Native American Heritage Commission
Office of Planning and Research
Parks and Recreation Department, San Diego Coast District
Regional Water Quality Control Board, Region 9
Resources Agency
State Clearinghouse

County of San Diego

Supervisor Jacob, District 2
Supervisor Slater, District 3
Air Pollution Control District

County Water Authority
Department of Planning and Land Use
Department of Environmental Health, Hazardous Materials Management Division

City of San Diego

Councilmember Warden, District 5
Development Services, Transportation Development
Development Services, Noise Abatement Officer
Carmel Mountain Ranch Library
Community and Neighborhood Services, Chris Jacobs
Community and Neighborhood Services, MSCP
Fire Department
Historical Site Board
Library Department
Mira Mesa Branch Library
Police Department
Public Works, Engineering and Capital Improvements
Public Works, Environmental Services
Public Works, Metropolitan Wastewater
Park & Recreation Board
Rancho Peñasquitos Library
Scripps-Miramar Ranch Library
Wetlands Advisory Board

Other Agencies, Organizations and Individuals

Barona Indian Reservation (Public Notice Only)
Clarence R. Brown Sr.
California Indian Legal Services
California Native Plant Society
Campo Indian Reservation (Public Notice Only)
Ron Christman
Citizens Coordinate for Century III
Cuyapaipe Indian Reservation (Public Notice Only)
Bob Dingeman
EC Allison Research Center
Jerry Elder
Endangered Habitats League
Friends of the Los Peñasquitos Canyon Preserve, Inc.
Patricia Gerrodette
Steve Goyete
Louie Guassac

Inaja Indian Reservation (Public Notice Only)
Jamul Indian Reservation (Public Notice Only)
Kaufman & Broad, Elysa Gordon
La Jolla Indian Reservation (Public Notice Only)
La Posta Indian Reservation (Public Notice Only)
Los Coyotes Indian Reservation (Public Notice Only)
Los Peñasquitos Canyon Preserve Citizens Advisory Committee
Los Peñasquitos Lagoon Foundation
Manzanita Indian Reservation (Public Notice Only)
McMillin Company
Metropolitan Transit Development Board
Miramar Ranch North Planning Committee
Pala Indian Reservation (Public Notice Only)
Pauma Indian Reservation (Public Notice Only)
City of Poway
Poway Unified School District
Rincon Indian Reservation (Public Notice Only)
San Diego Association of Governments
San Diego Audubon Society
San Diego County Archaeological Society, Inc.
San Diego Gas and Electric Company
San Diego Historical Society
San Diego Museum of Man
San Diego Natural History Museum
San Diego State University, South Coastal Information Center
San Diego Unified School District
San Pasqual Indian Reservation (Public Notice Only)
San Ysabel Indian Reservation (Public Notice Only)
Sam Satino
Save Our Heritage Organization
Dr. Florence Shipek
Sierra Club, San Diego Chapter
The Southwest Center for Biological Diversity
Sycuan Indian Reservation (Public Notice Only)
Claudia Unhold
Viejas Indian Reservation (Public Notice Only)

Copies of the draft EIR, the Mitigation, Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Land Development Review Division for review, or for purchase at the cost of reproduction.

RESULTS OF PUBLIC REVIEW:

- No comments were received during the public input period.
- Comments were received but did not address the draft Negative Declaration finding or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.
- Comments addressing the findings of the draft Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public input period. The letters and responses follow.

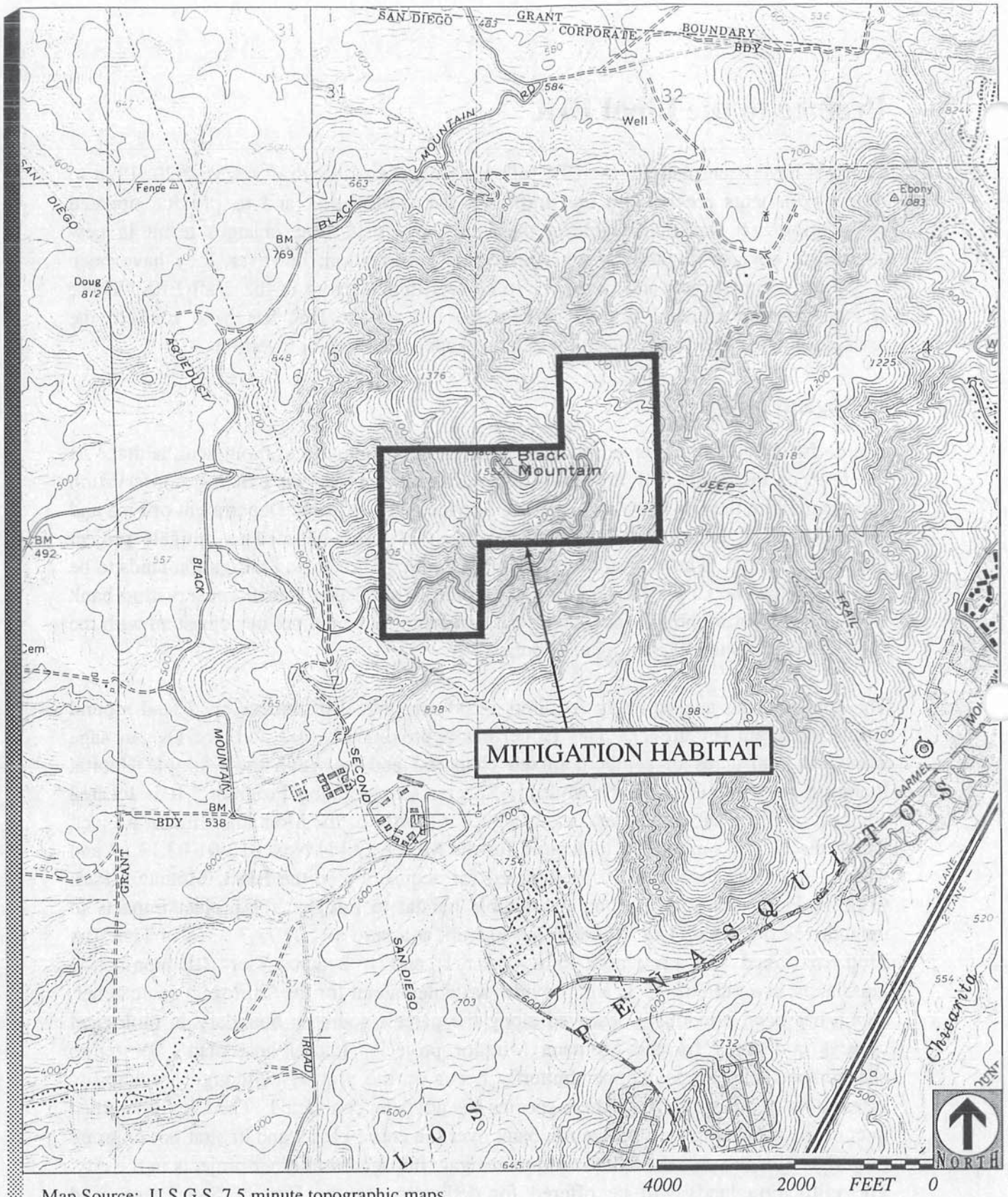
Preface to the Final EIR

Changes have been made to the EIR following release of the draft on May 20, 1998 to reflect comments received to the draft EIR for clarification and to provide updated information that was unavailable at the time. None of these changes result in new significant adverse impacts or substantive new information; however, they have been added for completeness and clarity or to correct minor errors in the draft EIR. These changes are summarized below. Where the text of the EIR has been revised, the revisions are marked in strike-out for deletions and underline for insertions.

Biological Mitigation

The draft EIR contained three options for mitigation of impacts to biological habitat. At the time of the release of the draft EIR, the applicant had an existing conservation agreement with the U.S. Fish and Wildlife Service and California Department of Fish and Game for lands in Daley Ranch in Escondido that could be used to mitigate project impacts to habitat. The City of San Diego has a policy of requiring mitigation lands to be located within the City's jurisdiction, and although the Daley Ranch conservation bank would have been suitable from a biological standpoint, it would not be consistent with the City's Biology Guidelines mitigation policy.

The applicant has subsequently acquired a 200-acre parcel of undeveloped land around Black Mountain (Figure 1). This parcel has approximately 100 acres of Diegan sage scrub and 100 acres of southern mixed chaparral and is within the Multiple Habitat Planning Area (MHPA) of the Multiple Species Conservation Program. It is located adjacent to Black Mountain Park and is adjacent (north) of the Montana Mirador project, which the City has an option to acquire for the MHPA (APN Nos. 312-01-03,13,19 and 312-03-03). The parcel is also designated for acquisition in the Black Mountain Park Concept Plan. The parcel contains suitable habitat to mitigate for project impacts to uplands (52.6 acres of Tier II Diegan sage scrub, at a ratio of 1:1; 73.7 acres of Tier IIIA southern mixed chaparral, at a ratio of 0.5:1; and 16.2 acres Tier IIIB non-native grasslands, at a ratio of 0.5:1) and provides suitable habitat for the California gnatcatcher, which has been previously observed along the parcel's southern boundary in biological surveys conducted for the Montana Mirador project. Larval host plants for quino checkerspot and Hermes copper butterfly occur on the property although a suitability assessment of the property for these species has not been conducted. The City has agreed in concept to developing a mitigation bank over the entire parcel and habitat not required to mitigate for the project will be used to mitigate impacts from other projects in the city. The mitigation lands will be offered for dedication to the City of San Diego, and managed as MHPA.



Map Source: U.S.G.S. 7.5 minute topographic maps,
Poway and Del Mar quadrangles

FIGURE 1
Location of Mitigation Habitat

Quino Checkerspot Survey Report

Field surveys for the quino checkerspot butterfly were conducted under U.S. Fish and Wildlife protocols on the project site during the 1998 flight season. As noted in the draft EIR, no quino checkerspot butterflies were observed on-site. The survey report is now available and is attached by reference to the final EIR. Also in response to comments from the U.S. Fish and Wildlife Service, a one-day directed search for Hermes copper butterfly was conducted on the project site. The Hermes copper butterfly had been observed on-site in 1992 and its larval host plant occurs on-site. One solitary individual was observed, at the end of this species flight season.

Changes to the Final EIR

The following changes or clarifications have been made to the final EIR:

- The project description has been revised to make minor changes to acreage figures, to clarify that the Community Plan Amendment also amends the Progress Guide and General Plan and the Circulation Element, that a street vacation and road easement abandonment is proposed.
- The applicant has acquired mitigation lands in the City's MHPA. Providing lands for mitigation within the city of San Diego reduces the previously identified significant unmitigated land use impact below a level of significance. The mitigation is now consistent with the City's Biology Guidelines.
- The Biological Resources section has clarified that the Landscape Plan for the PRD, PID, and PCD shall include the use of native species adjacent to the MHPA and that the salvaging and relocation of sensitive plant species to open space locations on-site, as directed by a qualified biologist. These requirements will be included in the Landscape Plans to the satisfaction of the City Manager and monitored by the City as part of the monitoring required for the landscape plans.
- The Public Services/Facilities section has been revised to update information on solid waste and to add the range of student generation for middle schools in the area.
- The traffic mitigation for Scripps Ranch Boulevard/Mira Mesa Boulevard has been revised following comments from the Miramar Ranch North Planning Group and the City of San Diego.
- The cumulative impacts section has been revised to reflect the conclusion that school capacity is a cumulatively significant effect and that the project provides mitigation. Also, a list of projects that were considered in the cumulative impacts analysis has been provided.

- The discussion of alternatives has been revised to delete references to the applicant's consideration that economic factors render the alternative infeasible, as no supporting cost information is available.

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- The discussion of alternatives has been revised to delete references to the applicant's consideration that economic factors render the alternative infeasible, as no supporting cost information is available.

SCRIPPS GATEWAY EIR LETTERS OF COMMENT AND RESPONSES

Letters of comment to the draft EIR were received from the following agencies, groups, and individuals. Several comment letters received during the EIR public review period contained accepted revisions that resulted in changes to the final EIR text. These changes to the text are indicated by strike-out (deleted) and underline (inserted) markings. The letters of comment and responses follow.

State of California Governor's Office of Planning and Research	PR-1
U.S. Fish and Wildlife Service	PR-2
California Department of Fish and Game	PR-5
Caltrans	PR-9
County of San Diego, Department of Public Works	PR-12
San Diego City Schools	PR-15
Miramar Ranch North Planning Committee with attachments	PR-17
Friends of Los Peñasquitos Canyon Preserve	PR-40
Scripps Ranch Planning Group	PR-41
Cheryl Edwards Tannenber	PR-55



State of California

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO 95814

PETE WILSON
GOVERNOR

PAUL F. MINER
LEGISLATIVE COUNSEL

July 6, 1998

ROB RUNDLE
CITY OF SAN DIEGO
1222 FIRST AVENUE
M.S. 501
SAN DIEGO, CA 92101

Subject: SCRIPPS GATEWAY SCH #: 92101036

Dear ROB RUNDLE:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is (are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

"a responsible agency 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."

Commenting agencies are also required by this section to support their comments with specific documentation.

These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

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 at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

ANTERO A. RIVASPLATA
Chief, State Clearinghouse

Enclosures
cc: Resources Agency

Response



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Field Office
2730 Loker Avenue West
Carlsbad, California 92008

Response

JUL - 2 1998

Lawrence C. Monserrate, Principal Planner
City of San Diego
Development Services Division
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, California 92101

Re: Draft Environmental Impact Report for Scripps Gateway, City of San Diego, San Diego, California

Dear Mr. Monserrate:

The U.S. Fish and Wildlife Service (Service) has reviewed the above referenced Draft Environmental Impact Report (DEIR) for conformance to the City of San Diego's Subarea Plan under the Multiple Species Conservation Program (MSCP). The project is proposing to subdivide 242 acres into 354 lots including 309 single-family lots, 135 multi-family residences, commercial and industrial development, and open space lots. The majority of the project is located outside of the City's Multiple Habitat Planning Area (MHPA) at the northeast and southeast corners of Scripps Poway Parkway and Interstate 15.

The applicant proposes to impact 167 acres including 52.6 acres of coastal sage scrub, 73.6 acres of southern mixed chaparral, 0.15 acres southern willow scrub and mule fat scrub, 16.9 acres of grassland, 17.2 acres of disturbed habitat, and 6.6 acres of brush management. Additionally, 75.8 acres of open space, including 43.7 acres of coastal sage scrub, 25.1 acres of southern mixed chaparral, 0.1 acre of southern willow scrub and mule fat scrub, and 6.9 acres of disturbed habitat will be preserved as open space. Further, mitigation for impacts to sensitive habitat types would be provided on an off-site parcel, because the property has been isolated by development and major transportation corridors. Three options are provided in the DEIR including a parcel in Daley Ranch, a parcel on Black Mountain, or an unidentified alternate parcel.

Specific Comments

1 Page 77, 83: The Service is unable to determine the amount and quality of the field work that served as the basis for the biological conclusions for the endangered Quino checkerspot butterfly (*Euphydryas editha quino*). The fieldwork consists of an unspecified number of hours and days

1. The property was surveyed for the presence/absence of quino checkerspot butterfly during the 1998 flight season. The surveys were conducted in accordance with the November 1997 Interim Guidelines. A report detailing the methodology has been submitted to the U.S. Fish and Wildlife Service. The results of the field surveys were negative, no quino checkerspot butterflies were observed on-site.

Response

2 Mr. Monserrate during the 1998 Quino flight season. Therefore, we are unable to determine if the *Interim General Survey Protocols and Mitigation Guidelines for the Endangered Quino Checkerspot Butterfly* (*Euphydryx editha quino*) (interim guidelines) dated November 4, 1997 were followed. Historic records of the animal are known from Miramar reservoir, Miramar, and Mira Mesa. Given the presence of apparently suitable larval habitat (e.g., 6 patches of *Plantago erecta*) on the project site and historic records of the species in the project vicinity, we believe there is a reasonable probability for the Quino checkerspot to occur onsite. Because the Service did not receive a Quino checkerspot butterfly survey report for this project, the potential for significant environmental impacts related to the Quino checkerspot butterfly have not been adequately assessed.

2 Page 84: Some plant species that may be impacted are considered regionally sensitive, but are not covered under MSCP. For example, it appears that 50-60 *Adolphia californica* and an unspecified number of *Quercus dumosa* may be impacted. Following CEQA guidelines, the loss of land supporting species eligible for listing is considered significant. Plant species found on lists 1B and 2 of the California Native Plant Society's list of Inventory of Rare and Endangered Vascular Plants of California (1994) are considered to be such species. The Service, therefore, recommends that impacts to regionally sensitive plants not covered by MSCP should be mitigated. To offset project impacts and facilitate site reclamation of impacted or disturbed areas within or adjacent to the MHPA, we suggest salvaging and/or transplanting the above species and other sensitive plants (e.g., *Ferocactus viridescens*) to onsite open space. Stockpiling of native topsoil may facilitate site reclamation or transplantation efforts. Consistent with the City's Subarea Plan, we recommend that disturbed areas adjacent to MHPA be revegetated or landscaped only with native species local to San Diego County. Additionally, we recommend that only a native seed mix (i.e., local to San Diego County) be used for hydroseeding. We also suggest that areas to be restored be surface roughened or "imprinted" (i.e., create micro-sites within the soil surface that are favorable to germination) to facilitate seedling establishment. Further, straw and other materials used for mulch and erosion control should be as weed free as possible.

3 Page 88: Area specific management directives must also provide specific measures to protect against detrimental edge effects (e.g., mountain lion, San Diego coast horned lizard, orange-throated whiptail, etc). The biological resources report (PSBS 1995) documents at least 12 Hermes Copper butterflies (*Lycnaea hermes*) were detected onsite in 1992. The DEIR should discuss whether any additional surveys for this species were conducted and the significance of this colony.

4 Page 101: The MSCP assumes a no net loss of wetlands policy; thus, wetland habitat should be conserved through avoidance, or mitigated to ensure no net loss of functions and values. Mitigation for wetland impacts should be consistent with the City's Subarea Plan through the U.S. Army Corps of Engineers 404 permitting process.

The Service recommends that the project should be consistent with the City's Subarea Plan (i.e.,

2. Comment noted. Transplantation of sensitive species to on-site open space is a feasible mitigation measure that will be incorporated into the landscape plans for the PRD and PCD. (For more details, please see the Preface to the final EIR). The landscape plan for the PCD is consistent with the City's Landscape Technical Manual and incorporates native plants into the hydroseed mix.


3. Land use adjacency guidelines are identified in the EIR (pages 51 and 52) and will be incorporated into the PCD for areas adjacent to the MHPA. The quino checkerspot survey season ended (May 19, 1998) prior to the start of the Hermes copper flight season (nominally late May through July) and no specific surveys were conducted for Hermes copper. A directed search for Hermes copper was conducted on the property by RECON on July 10, 1998, within its flight season. One solitary individual was observed during a six-hour period. The mitigation site acquired as mitigation for the project around Black Mountain contains the larval host plant for this species, though no observations of its presence or absence have been recorded.

4. Comment noted. Impacts to wetlands that cannot be avoided (totaling less than 0.3 acre) will be mitigated to assure no net loss of habitat. Under current City, CDFG, and USACE policies, impacts to willow scrub/mule fat scrub habitat would be mitigated by restoration of like-quality habitat at a ratio of 3:1. This would necessitate restoration of 0.45 acre of habitat within open space areas of the project site along remaining portions of the tributary drainage or at an off-site location where a long-term viable restoration can be assured. As a condition of the PCD, a riparian restoration plan consistent with the measures described in the Biological Resources section of the EIR would be prepared and approved by the City, USACE, and CDFG, prior to the issuance of any grading permits for the PCD. A 1601 streambed alteration agreement from CDFG and a 404 permit from the USACE would be required. The riparian revegetation/restoration plan shall be consistent with the City's Landscape Technical Manual and Appendix B of the Biology Guidelines. Mitigation will follow the revegetation plan requirements as described in the draft EIR. Impacts and mitigation will be coordinated with the U.S. Army Corps of Engineers and California Department of Fish and Game.

Response

3
Mr. Monserrate
mitigation, land use adjacently guidelines, area specific management directives, etc). The Service appreciates the opportunity to comment on this DEIR. If you have any questions, please contact Eric Hein at (760) 431-9440.

Sincerely,



Sheryl L. Barrett
Assistant Field Supervisor

cc: California Department of Fish and Game
Bill Tippetts



(619) 467-4212

July 3, 1998

Mr. Lawrence C. Monserrate
City of San Diego
Development Services
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

**Draft Environmental Impact Report for the Scripps Gateway Project,
City of San Diego (LDR No. 92-0466, SCH No. 92101036)**

Dear Mr. Monserrate:

The California Department of Fish and Game (DFG) has completed its review of the Draft Environmental Impact Report (DEIR) for the Scripps Gateway project and offers the following comments. The 242.1-acre project site is located immediately west of the intersection of Scripps Poway Parkway and Interstate 15. Scripps Poway parkway bisects the property with the majority of the site lying to the south of the roadway. The project proposes to develop both single-family and multi-family residences (309 and 135 units respectively), as well as commercial and industrial uses.

The property supports a variety of vegetation communities, including southern mixed chaparral (100.8 acres), Diegan coastal sage scrub (101.0 acres), non-native grasslands (16.9 acres), southern willow scrub/mule fat scrub (0.24 acres) and disturbed lands (24.3 acres). In addition, a number of sensitive plant and animal species were detected on-site. The most significant species occurring on-site is the federally threatened California gnatcatcher. Between one and three birds have been documented to use the coastal sage scrub habitat on-site over the past 10 years based upon intermittent surveys. Other sensitive species on the property include California spinebush (*Adolphia californica*), San Diego barrel cactus (*Ferocactus viridescens*), sagewort (*Artemisia palmeri*), San Diego horned lizard, California rufous-crowned sparrow, and red diamond rattlesnake. The majority of the property lies outside of the Multiple Habitat Planning Area (MHPA) of the City's Multiple Species Conservation Program (MSCP) Subarea Plan. The only portion of the site within the MHPA is the northeastern corner, which is proposed as open space by the project.

The proposed project would impact approximately 167 acres of habitat lands on-site,

Response

Response

Mr. Lawrence C. Monserrate
July 3, 1998
Page 2

including 52.6 acres of coastal sage scrub, 7.3.6 acres of southern mixed chaparral, 16.9 acres of grasslands, 0.15 acres of southern willow scrub/mule fat scrub, and 17.2 acres of disturbed lands. Approximately 4.4 acres of coastal sage scrub and 2.1 acres of chaparral would be included within zones 2 and 3 of the project's brush management areas. The project would retain 75.8 acres of land as dedicated open space, including the 7.3-acre parcel within the MHPA. The DEIR outlines three alternatives for mitigating for impacts to biological impacts. One option would require the project proponent to acquire at least 169.5 acres of Tier I, II, and/or III habitats within a parcel in Daley Ranch in the City of Escondido. The other two mitigation options would require the acquisition of 98 acres of Tier I, II, and/or III habitats within one or more locations within the City of San Diego's MHPA. In addition, the on-site open space would be dedicated to the City, and the 7.3-acre parcel within the MHPA would be dedicated to the City. Mitigation for wetland impact would be creation/restoration of wetlands either on or off-site at a ratio of 3:1. MSCP Adjacency Guidelines would be followed for development adjacent to the MHPA.

The DFG offers the following comments and recommendations:

- 5 1. The location of the off-site land acquisitions to be used as biological mitigation is at the discretion of the City as long as consistency with the Environmentally Sensitive Lands Ordinance and the City's MSCP Subarea Plan is maintained. However, it should be noted that the Daley Ranch Conservation Bank is currently not authorized to sell mitigation credits for impacts to California gnatcatcher-occupied coastal sage scrub habitat. This species is currently not documented on the bank property. Therefore, impacts to coastal sage scrub habitat from the Scripps Gateway project could not utilize the bank. Impacts to chaparral and grassland habitats could use the bank's mitigation credits. If a parcel in Escondido not associated with the bank is proposed as the mitigation site, then the presence of gnatcatchers should be documented.
- 6 2. The Final EIR should include a map indicating the location of the on-site MHPA boundary in relation to MHPA boundaries and other open space areas on adjacent properties. While it is clear why the 7.3-acre open space on the northeastern corner of the site was in the MHPA, it is unclear why the 8.5-acre open space parcel on Unit 2 was not added to the MHPA. Is this 8.5 acre parcel inappropriate to include in the MHPA? The DFG encourages the City to expand the boundaries of the MHPA whenever it can be accomplished during the project design process for properties adjacent to the current MHPA.

- 7 3. Page 100 of the DEIR, paragraph 4. The DEIR indicates that a DFG 1601 Streambed Alteration Agreement would be required as a result of proposed impacts to wetlands on-site. The proper agreement for this project is a 1603

5. The project will mitigate impacts to coastal sage scrub and southern mixed chaparral by acquiring and dedicating MHPA Tier II Diegan sage scrub and Tier IIA mixed chaparral habitat to the City of San Diego located on and around Black Mountain, adjacent to the north of the Montana Mirador project. (Please see the Preface to the final EIR for a location map and description.) California gnatcatchers have been observed along the southern boundary of this habitat. The property also contains the larval host plants for quino checkerspot and Hermes copper butterflies.

6. The City established the MHPA boundaries in 1997. The development envelope in the community plan extended to the northern property boundary in this location. The project proposes to modify the development envelope to provide an 8.5-acre natural open space buffer between the PCD and MHPA. The project would dedicate this open space to the City of San Diego and it could be incorporated into the MHPA.

7. Comment noted. A streambed alteration agreement with the California Department of Fish and Game will be required for impacts to wetlands.

Response

Mr. Lawrence C. Monserrate
July 3, 1998
Page 3

Streambed Alteration Agreement. Only projects initiated by a public entity may utilize the 1601 agreement. The DFG concurs that a Streambed Alteration Agreement would be necessary for the impacts to 0.15 acres of wetland habitats. The final mitigation requirements for this impact will be determined through completion of the Streambed Alteration Agreement process.

- 8 The DFG recommends that the open space remaining on-site, but outside of the MHPA, be protected and managed to sustain its current biological resource values. This is especially beneficial to the federally threatened California gnatcatcher and other coastal sage scrub species on the property.
- 9 The DFG concurs with the overall mitigation program proposed for the project. We recommend that sensitive plant species to be impacted by the project, especially California spinebush and San Diego barrel cactus, be salvaged and incorporated into a native revegetation program to revegetate any manufactured slopes or other disturbed areas next to dedicated open space on-site. The opportunity to salvage and utilize sageswort in a wetland creation program should also be explored.

This concludes DFG comments on the DEIR for the Scripps Gateway project. If you have any questions concerning this letter please contact David Lawhead at (619) 467-4211. Thank you.

Sincerely,

David M. Lawhead
for William E. Tippets
NCCP Field Supervisor

cc: Department of Fish and Game

Mr. Ron Rempel
Ms. Gail Presley
Sacramento

Mr. David Lawhead
San Diego

U.S. Fish and Wildlife Service

8. Comment noted. The open space areas within the PRD and PCD will be maintained as natural open space. Maintenance would be provided by the City if incorporated into the MHPA or by the PCD and PRD homeowners associations, if retained as private open space.
9. Comment noted. The applicant has agreed to the relocation of sensitive native species to open space areas as a condition of the landscape plans for the PCD and PRD for the project. Prior to disturbance, sensitive species not covered by the MSCP including adolphia, scrub oak, and barrel cactus in areas that will be graded will be evaluated for relocation or collection of seeds by a biologist. Species will be relocated to open space areas left natural or to be revegetated with native plants.

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, PO BOX 85408, MAIL STATION S.5, SAN DIEGO, CA 92186-0408
(619) 886-6424 TDD Number
(619) 886-6954



July 3, 1998

11-SD-015
P.M. 17.31
(K.P.27.9)

Ms. DeLicia Wynn
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Ms. Wynn:

Draft EIR for Scripps Gateway - SCH 92101036

Caltrans District 11 comments are as follows:

- 10 • The Traffic Impact Analysis provides volumes and analyses for the years 1998 and 2015. The year 2020 should also be included because Caltrans designs for a 20 year period. This applies to both the Interstate Route 15 (I-15) freeway and ramps.
- 11 • Although the ramp intersections at Mira Mesa Boulevard and Mercy Road/Scripps Poway Parkway have been analyzed by other methods, Caltrans requires that signalized ramp intersections along the State's freeways be analyzed by the Intersecting Lane Vehicle (ILV) procedures as described in Topic 406 of the Caltrans 1995 Highway Design Manual (HDM). The Caltrans Signal Operations Branch should also be contacted to ensure that modifications to signal operations would accommodate increased traffic demands. These analyses should be provided when permit applications are processed.
- 12 • Table 8 of the Traffic Impact Analysis incorrectly identifies the number of northbound lanes on I-15 at several segments. The number of northbound lanes south of Mira Mesa Boulevard is four, and the number of lanes north of Mercy Road/Scripps Poway Parkway is four. The freeway capacity shown in the table and the analyses for these freeway segments must be revised to reflect these conditions. The current Caltrans standard for freeway capacity is 2000 vehicles per hour per lane as stated in the Caltrans 1995 HDM, therefore the reevaluation must reflect changes to the V/C ratios and associated LOS conditions.
- 13 • The demand volumes for existing conditions as shown on Figure 5, and in Table 8 of the Traffic Impact Analysis for both the freeway and ramps are inconsistent with Caltrans data for these segments. The Caltrans Traffic Forecasting Branch should be contacted for this data. A reevaluation must be done to reflect these changes.
- 14 • The data in the ramp meter analysis shown in Table 11 of the Traffic Impact Analysis is inconsistent with Caltrans data. As stated above, several demand volumes must be revised. In addition, the average

7/3/98
E

Response

- 10. The future analysis was done using SANDAG's Series 8 forecast, which is for the year 2015. This is the accepted methodology by the City of San Diego which is the lead agency. Since this is a traffic impact study and not a design analysis, the 2015 time frame is appropriate.
- 11. The traffic analysis for Scripps Gateway was prepared in accordance with regional Congestion Management Program (CMP) guidelines and the City of San Diego Traffic Impact Study Manual. Based on both guidelines, Highway Capacity Manual (HCM) analysis is the required methodology for peak-hour intersection conditions and that was the methodology used here.
It is acknowledged that Caltrans uses the ILV method for analyzing intersections. This method is not recognized by any other agency in San Diego County. It is a simple method that does not take into account ramp metering, traffic signal timing, and other key inputs. A change in delay can not be output and it is not believed to be as accurate as the HCM method for identifying project impacts.
- 12. There are five lanes on I-15 in each direction south of Mira Mesa Boulevard and north of Scripps Poway Parkway.
- 13. The analysis was done using the latest published data available at the time the study commenced.
- 14. The ramp meter analysis was done using counts conducted by LLG on June 10, 1997, measured queue lengths, and ramp metering rates provided by Caltrans. This was the most current data available at the time the study commenced.

Ms. DeLicia Wynn
July 3, 1998
Page Two

ramp delays and average queues are also inconsistent with Caltrans data. The Caltrans Ramp Operations Branch should be contacted for this data. Caltrans uses a standard of 29 feet to determine queue lengths, therefore the data shown must be revised.

- 15. Figure 3-2 of the DEIR depicts drainage outfall within the Caltrans right-of-way. A hydrology/hydraulics study must be provided at permit application to evaluate the impacts of storm runoff and necessary mitigation. In addition a Maintenance Agreement would be necessary as well.

- 16. Caltrans is not responsible for any noise impacts to the proposed development. If there is a noise impact, the owner has the responsibility to provide the mitigation.


- 17. I-15 currently experiences major congestion during AM/PM peak hours on weekdays within the limits of this project. The proposed development, in conjunction with several other developments along the I-15 corridor, would generate significant traffic demands beyond the carrying capacity of the freeway. This warrants traffic management strategies that could adversely affect traffic flow at entrance ramps and city streets in order to maintain an acceptable level of service on the freeway.

- 18. Caltrans supports the concept of "fair share" contributions on the part of developers toward present and future mitigation of traffic impacts on State highway facilities.

- 19. Any work performed within Caltrans' right of way will require an encroachment permit. Additionally, Caltrans no longer maintains both the metric and imperial unit versions of the Standard Plans, Specifications, Special Provisions and manuals. Therefore, all plans as well as encroachment permit applications submitted to Caltrans must be stated in metric units. Information regarding encroachment permits may be obtained by contacting our Permits Office at (619) 688-6158. Early coordination with our agency is strongly advised for all encroachment permits

- Please send us a copy of the Notice of Determination when it becomes available.

Our contact person for I-15 is Roger Carlin, Route Manager, at (619) 688-6720. For Traffic Operations our contact person is Richard Coward, Branch Chief, at (619) 688-6610.

Sincerely,


BILL FIGGE, Chief
Planning Studies Branch

BF/LS:hgs

Response

- 15. Comment noted. The project will direct public street runoff to the existing Caltrans drainage system. As land development permits are processed with the City, the drainage modifications will be submitted to Caltrans for approvals. A maintenance agreement will also be coordinated with the appropriate agencies.
- 16. Comment noted. The EIR identifies areas that may require noise attenuation facilities or design review to meet interior residential noise standards. The project applicant will be responsible for implementing mitigation for the project.
- 17. Caltrans is currently using ramp meters as a traffic management strategy to control freeway volumes. Other strategies to store excess demand and control turning movements (left-turn phasing and right-turn on red prohibitions) are currently in place.
- 18. Comment noted. The proposed project does not have a direct significant impact. Therefore, mitigation is not required.
- 19. Comment noted. An encroachment permit will be applied for as part of the land development permit process.

Response

Project Title: Scijuga Gateway SCH # 12101036
 Lead Agency: City of San Diego Contact Person: Scott Damaglio
 Street: 3222 First Avenue, M.S. 501 Phone: (619) 238-7295
 City: San Diego, CA Zip: 92101 County: San Diego

County: San Diego City/Nearest Community: San Diego/Miramar Ranch North
 Cross Street: Interstate 15 and Scijuga Downey Parkway Total Acres: 242.1
 Address Parcel No: Section: 29 & 20 Township: 14S Range: 2W Base: SBM
 Waterway: Lake Miramar

Document Type: NEPA NOI Joint Document
 CEQA EA Final Document
 Other:

Local Action Type: Rezoning Amortization
 Specific Plan Preserve Redevelopment
 General Plan Amendment Use Permit Coastal Permit
 Community Plan Amendment Site Plan Other: Hillside

Development Type: Residential Water Facilities: Type: IGU
 Office Employment: Type: Industrial
 Commercial Power: Water Treatment
 Industrial Waste Treatment: Type: Water
 Recreational Other:

Project Issues Discussed in Document: Schools/Daycare Water Quality
 Flood Plain/Flooding Sewer Systems Water Supply/Groundwater
 Agricultural Land Geology/Seismic Wetlands/Streams
 Air Quality Noise Wildlife
 Historical/Cultural Solid Waste Growth/Inducing
 Coastal Zone Total/Hazardous Land Use
 Heritage/Archaeology Public Services/Facilities Traffic/Circulation
 Environmental Recreation/Parks Vegetation Other:

Present Land Use/Zoning/General Plan Use: Commercial, Industrial
 Vicinity: Land/R1-8000, R1-10-000, M-1P, CA/Residential, Commercial, Industrial

Project Description: Request to amend open space areas, subdivide the 242.1 acre property into 354 lots and a redone including: 309 single-family lots, one multi-family lot, for 115 multi-family residences; seven lots for commercial; six lots totaling 30.1 acres for industrial development (zoned M-1P) and 11 lots totaling 19.6 acres for brush management. Four lots totaling 8.64 acres are designated for open space while fifteen additional lots are provided for signage and open space. An overlook site is also provided.

State Review: 6-1-17
 Dept. Review to Agency: 6-1-17
 Agency Rec to SCH: 1-1
 SCH COMPLIANCE: 1-3

Please note SCH Number on all Comments: 12101036
 Please forward late comments directly to the Lead Agency:

AGMD APTD: 1 Responses: 1, 2, 3

Project Sent to the following State Agencies:
 State/Consumer Serv:
 General Services:
 CalEPA:
 ARB:
 CA Waste Mgmt Bd:
 SWRCB - Grants:
 SWRCB - Delta:
 SWRCB - Water Quality:
 SWRCB - Water Rights:
 Reg. WQCB #: 7
 DISQ:
 YIM/AdR:
 Corrections:
 Independent Comm:
 Energy Comm:
 PUC:
 State Min. Cons:
 State Land Comm:

Response



County of San Diego

DEPARTMENT OF PUBLIC WORKS

5655 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295

COUNTY ENGINEER
COUNTY AIRPORTS
COUNTY PUBLIC WORKS COMMISSIONER
COUNTY PLANNING
COUNTY TRANSPORTATION
COUNTY SURVEYOR
FLOOD CONTROL
WASTEWATER MANAGEMENT
SOLID WASTE

DIRECTOR
415 16TH STREET, 2ND FLOOR
SAN DIEGO, CALIFORNIA 92101
FAX: (619) 206-0461
LOCATION CODE 550

June 24, 1998

City of San Diego
Development Services
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, California 92101

Dear Sir:

DRAFT ENVIRONMENTAL IMPACT REPORT-SCRIPPS GATEWAY (LS1974)

The project is located within the City of San Diego directly east of Interstate 15 at Scripps Poway Parkway. Department of Public Works' staff has reviewed the Traffic Section of the Draft Environmental Impact Report (EIR) and has identified several issues with the analysis of traffic impacts from the project. The specifics of those deficiencies are outlined in the following comments.

SCOPE OF THE ANALYSIS

20 The scope of the study area needs to be expanded to address additional segments of I-15 impacted by the project. The study reports that the project adds 3710 ADT to the segment of I-15 between Scripps Poway Parkway and Poway Road. No analysis was included for the freeway segments north of Poway Road. Since the entire 3710 trips probably will not exit I-15 at Poway Road, an analysis of that arterial and its interchange with I-15 should also be included. A similar issue exists for the segments south of Mira Mesa Boulevard. The project assigns 4250 ADT to I-15 south of Mira Mesa Boulevard, but the impact of these 4250 trips are not addressed on any segment of I-15 south of Mira Mesa Boulevard.

The Congestion Management Plan (CMP) establishes the size of the study area for large-scale projects of this type, based on peak hour volumes. The study discusses the CMP standards but does not indicate that the standards were followed. We suggest the study be expanded to include additional segments on I-15 north and south of the project that meet the CMP standard, or the study should present information that verifies that the analysis in the Draft EIR is consistent with the standards of the Congestion Management Program.

20. Table 4I-3 shows the project traffic volumes and impacts to I-15, both north of Poway Road and south of Mira Mesa Boulevard. This table shows that there are no direct significant project impacts to I-15. There would be a significant cumulative impact.

Response

City of San Diego

-2-

June 24, 1998

FREEWAYS

21 The analysis of the I-15 levels of service based on existing capacity and proposed in the year 2005 should be reexamined. Table 41-3 overstates the actual capacity of I-15 and lists inaccurate information for the level of service. The capacity of 11,500 vph is based on ten regular lanes and two high occupancy vehicles (HOV) lanes, which is the current lane configuration. Unfortunately, the HOV lanes are not accessible to this project from Scripps Poway Parkway or Mira Mesa Boulevard. The HOV lanes are only accessible to traffic from Ted Williams Parkway, two miles to the north, and several miles south at the junction of I-15 and State Route 163. The HOV lane capacity in this analysis can not be fully justified which also effects the subsequent analysis of levels of service. The analysis of project impacts to I-15 should be reexamined using a capacity of 9200 vhr and expanded to cover the segments of I-15 that would meet the CMP standard.

FREEWAY RAMP QUEUING

22 The analysis of vehicle queuing at the access ramps to I-15 is based on the assumption that the ramp meter rates can be increased due to demand at the ramp, instead of the availability of capacity of the mainline freeway lanes. Caltrans has stated publicly and in writing that this assumption can not be made. They have further stated that in the future their policy for setting ramp flow rates will not be changed. The queuing analysis does not meet the California Environmental Quality Act (CEQA) requirements to present a "worst case" analysis.

The same study section references diversion of future traffic to other ramps to "equalize" ramp meter delays. The traffic report does not identify or analyze this diversion to other ramps, or which arterial routes would be affected. We suggest the study be expanded to address the impacts of this probable diversion to other arterial routes and ramps and their respective levels of service.

IMPACTS TO EXISTING CONDITIONS

23 No analysis of project impacts on the existing conditions are presented nor does the study address the possible degradation of the levels of service E and F on certain segments of I-15. The near term impacts of project traffic to I-15 should be included in a revised study.

CUMULATIVE IMPACTS

24 Cumulative traffic impacts to the I-15 resulting from the Scripps Gateway project are acknowledged as significant to I-15 congestion, yet no mitigation is proposed. No explanation is provided to support the Draft EIR statement, "Feasible mitigation for I-15 is not available." CEQA requires a discussion of any and all "reasonable measures" that could increase the capacity of I-15. Inasmuch that this project contributes to significant cumulative impacts, this project should be required to contribute to the costs of mitigating those impacts. We believe it is feasible for this project to contribute to the cost of Caltrans I-15 freeway improvements that would mitigate the cumulative impacts.

21. It is believed that the analysis is correct including the HOV lanes in the capacity for I-15. Even though project traffic cannot use the HOV lanes, they do provide capacity to the corridor as a whole. It is expected that as traffic volumes on the mixed-flow lanes increase, the volumes on the HOV lanes are expected to increase.
22. The southbound ramp metering rate was increased at only one of the four southbound ramps analyzed from existing to 2005. The rate was reduced at the other three. The metering rate for westbound Scripps Poway Parkway to southbound I-15 was increased by 200 vehicles/hour to account for the recent increases in Scripps Poway Parkway traffic and the completion of SR-56. Caltrans has said that they will evaluate the metering rates with the completion of SR-56, since diversions to SR-56 are expected to reduce the volumes on I-15 south of SR-56, which will allow for more traffic from local on-ramps to be accommodated.
23. It is common to analyze an existing plus project condition. In this case, however, the City of San Diego replaced this condition with the 2005 analysis (without and with the project). This is because of the extensive land use and network changes that are expected in the area before the Scripps Gateway project is constructed and occupied. The City believes that the 2005 plus project condition is a better scenario to measure project impacts than the existing plus project condition.
24. Comment noted. The proposed project does not have a direct significant impact. Therefore, mitigation is not required.

Response

City of San Diego

-3-

June 24, 1998

If you have any questions concerning these comments, please contact Bill Wiehl at (619) 694-2491.

Very truly yours,

Stephen Thunberg

STEPHEN THUNBERG, Director
Department of Public Works

ST:jb

cc: Trish Boaz, District 3 (A500); Bob Christopher, DPW (O336); Robert Hoglen, DPW (O336); Eric Gibson, DPLU (O650); Kaylene Fleming, DPW (O385)



SAN DIEGO CITY SCHOOLS

EDUCATION CENTER • 4100 Normal St., San Diego, CA 92103-2682 • (619) 293-8430
FAX (619) 574-1487

BUSINESS SERVICES DIVISION
Facilities Planning Department

Response

July 1, 1998

Lawrence C. Monserrate
Environmental Review Manager
City of San Diego Development Services
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego CA, 92101

Dear Mr. Monserrate:

We have reviewed the Draft Environmental Impact Report for the Scripps Gateway project. We would like to request the following changes to the document:

- 25 Conclusions Section, Page 6. The Public Services/Facilities section does not mention impacts on school facilities described in the rest of the document.
- 26 Public Services/Facilities Section, Page 163. After consultation with representatives of the developer and the Miramar Ranch North community, we feel that the best way to portray the potential impact of the proposed project is to display a range of Student Generation Rates:
- Miramar Ranch (K-5): Rates of 0.35 to 0.45 would yield 108 to 139 students
 - Dingeman (K-5): Rates of 0.1 to 0.15 would yield 14 to 20 students
 - Marshall (6-8): Rates of 0.15 to 0.20 would yield 67 to 89 students
 - Scripps Ranch (9-12): Rates of 0.15 to 0.20 would yield 67 to 89 students
- 27 Cumulative Effects Section, Page 220. The Public Services/Facilities Section mentions that "the proposed project would incrementally increase the demand for schools and police services in general and particular within the Miramar Ranch North service area. This incremental increase in a need for police services is considered cumulatively significant". No mention is made of the significance of the impacts on school facilities, nor how these would be mitigated.

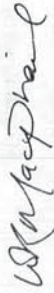
25. Comment noted. The Conclusions section has been revised to include the conclusion in the Public Services/Facilities section of the EIR, which identifies a potential for excess demand relative to design capacity for schools in the future and feasible mitigation measures to aid the district in accommodating future students.
26. Comment noted. The draft EIR Public Services/Facilities section identified that student generation rates are variable, based upon type of housing, location, and other demographic factors. The ranges provided in the District's comment are based upon residential projects in the project area and were included in the EIR Public Services/Facilities section (Tables 4H-1 and 4H-4 and page 162). As referenced in Table 4H-4, the generation rates used for analysis were rates provided by the school district specifically for this project prior to release of the draft EIR.
27. Comment noted. The Cumulative Effects section has been revised to include the conclusion in the Public Services/Facilities section of the EIR, which identifies a potential for excess demand relative to design capacity for schools in the future and feasible mitigation measures to aid the district in accommodating future students.

Response

Lawrence C. Monserrate
July 1, 1998
Page 2

Thank you for giving the district the opportunity to comment on the Draft Environmental Impact Report. If you have any questions regarding our review, please contact me at 293-8328.

Sincerely,



Roy MacPhail
Demographer

WRM:epa

c: R. Gustafson (Shea Homes)
L. McKinley (MNA Consulting)

Response

Miramar Ranch North Planning Committee

Claudia Unhold, Chair
11169 Montaubon Way
San Diego, CA 92131

June 30, 1998

Mr. Lawrence C. Monserrate, Environmental Review Manager
City of San Diego
Development Services Business Center
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Re: Scripps Gateway EIR

Dear Mr. Monserrate:

The Miramar Ranch North Planning Committee (MRNPC) has reviewed the Environmental Impact Report (EIR) for the Scripps Gateway project (LDR No. 92-0466/SCH No. 92101036), and is submitting the following comments for your review and response. The comments contained in this letter represent those received by Planning Committee members and residents in the community. The first set of comments were received in the period between the June 16 MRNPC meeting and today, June 30. Previous comments received and summarized are also attached.

Thank you for your consideration.

Sincerely,

Claudia M. Unhold

Claudia M. Unhold, Chair
Miramar Ranch North Planning Committee

attachments

- cc: City Councilwoman Barbara Warden, 5th District
- San Diego Planning Commission: Chair Mark Steele, Vice-Chair William Anderson, Patricia Butler, Andrea Skorpeta, David Watson, Frisco White
- Linda Sloan, Scripps Ranch Planning Group
- Wes Danskin, Scripps Ranch Civic Association

Response

Introductory Pages to the EIR

28. 1. The introductory page to the EIR states that a rezone is to be included in the project. Specifically, the document states that 309 single-family lots are to be rezoned from R1-8,000 and R1-10,000 to R1-5,000 and R1-6,000. No analysis of this rezone is included in the EIR, nor is there any explanation of the change in densities. This is a significant change. Please provide the appropriate analysis and revise the EIR accordingly.

Traffic

29. 2. The Level of Service (LOS) at the intersection of Mira Mesa Boulevard and Scripps Ranch Boulevard is not acceptable once the project is complete. Further, the proposed mitigation does little to improve the LOS.
30. 3. The traffic study lacked recommended mitigation to alleviate intersections or segments that were deemed significant impacts under the City of San Diego guidelines.
4. The traffic analysis did not include project impacts that will occur prior to the completion of State Route 56.
5. The traffic study does not address expected construction impacts.
6. The diamond interchange at Scripps Poway Parkway and I-15 should be analyzed using the software package Passer III-90 as defined in the City of San Diego Traffic Impact Study Manual, August 1993 (page 22).
7. The diamond interchange at Scripps Poway Parkway and I-15 should be re-analyzed ensuring that the timing and phasing of the two signals are coordinated as defined in the City of San Diego Traffic Impact Study Manual, August 1993 (page 22).
8. The traffic study does not account for the impacts that will occur on Scripps Poway Parkway due to the development of the Scripps Northgate Office development. Approximately 2.3 million square feet of office space has been entitled and these project trips were not included in the cumulative analysis or accounted for in the SANDAG model.
9. The traffic study analysis did not use the City of San Diego Traffic Impact Study's Table 6 Inputs and Assumptions for Intersection Capacity Analysis Using the Highway Capacity Manual (HCM) Method. The analysis should be redone using the city's defined inputs.
10. In the traffic study, peak hour analysis at the intersection of Mira Mesa Boulevard and Scripps Ranch Boulevard should be redone using a more conservative estimate (or actual data) of the vehicles that will make "right turns on red" (RTOR). The existing analysis identifies 14% RTOR, however the future scenarios identify RTOR as high as 67%.

28. The Notice and Conclusions erroneously state that a rezone for the proposed single-family residential areas is a discretionary action for the project. The residential development is covered under the proposed Planned Residential Development permit. The densities proposed are slightly less than but consistent with the community plan and Development Agreement for the property and do not represent a significant change in densities. The only rezone proposed is a 4.5-acre parcel zoned for industrial use (M-I-P) which would be rezoned to Commercial uses (CA). This rezone is consistent and allowed within the community plan and is discussed in the EIR.

29. Comment noted. The EIR identifies an unacceptable future LOS at this intersection (Table 4I-1, pages 188, 193 and 194) with and without the project for the year 2005 and year 2015 conditions. In coordination with the Miramar Ranch North Community Planning Group, mitigation proposed in the draft EIR for this intersection has been modified to provide additional lanes with a fair-share contribution towards these improvements. With project mitigation there will be four southbound approach lanes (one U-turns, one through, one shared through/right, and one right-turn only) and four eastbound approach lanes. All of the additional lanes can be provided by restriping and parking prohibitions near the intersection. With the proposed mitigation, the project traffic impacts are mitigated to below a level of significance at the intersection of Mira Mesa Boulevard/Scripps Ranch Boulevard. The text of the final EIR has been revised accordingly.

30. The only intersection that was predicted to have unacceptable LOS is Mira Mesa Boulevard/Scripps Ranch Boulevard and mitigation measures are identified to reduce these impacts to below a level of significance. Project impacts to segments of Scripps Poway Parkway were identified in the Traffic section and mitigation measures proposed. Mira Mesa Boulevard west of I-15 currently operates at LOS F and will continue to do so with or without the project. As the percent increase of traffic from the project is under 2 percent, the impact is cumulative under City guidelines. The EIR indicates that mitigation to provide an acceptable LOS on this street segment is not feasible for the project. This intersection and street segment is outside the Miramar Ranch North community planning area.

Response

31. The project is not dependent on the construction of SR-56. Construction of the center segment of SR-56 has been funded. The construction of the center segment is reasonably anticipated to be completed by 2002 and prior to year 2005. The scoping sessions with the City required that the short-term project analysis be conducted using the 2005 version of the Series 8 model, instead of the typical "existing + cumulative projects + project" methodology. The modeling methodology was required because of the extensive land use and network changes that are expected from the project initiation (1997) to a meaningful level of occupancy. The traffic analysis for year 2005 includes the center section of SR-56 as a four-lane freeway. [To approximate the project impacts to the freeway segments prior to completion of the four-lane SR-56, the project generated traffic from the year 2005 could be added to the existing traffic on the freeway segments. This contribution is less than a 2-percent increase on each segment and does not result in any direct impacts. No existing segments above LOS D are degraded. One existing segment, I-15 southbound north of the Scripps Poway Parkway is below LOS D. The traffic increase would lower this segment from LOS E to LOS F (V/C increase from 1.00 to 1.02)]. As the year 2005 project traffic added to existing conditions (without SR-56) does not result in any new significant impacts, and the year 2005 project and cumulative traffic with SR-56 has been analyzed, no specific with-and-without SR-56 traffic analysis prior to year 2005 appears warranted.

32. No significant adverse traffic impacts from construction are anticipated. The project site is adjacent to I-15 and would not result in construction traffic having to circulate through residential or commercial areas to gain access to the site. The southern PRD area would probably be accessed from Scripps Ranch Boulevard through the McMillin Phase III development area, which is under construction. The grading on-site would be balanced north and south of Scripps Poway Parkway, and no off-site disposal or import of fill would be required, or crossing of Scripps Poway Parkway to balance the grading. Worker commute trips are in the opposite direction of community A.M. and P.M. commute trips. Customary practices with respect to construction project ingress and egress, including temporary traffic controls, signage, flagmen, and avoidance of deliveries of large quantities of materials during commuter peak hours should avoid any significant disruptions to the local community. Such measures would be reviewed and approved by the City of San Diego Development Services when grading and building permits are issued.

Introductory Pages to the EIR

1. The introductory page to the EIR states that a rezone is to be included in the project. Specifically, the document states that 309 single-family lots are to be rezoned from R1-8,000 and R1-10,000 to R1-5,000 and R1-6,000. No analysis of this rezone is included in the EIR, nor is there any explanation of the change in densities. This is a significant change. Please provide the appropriate analysis and revise the EIR accordingly.

Traffic

2. The Level of Service (LOS) at the intersection of Mira Mesa Boulevard and Scripps Ranch Boulevard is not acceptable once the project is complete. Further, the proposed mitigation does little to improve the LOS.

3. The traffic study lacked recommended mitigation to alleviate intersections or segments that were deemed significant impacts under the City of San Diego guidelines.

31 4. The traffic analysis did not include project impacts that will occur prior to the completion of State Route 56.

32 5. The traffic study does not address expected construction impacts.

6. The diamond interchange at Scripps Poway Parkway and I-15 should be analyzed using the software package Passer III-90 as defined in the City of San Diego Traffic Impact Study Manual, August 1993 (page 22).

7. The diamond interchange at Scripps Poway Parkway and I-15 should be re-analyzed ensuring that the timing and phasing of the two signals are coordinated as defined in the City of San Diego Traffic Impact Study Manual, August 1993 (page 22).

8. The traffic study does not account for the impacts that will occur on Scripps Poway Parkway due to the development of the Scripps Northgate Office development. Approximately 2.3 million square feet of office space has been entitled and these project trips were not included in the cumulative analysis or accounted for in the SANDAG model.

9. The traffic study analysis did not use the City of San Diego Traffic Impact Study's Table 6 Inputs and Assumptions for Intersection Capacity Analysis Using the Highway Capacity Manual (HCM) Method. The analysis should be redone using the city's defined inputs.

10. In the traffic study, peak hour analysis at the intersection of Mira Mesa Boulevard and Scripps Ranch Boulevard should be redone using a more conservative estimate (or actual data) of the vehicles that will make "right turns on red" (RTOR). The existing analysis identifies 14% RTOR, however the future scenarios identify RTOR as high as 67%.

Introductory Pages to the EIR

1. The introductory page to the EIR states that a rezoned area is to be included in the project. Specifically, the document states that 309 single-family lots are to be rezoned from R1-8,000 and R1-10,000 to R1-5,000 and R1-6,000. No analysis of this rezoning is included in the EIR, nor is there any explanation of the change in densities. This is a significant change. Please provide the appropriate analysis and revise the EIR accordingly.

Traffic

2. The Level of Service (LOS) at the intersection of Mira Mesa Boulevard and Scripps Ranch Boulevard is not acceptable once the project is complete. Further, the proposed mitigation does little to improve the LOS.
3. The traffic study lacked recommended mitigation to alleviate intersections or segments that were deemed significant impacts under the City of San Diego guidelines.
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37 10. In the traffic study, peak hour analysis at the intersection of Mira Mesa Boulevard and Scripps Ranch Boulevard should be redone using a more conservative estimate (or actual data) of the vehicles that will make "right turns on red" (RTOR). The existing analysis identifies 14% RTOR, however the future scenarios identify RTOR as high as 67%.

Response

33. The analysis was done using the actual existing timing and phasing at the interchange. This was done because it is the most accurate methodology, since it is actual, not hypothetical, and since it reflects the constraints due to the ramp meters. As suggested in the comment, the Passer III-90 program would normally be used to analyze a diamond interchange, but in this case it is believed that it would have resulted in less impacts than the methodology used. The methodology used complies with City's Traffic Impact Study Manual, August 1993.

34. See Response 33.

35. The Scripps Northridge project is included in the model as a 28.5-acre industrial park. There is some additional industrial acreage in the Sabre Springs community planning area that is part of this same project. With the addition of the 25.5-acre Scripps Gateway industrial park, a total of 54.0 acres of industrial uses were analyzed. This is greater than the community plan which shows 48.0 acres of industrial uses by the year 2015. The model uses a blended trip rate of about 120 trip ends/acre for industrial. The model uses acres since building square footages are not known for undeveloped parcels.

We discussed the reported entitlement of 2,300,000 square feet of office development for Scripps Northridge with City staff. Their opinion is that this level of development is no where near realistic, even though the zoning would mathematically show it. This project is similar to other industrial projects where a floor area ration (FAR) of 2.0 is allocated. However, the actual amount of development is usually constrained by several factors. The single access point would be a major factor in the amount of square footage that can be developed. A second factor is expected to be parking. If structural parking is not economically feasible, then surface parking will take up a lot of the land area, reducing the square footage that can be developed. The EIR for project (EQD 83-0526) included a mitigation measure to limit traffic from the development to levels consistent with the community plan.

36. The analysis was checked regarding the impact assumptions. Most inputs were found to be within tolerance, and those that weren't were recalculated. No new significant impacts were identified.

37. The analysis has been revised to limit the right-turn on red to no more than 20 percent. With the proposed mitigation, the project traffic impacts are mitigated to below a level of significance at the intersection of Mira Mesa Boulevard/Scripps Ranch Boulevard.

Response

38. Figure 3-2 in the EIR does not clearly illustrate the configuration of the intersection of Scripps-Poway Parkway and Street A. Specifically, the reader cannot tell the intersection is proposed to be 12-lanes in width. Please amend the graphic to clearly illustrate the actual proposed intersection configuration.
39. Figure 3-3. Again, this figure does not accurately depict the lane configuration of the intersection, and leads the reader to believe the roadway median will be retained in this section of the Parkway. The figure should clearly illustrate the actual proposed intersection configuration.
40. Page 29, Transportation Element. Since trails are an important portion of the Transportation Element of the Community Plan, explain how this project ties provides a trail system or a connection to existing trails. A trail exists in the area north of the proposed commercial portion. Please explain how this project provides a connection to this trail, or blocks its connection to the community.
41. Page 39, par. 1. The discussion is vague in stating that "other measures" would be used to reduce vehicle miles traveled and percentage of single-occupant vehicles, which would reduce pollution. Please specify these "other measures" and explain how they would reduce vehicle miles traveled and percentage of single-occupant vehicles, and reduce pollution.
42. Page 116. The Traffic Analysis is based on Series 8 traffic data, which has not been adopted by the City.
43. EIR's are generally arranged with the environmental attributes in the order of the greatest impact to the least impact. Why is Traffic Section I, when projected traffic impacts are so great?
44. Page 173, Traffic. The document states that the four-lane segment of Scripps Poway Parkway is planned to be widened to six lanes, and the analysis was based on this fact. This area is a developer-financed community and no funds are identified for the expansion of the Parkway, therefore the analysis should be reworked to reflect the actual configuration of the Parkway.
18. Page 197, Traffic. The analysis fails to include the Mira Mesa Market Center Project for which a Draft EIR has been circulated, and responses to comments on the Draft EIR have been published. Project traffic will further impact the intersection of Mira Mesa Boulevard and Scripps Ranch Boulevard, and the impacts should be included in the Traffic Analysis in the Scripps Gateway EIR.
19. The EIR explains a new Circulation Element road is necessary within this project area. How does the addition of this roadway change circulation patterns in the project area, not just the immediate vicinity of the roadway? Doesn't the Progress Guide, General Plan of the City of San Diego, and Community Plan have to be changed to include this change in the Circulation Element?
38. Comment noted. At the scale of Figure 3-2, it would not be possible to depict the intersection geometry. Scripps Poway Parkway will have six through lanes plus turn lanes. The maximum number of lanes on any leg of the intersection that a pedestrian would cross is nine (six through, two left-turn, and one right-turn). The future intersection of Scripps Gateway Drive and Scripps Poway Parkway is described on page 198 of the EIR.
39. Comment noted. The PCD concept plan was intended to show future land uses within the PCD area, the median will not occur in this area.
40. Existing bike and hiking trail access to the trail along Penasquitos Creek can be taken along the western boundary of the project site. This access will be maintained.
41. The EIR on page 39 states that . . . a regional park and ride lot and other measures would to reduce vehicle miles traveled . . . Other measures, as described in the EIR on page 199, include siting an employment and commercial center in proximity to housing, siting high density housing with access to transit, and provision of bike lanes.
42. The Series 8 traffic forecast has been accepted by the City of San Diego for use in preparing traffic studies for EIRs.
43. The order of issues was taken from the NOP for the project. There is no CEQA requirement that the order of issues in an EIR be based upon an assumed order of greater or lesser impact.
44. The traffic study prepared for the EIR is required by the City of San Diego to be based on the land uses and circulation system of the community plan. The Miramar Ranch North Community Plan shows Scripps Poway Parkway as a six-lane Prime Arterial west of Spring Canyon Road and as a six-lane Major Arterial east of Spring Canyon Road to the City limit. The analysis therefore assumes a six-lane Scripps Poway Parkway.

Response

11. Figure 3-2 in the EIR does not clearly illustrate the configuration of the intersection of Scripps-Poway Parkway and Street A. Specifically, the reader cannot tell the intersection is proposed to be 12-lanes in width. Please amend the graphic to clearly illustrate the actual proposed intersection configuration.
12. Figure 3-3. Again, this figure does not accurately depict the lane configuration of the intersection, and leads the reader to believe the roadway median will be retained in this section of the Parkway. The figure should clearly illustrate the actual proposed intersection configuration.
13. Page 29, Transportation Element. Since trails are an important portion of the Transportation Element of the Community Plan, explain how this project ties provides a trail system or a connection to existing trails. A trail exists in the area north of the proposed commercial portion. Please explain how this project provides a connection to this trail, or blocks its connection to the community.
14. Page 39, par. 1. The discussion is vague in stating that "other measures" would be used to reduce vehicle miles traveled and percentage of single-occupant vehicles, which would reduce pollution. Please specify these "other measures" and explain how they would reduce vehicle miles traveled and percentage of single-occupant vehicles, and reduce pollution.
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- 45 18. Page 197, Traffic. The analysis fails to include the Mira Mesa Market Center Project for which a Draft EIR has been circulated, and responses to comments on the Draft EIR have been published. Project traffic will further impact the intersection of Mira Mesa Boulevard and Scripps Ranch Boulevard, and the impacts should be included in the Traffic Analysis in the Scripps Gateway EIR.
- 46 19. The EIR explains a new Circulation Element road is necessary within this project area. How does the addition of this roadway change circulation patterns in the project area, not just the immediate vicinity of the roadway? Doesn't the Progress Guide, General Plan of the City of San Diego, and Community Plan have to be changed to include this change in the Circulation Element?

45. The project is included in the SANDAG Series 8 model, reportedly at the land use types and intensities in the community plan. City staff has approved the methodology used to analyze the cumulative projects. The traffic study's cumulative off-site traffic was based upon the existing Mira Mesa Community Plan levels of land use. The EIR for the Mira Mesa Market Center indicates that the traffic generated by that proposed project would be more than the community plan traffic generation (33,656 ADT for the Mira Mesa Market Center vs. 29,080 ADT in the community plan, at the cumulative trip rate). The result of the increase in traffic was shown to have no additional impacts.
46. The traffic section analyzes the impacts of constructing Street A (Scripps Gateway drive) as a collector street. A General Plan/Community Plan amendment is part of the proposed project, which also change the Circulation Element.

Response

Project Description

- 47 20. Page 22, Community Plan Amendment. The document states that the graded envelope is to be increased by 25 acres (an approximately 19 percent increase from the original parcel size), and that 8 of these acres are for residential lots. The developer has explained to the Miramar Ranch North Planning Committee that the 8 acres are needed to do "sensitive grading", however this is not mentioned in the EIR. Please explain the discrepancy between these two viewpoints. What mitigation is proposed in the EIR for impacts related to the taking of open space per the Community Plan?
- 48 21. Page 35, MSCP\MHPA discussion. The acronym MHPA is used without any explanation of what it stands for. The discussion introduces the MSCP, but jumps directly to the acronym MHPA, without any explanation of how or if the two relate in any way.
- 49 22. Page 22, (6). The Project Description is vague in that it does not specify how many turning lanes would be provided at the intersection of Street A and Scripps-Poway Parkway. Please specify the intersection configuration.

Landform Alteration/Visual Quality

- 50 23. Page 15. The Project Description explains the maximum height of fill slopes would be 130 feet. Where do these 130-foot fill slopes occur, and would these be visible from I-15?
- 51 24. The visual analysis is based on views from the bottom of the freeway ramps. This project will also be viewed by all motorists on the I-15, and at considerably higher grade, yet these impacts were not described nor analyzed. Please include a visual analysis of the impact from the freeway, not just from Scripps-Poway Parkway.

Land Use

25. Page 34, item b. Specific Hillside Review Overlay Zone guidelines require site development on the least-sensitive portion of the site to preserve the natural landforms, geological features, and vegetation.
- Considering the fact that the project will create significant direct and cumulative landform alteration impacts, and the EIR does not state whether these impacts are fully or even partially mitigated, please explain what measures were taken to preserve the natural landforms, according to City guidelines.
- The project site contains significant sensitive habitat, however the project impacts 160.45 acres of this sensitive habitat. Please explain what measures were taken to preserve sensitive vegetation on the site.

47. The EIR identifies a net reduction in open space as a significant unmitigated impact of the project. The community plan amendment revises acreages for various categories of land uses in the plan area to reflect the changes with this project. Under the Scripps Gateway CPA, 24 acres of natural open space converts to "slopes over 30 feet" and are replanted with natural vegetation, 8 acres are required to improve Streets A and X, and 8 acres represent an enlargement of Parcel 19. If Streets A and X retained their "local" designation, they would not be shown in the community plan and their acreage would continue to be listed in the "Non-Building Area/Open Space" category - even though a road would be developed. Once designated as a collector road, however, the acreage is identified and the new road now appears to be "consuming" open space. The road has always been there. Now for the first time it is actually quantified. Sensitive grading techniques are incorporated as a mitigation measure for alteration of landforms but extend the hillside areas to be graded to allow for contouring and blending with natural slopes.
- As noted in the EIR, the reduction in open space does not affect areas designated for active use or as natural resource (MHPA) open space, but community amenity (natural hillside) open space. In addition, the project will result in the dedication of approximately 200 acres of additional regional open space parkland and MHPA around Black Mountain Park. As the loss of open space has been identified as a significant unmitigated impact, the decision makers will need to make findings of overriding project benefits if they decide to approve the project.
48. The acronym MHPA stands for Multiple Habitat Planning Area, as indicated on page 2 of the conclusions, the beginning section to the EIR.
49. The future lane configuration is described on page 198 of the Traffic section of the EIR.
50. Figure 4B-3 in the Landform Alteration/Visual Quality section of the EIR details the proposed location of manufactured slopes in excess of 30 feet in height. They would be visible from I-15 and are identified as a significant project impact. The Reduced Landform Alternative in the EIR discusses an alternative design to reduce these slopes, but cannot reduce the visual impacts below a level of significance.
51. The Landform Alteration/Visual Quality section of the EIR does evaluate impacts from I-15 ("Much of proposed development described above, particularly the single-family homes, would be visible from the southbound lanes of I-15." EIR page 66).

Response

Project Description

- 20. Page 22, Community Plan Amendment. The document states that the graded envelope is to be increased by 25 acres (an approximately 19 percent increase from the original parcel size), and that 8 of these acres are for residential lots. The developer has explained to the Miramar Ranch North Planning Committee that the 8 acres are needed to do "sensitive grading", however this is not mentioned in the EIR. Please explain the discrepancy between these two viewpoints. What mitigation is proposed in the EIR for impacts related to the taking of open space per the Community Plan?
- 21. Page 35, MSCP/MHPA discussion. The acronym MHPA is used without any explanation of what it stands for. The discussion introduces the MSCP, but jumps directly to the acronym MHPA, without any explanation of how or if the two relate in any way.
- 22. Page 22, (6). The Project Description is vague in that it does not specify how many turning lanes would be provided at the intersection of Street A and Scripps-Poway Parkway. Please specify the intersection configuration.

Landform Alteration/Visual Quality

- 23. Page 15. The Project Description explains the maximum height of fill slopes would be 130 feet. Where do these 130-foot fill slopes occur, and would these be visible from I-15?
- 24. The visual analysis is based on views from the bottom of the freeway ramps. This project will also be viewed by all motorists on the I-15, and at considerably higher grade, yet these impacts were not described nor analyzed. Please include a visual analysis of the impact from the freeway, not just from Scripps-Poway Parkway.

Land Use

- 52 25. Page 34, item b. Specific Hillside Review Overlay Zone guidelines require site development on the least-sensitive portion of the site to preserve the natural landforms, geological features, and vegetation.
- 52. Significance of the landform alteration impacts and potential mitigation measures are described on pages 69 and 72 of the EIR. The project site was not included in the MHPA, and is not considered regionally significant sensitive habitat. The project would impact 52.6 acres of Diegan sage scrub, 73.6 acres of southern mixed chaparral, and 16.9 acres of grassland. The mitigation ratios for these impacts are 1:1 for Diegan sage scrub and 0.5:1 for chaparral and non-native grassland. It would place 44 acres of Diegan sage scrub and 25 acres of southern mixed chaparral in open space on-site. Mitigation of the impacts will require acquisition of 98 acres of equal or higher Tier habitat. Per option II in the EIR the mitigation lands will be located around Black Mountain (see Preface for a map of the location). An additional 100 acres will also be acquired within the MHPA.

Response

53 26. Page 35, MSCPMHPA discussion. The acronym MHPA is used without any explanation of what it stands for. The discussion introduces the MSCFP, but jumps directly to the acronym MHPA, without any explanation of how or if the two relate in any way.

Noise

54 27. Figure 4D-1. The noise contours do not appear to make sense as the contours approach the I-15 freeway. Please reevaluate these contour lines and correct the graphic to accurately depict the location of the contours in proximity to I-15.

55 28. Page 116. The noise impact for lots 304-308 is based on a traffic speed of 35 mph with a traffic volume of 70,000 ADT. Does this take into account the signal at the intersection of Street A and Scripps-Poway Parkway, and the fact that much of the noise will be due to acceleration from the stoplight? If not, please include these factors in the analysis.

56 29. The document lists the presence of the California gnatcatcher on the project site. What affect will the blasting have on these species? Please include this information in your analysis.

Public Services/Facilities

57 30. Page 156. The Public Services/Facilities section should be reworked. Miramar Ranch Elementary School is incorrectly listed as Miramar Ranch North Elementary School. The San Diego Unified School District has extensively revised the school enrollment projections used in the document, and the most current figures should be used. The District has responded to the Community Plan Amendment with a letter stating that a fourth elementary school is definitely needed in Scripps Ranch and should be located in Scripps Ranch North. This letter should be referenced in the document and included as appropriate correspondence.

No mention is made of the District standard for elementary school size (500-750 students). This is the measure that school impacts should be weighed against, not how many portables can occupy the children's playground space.

Please confirm the reality that the Scripps Gateway Project will begin to add students in the school year 1999-2000. The developer related to the MRNPC that it would be the year 2000-2001, which makes a considerable difference in terms of the available capacities used.

58 31. Page 164, Parks. The document states that the project is contributing funds for park acquisition, so that the community will have adequate park facilities. Considering the fact that this is a planned community, where would the community acquire a site for

53. Please see Response 48.

54. The area adjacent to I-15 is off-site to the west, and no new sensitive receptors are proposed to be located there.

55. The noise analysis was performed using Federal Highways Administration noise prediction modeling. Noise levels at intersections are not necessarily greater than the noise levels away from the intersection. Noise levels for decelerating vehicles typically are less than the noise levels at cruise speed. Noise levels for accelerating vehicles may be less than or greater than the final cruise speed noise level depending on the final cruise speed. Additionally, on each side of the intersection, for a given period of time, typically half the vehicles are accelerating while half the vehicles are decelerating. Noise levels near an intersection are typically simulated using an average vehicle speed.

56. The California gnatcatcher observations on-site have included a breeding pair in 1989, a solitary bird, and a pair drawn from an off-site area to the southeast in 1995. No on-site nesting activity has been observed since 1989. The PCO contains guidelines consistent with the MSCP land use adjacency guidelines for noise effects during construction for sensitive species off-site.

57. Comment noted. The San Diego Unified School District (District) has included students from this project in its long range demand forecasts since the Development Agreement for the property was approved. It has provided estimates of specific school generation factors to be used for this project and future capacities for each elementary school prior to release of the EIR. Consideration of a fourth elementary school site has been an ongoing subject of discussion with the community and is identified in the EIR. The EIR includes mitigation measures to require that an agreement with the School District is reached prior to issuance of building permits to assure that capacity is available for students from the project. The date that the project would generate students is subject to approvals and market forces of demand for housing; the applicant intends to be selling housing in 1999-2000 if approvals and demand is met.

58. No park facilities are identified for this site in the community plan. The Development Agreement includes provisions for \$1.45 million for parks and recreation facilities, in addition to normal fees, considered to be an extraordinary benefit by the City. The contribution is discussed on page 12 of the EIR. Use of these funds is under the purview of the City Parks and Recreation Department.

Response

additional park facilities? Please identify available land within the MRN planning area which could be acquired for park development.

59. Page 165, School impacts. The document incorrectly states that the Scripps-Gateway project will have no significant impact on school facilities (see Item 30 above).

Cumulative Effects

60. Page 221. SANDAG Series 7 population projections are used for cumulative air quality impacts, which are largely based on traffic projections. Why is Series 7 used in this portion of the analysis whereas Series 8 is used for traffic impacts? The document is inconsistent and needs to be rectified.

61. Page 220, Public Services/Facilities. Impacts to schools should be added to the list of cumulatively significant effects, and this should be plainly stated. It should also be stated that the payment of school fees will not reduce this impact to a level below significant because school fees go into the general fund and do not directly benefit the area affected.

Project Alternatives

62. The Reduced Landform Impact Alternative is the preferable alternative in many ways. First and foremost, this alternative is consistent with the Community Plan and the Development Agreement. Council Policy 600-24 stipulates that Community Planning Committees review projects for consistency with the Community Plan. The proposed project is not consistent with the Community Plan and seeks to amend it to fit "project" objectives, as opposed to adopted City and Community Plan objectives.

The Reduced Landform Impact Alternative reduces the significant impacts proposed by the project in a number of impact categories. It is consistent with the MRNPC Community Plan goals for open space, whereas the proposed project takes 8-12 acres of dedicated open space. The proposed collector street would not be constructed and would not connect with Scripps Poway Parkway, thereby significantly reducing traffic impacts along Scripps Poway Parkway. The number and extent of landform alterations would be significantly reduced, reducing the number and extent of manufactured slope faces exceeding 30 ft. in height visible from I-15.

The Reduced Landform Impact Alternative reduces impacts to biological resources, and actually "enhances the long-term value of the open space for sensitive species by providing a continuous open space area with greater depth." Noise impacts to single-family residential lots would be eliminated. School impacts would be reduced, although the EIR incorrectly states that the difference would be eight students. The difference would actually be much greater because the total amount of residential units would still be the same, however the mix would change. Multi-family developments carry a student generation rate of .15 students, whereas single-family developments carry a much greater rate of at least .35 students (or in the case of Kensington which is another Scripps Ranch Villages Shea Homes development, .53 students).

59. Please see Response 57. Mitigation measures have been identified for impacts to schools.

60. Series 7 and 8 are growth forecasts for future development in the area. The project is consistent with current Regional Air Quality Strategies (RAQS).

61. Comment noted. The schools impacts are as stated in the Public Services/Facilities section of the EIR. The Cumulative Impacts section has been revised to be consistent with this section for the final EIR. The mitigation identified on page 166 goes beyond the payment of fees.

62. The EIR addresses the project's consistency with the community plan, Development Agreement, and other City policies; where the project is not consistent, significant impacts are identified to date, no open space has been "dedicated" on-site. Traffic impacts from the deletion of the Street X connection to the single-family homes would result in all 2,670 trips from the PRD to be directed to local streets to the south and Scripps Ranch Boulevard which is estimated to increase traffic by approximately 700 ADT. This alternative would increase traffic through McMillin's Phase III neighborhoods as the entire PRD vehicle traffic would travel south to Scripps Ranch Boulevard. Should the Reduced Landform Alternative be determined infeasible, findings and a statement of overriding considerations will have to be adopted by the decision makers. Noise impacts to single-family residences are mitigable with the project. The difference in elementary school student generation given the ratios cited in the comment and the mix of single-family to multi-family uses for the project and alternative is eight students (42 units at 0.2). The reference to the applicant's consideration that the alternative is infeasible has been deleted in the final EIR as it does not include economic data to allow independent evaluation of the fiscal impact. Landform alteration associated with manufactured slopes would be reduced; however, impacts would remain significant and unmitigated.

Response

The only rationale used to discard the Reduced Landform Impact Alternative is that the applicant has stated that it is financially infeasible to construct this alternative. The fees paid per the Development Agreement are the same regardless of which alternative is chosen. Please provide basis that it is financially infeasible to construct the Reduced Landform Impact Alternative. Otherwise, how does the Community and the City evaluate the validity of this statement?

63 On page 223, the EIR states that the Reduced Landform Impact Alternative would reduce grading quantities by an estimated 575,000 cubic yards. However, on page 225, the statement is made that there would be a minimal reduction in cost of the overall development with implementation of this alternative. It would seem that reducing grading by more than one-half million cubic yards would be more than a minimal reduction in cost of the overall development.

63. The alternative would not balance the grading within the site and importing and exporting soil would increase construction traffic on city streets. Grading costs would not be proportionately reduced due the requirements to haul materials to or from off-site.

[Faint, illegible text, likely bleed-through from the reverse side of the page]

TO: MRNPC

From: Susan Todd, Vice Chair

Re: Scripps Gateway

Date: June 29, 1998

64 I am sorry I am unable to attend the Special Meeting, but it is my anniversary and June 30 only happens once a year.

I have reviewed the EIR and Claudia Unikel's June 16, 1998 memo to record re. gateway. I've attended a few projects subcommittee meeting and discussed the project extensively with board members and neighbors. I am not going to get into details of the EIR here as I believe Claudia's ~~and~~ Bernard's memos are adequate. However, I did want you to know my position. I believe the MRNPC should recommend that the Planning Commission not approve the project as proposed. The project creates serious significant impacts which will be detrimental to the community. The developer is not willing to give the community any benefits to help alleviate the negative aspects of the project.

HS neighbors have told me, everyone in MRN will be cruising Shea at least 24 hours as they drive down S.P.P. and hit the new signalized intersection and accompanying traffic. Traffic generated from the

Response

64. The following letters were attached to the letter of comment from the Miramar Ranch north Planning Group and were considered in the development of the Planning Group's letter of comment. Responses have already been provided to these points, above.

Project onto Scripps Powery Park way will be unbearable. There has got to be a better way to provide adequate access to the project other than S.P.P.

The developer claims this is the only access, otherwise new residents would be access from Scripps Ranch Blvd and Spring Canyon. Well, better to inconvenience the new homeowners who will big into the project knowing the access situation than to inconvenience the thousands of residents in all of the other developments of M.P.N., Powery & Sabre Springs.

Claudia's memo of June 16, 1998 #1-7

adequately addresses my other concerns. It is clear the developer wants to maximize units on tiny lots while eating up the open space, which I have to say is normal, but without giving anything of substance in return to the community. The items she would agree to are inadequate. This project should not go forward to be approved as proposed. This project will greatly reduce the quality of life we have come to appreciate in Miramar Ranch North.

Suzen Todd
6-29-98

MEMORANDUM

To: Record
 From: Claudia Unhold, Chair, MRNPC
 Re: Scripps Gateway Project, Comments to Date
 Date: June 16, 1998

The environmental impacts associated with the Scripps-Gateway project are numerous and not mitigated. In order to synthesize the many and varied concerns received from the individual members of the Miramar Ranch North Planning Committee and other interested parties, the following is a list of those concerns I have received to date.

1. Critical items of information were omitted from the EIR.

The traffic analysis neglected to include the Mira Mesa Market Center which is a proposed regional shopping center just west of I-15 and south of Mira Mesa Blvd. The traffic analysis is also missing analysis of 2.3 million square feet of office/industrial property which will take access directly off Scripps-Poway Parkway within Shea's portion of the corridor. Additional concerns are outlined in the attached letter from Bernard Arroyo.

2. The noise analysis is inadequate.

The list of preparers does not list an acoustical engineer as having prepared the noise analysis. The graphic depicting noise contours does not appear credible.

3. There are significant, unmitigated project impacts on the residents of Scripps Ranch Villages and surrounding communities which will affect our quality of life.

I have received numerous calls from residents and Planning Group members who have expressed serious concerns as to the impacts this project will have on the livability of our community. Many of the concerns center on the proposed signalized intersection to be constructed along Scripps-Poway Parkway. Of exceptional concern is the peak hour impacts on traffic queuing for I-15 freeway access. Traffic impacts from the Mira Mesa Market Center and 2.3 million square foot office/industrial complex discussed in #1 above, should be added to the analysis more fully disclose expected impacts.

4. Open space is being lost for the development of more residential units.

At this point in time, the applicant is taking 8 acres of open space in the form of more acreage for single family housing, and additional acres of open space to be replaced by manufactured slopes (not considered by many residents to be a

fair or even swap). The regulations of the City of San Diego call for extraordinary benefits to be put forward in exchange for loss of open space. The applicant has paid fees required for development in accordance with City regulations, and has built in sensitive grading of the site in accordance with the development agreement. Other than the fees required, no extraordinary benefit has been put forth to date by the developer in exchange for the loss of open space. Many comments have been received regarding concern over the loss of open space.

5. Numbers used to describe school impacts are incorrect.

The document incorrectly concludes that no significant impact would occur to schools in the project area with implementation of this project. The School District has stated that this community needs a full fourth elementary school, yet the document concludes that with expanded capacity, students generated from the gateway development could adequately be accommodated within the existing three elementary schools.

6. The project results in significant visual impacts, significant landform alteration, and extensive fill slopes visible from I-15.

The visual impact analysis for freeway impacts was conducted only from the bottom of the freeway on- and off-ramps. The document contains no discussion of visual impacts to motorists using the I-15 corridor and not choosing to exit on Scripps-Poway Parkway. Substantial concern has been raised regarding the approximately 2.4 million cubic yards of grading over approximately 160.3 acres or 66% of the site and the potential environmental and visual impacts which would result. Of equal concern is the creation of approximately 46.1 acres of manufactured slopes in excess of 25% over approximately 46.1 acres (19%) of the site and associated impacts.

7. The project reduces lot sizes from the existing zoning of 8,000 and 10,000 square foot lots, to lots more in line with the R1-5,000 and R1-6000 designations.

While a rezone was never discussed with the planning group, evidently the original intent of the project and was to place homes on 8,000 and 10,000 square foot lots. This project has substantially reduced the size of the lots to 5,000 and 6,000 square foot lots.

8. The EIR does not include the needed construction phasing plan.

EIR's typically include a construction traffic analysis to include the expected impacts the community can anticipate during the construction period, as well as efforts by the developer/construction crew to reduce the construction impacts to the community. This has been omitted from the analysis.

Response

With the end of the public review period for the Environmental Impact Report established as July 3, I expect to receive more comments from both Planning Committee members and other interested parties.

(4) Attachments

Claudia Unhold

From: Bernard J. Arroyo <bernard@websec.net>
To: Claudia Unhold <unhold@worldnet.att.net>
Subject: bernard
Date: Monday, June 15, 1998 8:45 PM

**Comments on Scripps Gateway Development
Bernard J. Arroyo**

I have outlined my concerns regarding the Scripps Gateway Development. I have conducted an initial review of the traffic study and have identified several concerns that I feel were not adequately addressed in the traffic study. Some of the outlined concerns have been expressed to Shea Homes during New Projects Sub-Committee Meetings, however, others are new and Shea Homes has not had the opportunity to review or respond. I do believe that Shea Homes should have the opportunity to address each and every comment to the committee's satisfaction and therefore, I do not believe the committee should choose to vote on the project tonight. However, if a motion is made to vote, I would vote no because my concerns on this project have not been satisfactorily addressed.

List of Concerns

- The Level of Service (LOS) at the intersection of Mira Mesa Boulevard and Scripps Ranch Boulevard is not acceptable once the project is complete, further the proposed mitigation does little to improve the LOS (see page 2 for additional comments on Mira Mesa/Scripps Ranch intersection).
- The analyses "2005 & 2015 cumulative with project and "2005 & 2015 cumulative without project" did not include the Scripps Northridge development or the Mira Mesa Marketplace (see comments on page 2).
- The study lacked recommended mitigation to alleviate intersections or segments that were deemed significant impacts under the City of San Diego guidelines.
- The analysis did not include project impacts that will occur prior to the completion of State Route 56.
- No construction impacts or mitigation were addressed.
- The city's defined inputs and assumptions for intersection analysis do not appear to be included in all intersection analyses.

Recommendations

- The developer contributes his fare-share to complete improvements so that the intersection of Mira Mesa Boulevard and Scripps Ranch Boulevard will operate at an acceptable LOS.
- The developer complete an analysis identifying the impacts the project will have if the project is completed prior to the completion of State Route 56 or the developer agree not to start construction on the intersection of Scripps Poway Parkway and Scripps Gateway prior to the completion of State Route 56.
- The developer should complete an analysis, which includes the cumulative projects (Scripps Northridge, Mira Mesa Market Place).

DETAILED INFORMATION ON COMMENTS

Scripps Northgate

The traffic study does not account for the impacts that will occur on Scripps Poway Parkway due to the development of the Scripps Northgate Office development. Approximately 2.3 million square feet of office space will be developed and could potentially generate 32,000 ADT trips, 3,800 am peak hour trips, and 3,800 pm peak hour trips. All trips will take access to Scripps Summit Drive via Scripps Poway Parkway. The traffic study indicates 520 am peak hour trips and 1,245 pm peak hour trips will access Scripps Summit Drive for the 2005 analysis (without project). The 2015 analysis indicates 585 am peak hour trips and 890 pm peak trips (without project) will access Scripps Summit Drive. It does not appear that these land uses were accounted for in this analysis.

Mira Mesa Boulevard and Scripps Ranch Boulevard AM Period

The right turn on reds seems rather aggressive for the percent of vehicles traveling southbound on Scripps Ranch Boulevard that would make a right turn onto Mira Mesa Boulevard. The counts that were commissioned did not indicate how many vehicles were observed turning right on red (ROR). The analysis for existing conditions and year 2005 indicates 14% are ROR, however the analysis for build-out indicates 46% are ROR (without mitigation) and 35% are ROR (with mitigation).

Mira Mesa Boulevard and Scripps Ranch Boulevard PM Period

The right turn on reds seems rather aggressive for the percent of vehicles traveling southbound on Scripps Ranch Boulevard that would make a right turn onto Mira Mesa Boulevard. The counts that were commissioned did not indicate how many vehicles were observed turning right on red (ROR). The analysis for existing conditions indicates 25% are ROR while year 2005 indicates 33% are ROR, however the analysis for build-out indicates 67% are ROR (without mitigation) and 62% are ROR (with mitigation).

Claudia:

I am sorry I will be unable to attend the June meeting. I wanted you to know I believe a vote on the Shea project is premature considering the amount of time left for comments & responses. We can vote in July & still have it to them before the Planning Commission mtg. We don't have the benefit of the completed or nearly completed EIR.

My biggest concerns are (1) traffic on Scripps Pkwy generated by the project and (2) School overcrowding. I don't believe either of these are adequately addressed ~~and/or~~ mitigated in the EIR. Also, as an aside, why isn't there a small lot somewhere in the project? A project of this size ~~should~~ should have a lot lot of some kind.

However, if a vote is taken at the mtg, please register my vote by proxy as a "no", against going forward with the project.

Thank you

Eileen Todd

Miramar Ranch North Planning Committee

Claudia M. Unhold, Chairman
11169 Montaubon Way
San Diego, CA 92131

June 15, 1998

Mr. Lawrence C. Monserrate, Environmental Review Manager
City of San Diego
Development Services Business Center
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Re: Mira Mesa Market Center EIR

Dear Mr. Monserrate:

This letter constitutes our initial response to concerns regarding the Mira Mesa Market Center Environmental Impact Report (EIR). First of all, although the Miramar Ranch North Planning Committee was on the list of individuals, organizations, and agencies to receive a copy or notice of the draft EIR, we did not receive such notice or a copy of the EIR.

Secondly, when members of the Scripps Ranch Planning Committee requested the city send us a copy, we did not receive it until approximately 10 days prior to the end of the public review period. This was not enough time for our committee to adequately review the document, nor take an action since our June meeting is scheduled for June 16.

The above referenced project is in close proximity to the Miramar Ranch North Planning area, and project impacts will affect residents in our community. I would like to express my genuine concern as to the fact that the traffic analysis for this project did not evaluate any impacts east of the I-15 freeway. With the completion and opening of the Scripps Ranch Boulevard connection to the intersection of Mira Mesa Boulevard later this month, it can be expected that a considerable amount of trips generated from the Scripps Ranch Villages area would end at the subject property. The number and frequency of these trips, as well as their impact on the Scripps Ranch Boulevard/Mira Mesa Boulevard intersection should be evaluated.

The Scripps Ranch Planning Group and the Miramar Ranch North Planning Committee have shared boundaries and our community is one. I would like to echo the concerns expressed in their letter, since they have done a thorough analysis of the EIR and are also concerned about the adequacy of the document in a number of impact areas.

Response

We request that the Draft EIR contain additional traffic analyses and be recirculated for public review. We are looking for the opportunity to review the document once further information has been provided. Thank you.

Sincerely,

Claudia M. Unhold

Claudia M. Unhold, Chair
Miramar Ranch North Planning Committee

Response

June 16, 1998

The educational system in the Scripps Ranch area has reached a critical point. The current capacity can not sustain the present demand. Therefore, all new growth significantly impacts the entire educational system.

The numbers provided by the San Diego Unified School district through the SGR's, are increasing. This is important to acknowledge because it is heading in the correct direction.

Physically, the three existing elementary schools, Dingeman, Jerabek and MiraMar Ranch don't have space available for continued growth. The current configurations at these schools indicate space is very limited to accommodate additional portables, additional demands on lunch time requirements, play space and suggests safety concerns heightened due to the additional student population.

Here is a list of other school districts SGR's. All these district are in San Diego County and the Poway area closely resembles the Mira Mar Ranch North growth.

SAN DIEGO UNIFIED SCHOOL DISTRICT

	Single Family Homes	Multi Family Homes
K-5	.35	.10
6-8	.15	.05
9-12	.10	.07
TOTAL SGR	.60	.22

POWAY SCHOOL DISTRICT

K-5	.34	.145
6-8	.18	.07
9-12	.26	.10
TOTAL SGR	.78	.315

CAJON VALLEY SCHOOL DISTRICT

K-5	.32	.13
6-8	.16	.05

DEL MAR

K-6	.472	.146
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Response

Since the new project consists of a combination of Single family homes and Multi family homes, it appears the numbers generated are on the low side. If we use figures similar to the Poway school area, you can see that it will significantly impact the local schools. At full buildout, with 309 single family units and 135 multi family units, more realistic numbers will generate 130 elementary school students, 65 middle school students and 94 high school students.

When we look at only the impact on the new Middle school in Scripps Ranch, there is absolutely now room for additional students. The projected capacity for the school, Thurgood Marshall is 1200. With the existing elementary schools in Scripps Ranch feeding directly into Marshall, the school will reach capacity within 2 years. When this happens the elementary schools may have to continue with a 6th grade. Because the existing capacity is too great on each and every school here. The numbers for the additional development should be looked at again. The numbers have to be extremely clear so the district and the community does not have to become a community divided on an annual basis to adjust for the new developments.

Submitted respectfully by,



Ann Ward Weiner



Friends of Los Peñasquitos Canyon Preserve

P.O. Box 26523, San Diego, California 92196
619-484-3219 • 619-566-6489 • FAX: 619-271-1425



Lawrence C. Monserrate
Environmental Review Manager
Land Development Review Division
1222 First Ave., MS 501
San Diego CA 92101

Re: Scripps Gateway. LDR No. 92-0466 / SCH No. 92101036

The Friends of Los Peñasquitos Canyon Preserve is a 501 (c) 3 nonprofit organization dedicated to preserving the biodiversity and natural resources of Peñasquitos Canyon Preserve and its adjacent open space. The Scripps Gateway project, as noted in the DEIR, abuts the property known as the Mercy Property, northeast of I-15 and Mercy Road/Scripps Poway Freeway. A portion of this property was conveyed in fee title to the City as open space. This portion is adjacent to an important wildlife corridor from Peñasquitos Canyon east under the I-15 bridge (Cara Knott Memorial Bridge). Hence our interest in the project.

We object to the project applicant's preference to mitigate the project's impacts on sensitive habitats contrary to the City of San Diego's MSCP and City Biology Guidelines as stated on p.53 of the DEIR. However worthy the mitigation bank on property on the Daley Ranch in Escondido might be, the City's guidelines serve an important purpose. They were adopted to ensure implementation of the City's MHPA in a timely fashion. It was recognized that if mitigation were allowed outside the City there would be many project applicants buying cheaper mitigation lands outside the City, frustrating the City's ability to acquire its own MSCP lands and to purchase acquisition lands from willing sellers in a timely fashion. Failure to accomplish this runs the real risk that key parcels within the City will be developed because they could not be purchased in a timely fashion. We urge that the applicant be required to acquire the second parcel they already identified on Black Mountain or another suitable parcel within the City. As a member of the Del Mar Mesa Planning Group I'm aware of a number of land owners in Subarea V anxious to sell their parcels that fall within the MHPA boundaries.

Thank you for the opportunity to comment on this project.

Sincerely,

Mike Kelly
Mike Kelly, president

Response

65. Comment noted. The applicant proposes to mitigate for impacts to sensitive biological lands by dedicating to the city coastal sage scrub and chaparral habitat located adjacent to Black Mountain Park, north of Montana Mirador. This habitat is within the MHPA.

SCRIPPS RANCH PLANNING GROUP

July 3, 1998

Mr. Lawrence C. Monserrate
Environmental Review Manager
Development Services Business Center
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Re: Scripps Gateway Draft Environmental Impact Report (LDR No. 92-0466/SCH No. 92101036)

Dear Mr. Monserrate:

The Scripps Ranch Planning Group (SRPG) has reviewed the draft Environmental Impact Report (EIR) for the Scripps Gateway project (LDR No. 92-0466/SCH No. 92101036), and offers these comments for consideration and response by the City of San Diego. The SRPG feels that the draft EIR is inadequate in many important ways, and requests that the document be revised and recirculated for public review to ensure compliance with the California Environmental Policy Act's (CEQA) policies of environmental protection. This letter offers specific comments on the EIR.

Public Notice of Draft Environmental Impact Report

- 66 1. The Public Notice states that one of the required actions is a rezone of the single-family portion of the project. The document contains no further mention or analysis of this rezone. Please include an analysis of the environmental effects of this rezone in the document.
- 67 2. The multi-family residential component is described on page 12 as a project goal. As set forth in section IV(A), *supra*, the CEQA Guidelines define "project" to mean "The whole of an action" that may result in either a direct or indirect physical change in the environment (CEQA Guidelines, § 15378, subd. (a)). Each "project" must be fully analyzed in a single environmental review document. Please explain why separate environmental review for the project's multi-family residential development does not constitute piece-mealing.

LINDA K. SLOAN, CHAIR
10387 RUE FINISTERRE
SAN DIEGO, CA 92131
619/530-9988 Tel
619/530-9922 Fax
lsloan@san.rt.com

66. Please see Response 28.

67. The PCD under which the multi-family housing would be developed is a concept level plan. The missing elements in the PCD are detailed site planning and architecture. The site planning and architectural details will be reviewed under the PCD concept plan for conformity at a later date. This has been the practice for other PID and PCD development in the Miramar Ranch North area. The EIR evaluated potential impacts to land use, traffic, visual quality, noise, public services/facilities, hydrology, and air quality from the project, including the multi-family development. This does not constitute piece-meal analysis. The PCD and PID will receive additional environmental review once the development plans are prepared and submitted to the City of San Diego for conformance review.

Response

Project Description (Section 3)

68. On page 22 under "Other Improvements," the Project Description should describe how vehicles travelling east on Scripps-Poway Parkway would access the multi-family area. Would motorists be required to make a U-turn at the next intersection?
69. Pages 22-24 of the EIR state that the project's "graded envelope" is to be increased by 25 acres (an approximately 19 percent increase from the original parcel size), and that there will be a net decrease of 40 acres of open space. Concerning the net loss of 40 acres of open space, the EIR states that "As the open space is not within the MHPA, this reduction is in non-usable amenity open space" (page 24). Please clarify the phrase "non-usable amenity open space," and describe the biological, aesthetic, and land use values associated with such open space. Please also state whether there would be direct impacts associated with this net loss of 40 acres of open space and, if so, provide mitigation for these impacts.
70. On page 35 of the EIR, please indicate that MHPA is an acronym for Multi-Habitat Planning Area. A reader unfamiliar with this topic would not know what the discussion is referencing.

Landform Alteration/Visual Quality (Chapter 4, Section A)

71. This project will be viewed daily by thousands of travellers along I-15, and particularly by southbound travellers, yet no visual analysis was conducted from the freeway. Please provide visual analyses to disclose impacts for travellers on I-15.

Land Use (Chapter 4, Section B)

7. The proposed Scripps Gateway project proposes to amend the community plan which constitutes a part of the City of San Diego General Plan as required in Section 65300. However, this amendment along with other incremental decisions amending the general plan and elements and parts no longer meet the requirements of Section 65300.5 that the general plan be integrated and internally consistent. The City's uncoordinated and independent amendments to the land use element, both past and present, including such projects as the Mira Mesa MarketCenter, Scripps Gateway, and Black Mountain Ranch, results in failure to meet Section 65301(c) which states, in part, "The general plan shall address each of the elements specified in Section 65302 to the extent that the subject of the element exists in the planning area." The SRPG feels that the City would not be in conformance with State laws by approving the proposed project.
8. The proposed amendment to the Mira Mesa Community Plan changing the community center to a regional center is in conflict with page 46, figure 16, of the Miramar North Community Plan. Since both community plans constitute equal parts of the city's General Plan, the amendment would result in a General Plan which is internally inconsistent under the California government code (CGC).
9. The proposed project does not meet CGC because it does not provide building intensity as required by state statute; it only provides total acreage of Commercial, not building intensity.
10. The proposed two-lane connector road identified on page S-4 as streets A and X, not shown

68. Comment noted. The entrance to the multi-family is by a right turn in, right turn out driveway on Scripps Poway Parkway westbound. Eastbound traffic on Scripps Poway Parkway would be required to make a U-turn on Scripps Summit Drive or Spring Canyon Road to access the multi-family development.

69. The loss of 40 acres of open space is not accurate. With the change of Streets A and X from local street to collector street status, the way open space is accounted for in the community plan is changed. Grading and street acreage associated with a local street is accounted as open space in the community plan. Grading and street acreage for a collector street is accounted separately. Therefore, a net reduction in community plan open space occurs, even though the area would be graded and paved street surface (please see Comment 47). The term non-usable amenity open space reflects the fact that the open space is not within the MHPA, is predominantly steep hillsides, and does not have planned trails or other active public use features. The open space will remain naturally vegetated or would be revegetated where grading or fuel management is required. The open space would retain some biological value, although it would be limited by surrounding development and would provide a physical and visual separation between the industrial/office and commercial uses along Scripps Poway Parkway and the single-family residential area. It would maintain the most visually dominant portion of the property in naturally vegetated open space. Mitigation for loss of biological habitat, changes to landforms from grading and revegetation of graded areas to reduce impacts to visual quality are identified in the EIR.

70. Multiple Habitat Planning Area (MHPA) is defined on page 2 of the conclusions at the front of the EIR.

71. The EIR identifies areas of the project visible from I-15 (pages 66, 68, and 69) and that impacts to the viewshed from the freeway would be significant. The EIR identifies mitigation measures to reduce impacts from grading and development to the viewshed from I-15. The EIR concludes that these impacts cannot be reduced to below a level of significance, even with the mitigation measures identified. An alternative to further reduce these impacts is included in the EIR.

Response

Project Description (Section 3)

3. On page 22 under "Other Improvements," the Project Description should describe how vehicles travelling east on Scripps-Poway Parkway would access the multi-family area. Would motorists be required to make a U-turn at the next intersection?
4. Pages 22-24 of the EIR state that the project's "graded envelope" is to be increased by 25 acres (an approximately 19 percent increase from the original parcel size), and that there will be a net decrease of 40 acres of open space. Concerning the net loss of 40 acres of open space, the EIR states that "As the open space is not within the MHPA, this reduction is in non-usable amenity open space" (page 24). Please clarify the phrase "non-usable amenity open space," and describe the biological, aesthetic, and land use values associated with such open space. Please also state whether there would be direct impacts associated with this net loss of 40 acres of open space and, if so, provide mitigation for these impacts.
5. On page 35 of the EIR, please indicate that MHPA is an acronym for Multi-Habitat Planning Area. A reader unfamiliar with this topic would not know what the discussion is referencing.

Landform Alteration/Visual Quality (Chapter 4, Section A)

6. This project will be viewed daily by thousands of travellers along I-15, and particularly by southbound travellers, yet no visual analysis was conducted from the freeway. Please provide visual analyses to disclose impacts for travellers on I-15.

Land Use (Chapter 4, Section B)

- 72 7. The proposed Scripps Gateway project proposes to amend the community plan which constitutes a part of the City of San Diego General Plan as required in Section 65300. However, this amendment along with other incremental decisions amending the general plan and elements and parts no longer meet the requirements of Section 65300.5 that the general plan be integrated and internally consistent. The City's uncoordinated and independent amendments to the land use element, both past and present, including such projects as the Mira Mesa MarketCenter, Scripps Gateway, and Black Mountain Ranch, results in failure to meet Section 65301(c) which states, in part, "The general plan shall address each of the elements specified in Section 65302 to the extent that the subject of the element exists in the planning area." The SRPG feels that the City would not be in conformance with State laws by approving the proposed project.
- 73 8. The proposed amendment to the Mira Mesa Community Plan changing the community center to a regional center is in conflict with page 46, figure 16, of the Miramar North Community Plan. Since both community plans constitute equal parts of the city's General Plan, the amendment would result in a General Plan which is internally inconsistent under the California government code (CGC).
- 74 9. The proposed project does not meet CGC because it does not provide building intensity as required by state statute; it only provides total acreage of Commercial, not building intensity.
- 75 10. The proposed two-lane connector road identified on page S-4 as streets A and X, not shown

72. Comment noted. The comment does not address the adequacy of the EIR. As discussed in the Project Description, community plan amendment section of the EIR, the proposed project's land uses are in conformance with the community plan; however, Street "A" and Street "X" would be designated as collector rather than local streets. A rezone of a portion of the property from M-I-P to CA is anticipated in the existing community plan. Otherwise, the General Plan/Community Plan amendment updates the existing community plan text and tables to more accurately reflect buildout with the project within the community plan area. The other projects cited in the comment are in different community planning areas (Mira Mesa and the North City Future Urbanizing Area) of the General Plan; EIRs were prepared and circulated for those projects. Therefore, the proposed amendments would provide consistency between the project and the Progress Guide and General Plan and the Miramar Ranch North Community Plan.
73. Comment noted. The comment does not address the adequacy of the EIR.
74. Building intensity for the commercial area has not been finalized as tenancy will not be negotiated until the concept PCD receives approval. The maximum floor area ratio for the commercial and industrial office areas are 2.0 and for the multi-family 1.2. However, both the PID and PCD specify that the vehicle trips which were assigned for the PID and PCD in the traffic study would be the controlling factor and development cannot exceed those traffic generation amounts. Impacts from the PCD and PID were analyzed in the EIR based upon the concept PCD and PID (visual, noise, land use adjacency, circulation, and generation factors by acreages (traffic, hydrology). There will be additional environmental review under CEQA upon submission of development plans to the City for conformance review.
75. The project includes a General Plan/Community Plan amendment which includes an amendment to the Circulation Element. The scope of the traffic study was reviewed and approved by the City of San Diego Transportation Development Section. Potentially significantly affected segments of the circulation network were studied. The traffic study is also in compliance with the Congestion Management Program guidelines, as discussed on page 196 of the EIR.

Response

in the 1987 Community Plan, constitutes an amendment to the circulation element. No impact analysis or traffic assignments have been made on the entire circulation element roads as required by 65300 CTC.

Since state statute requires the circulation element to be based on the land use element (population density and building intensity), the City has failed to meet this requirement. It has incrementally considered projects at Mira Mesa Market Center, Scripps Gateway, Northridge Corporate, and Black Mountain Ranch without modifying the City's land use element and factored these changes into all other elements on an integrated basis consistent with State Code.

The City has used two different population projections, SANDAG Series 7 and 8, for different General Plan elements. Therefore, the Plan is internally inconsistent.

The EIR states on page 44 that "conversion of natural open space into graded slopes would be a temporary significant impact. Once revegetated, these areas would be functionally equivalent to the community plan open space designation." No mitigation is provided to ensure that revegetation would occur according to any specific performance standards. Please provide appropriate mitigation to ensure successful revegetation.

Biological Resources (Chapter 4, Section C)

Figure 4C-1 shows mule fat scrub located on the project site north of Scripps Poway Parkway, and page 80 describes this riparian drainage area as consisting of 0.24 acres. Page 4 of the EIR, however, has the following description: "an unnamed canyon and small riparian area (0.6 acre) trends northward through the center of the site and extends north of Scripps Poway Parkway to Peñasquitos Creek. A second riparian area occurs in the lower, western portion of the site, east of the freeway on-ramp." Please include all locations of riparian habitat on Figure 4C-1, including those located on the south side of Scripps Poway Parkway, and provide the total riparian habitat area in the EIR.

Will the total wetlands area effected by the proposed project actually be less than one-third acre, considering that additional riparian habitat exists in the center of the site? If a wetlands area greater than one-third acre is affected, an Individual Section 404 permit will be required and the U.S. Army Corps of Engineers will need to comply with environmental regulations of the National Environmental Policy Act (NEPA). Due to significant unmitigable impacts associated with the proposed project, this compliance would require the preparation of an Environmental Impact Statement (EIS) rather than an Environmental Assessment (EA).

Page 88 of the draft EIR states that "*Ophioglossum lusitanicum* ssp. *californicum* is a cryptic fern which may occupy vernal moist locales on-site." Do "vernal moist locales" constitute vernal pools? If not, please describe the distinction between "vernal moist locales" and vernal pools.

Pages 82 and 89 indicate that California gnatcatchers (*Poliopitila californica californica*) were observed on the project site in 1989 and 1995, but not in 1990 and 1992. Considering that

76. The project proposes a decrease in the area available for industrial development within the community plan area and a reduction in vehicular traffic generation from the existing community plan. The traffic study evaluated this change.

77. The comment does not address the adequacy of the EIR.

78. Performance standards are included in the landscape plans for the PID, PCD, and PRD and the City's Landscape Technical Manual (see page 72 of the EIR).

79. The EIR correctly identifies the wetlands/riparian vegetation on Figure 4C-1 and page 80. The reference on page 4 is to the two primary drainages within the property which do not contain wetlands or riparian vegetation.

80. The EIR estimates that impacts to wetlands would be 0.15 acres, which is less than 0.3 acres. The U.S. Army Corps of Engineers will review the application submitted for fill in waters of the U.S. from the development and determine the appropriate permit, mitigation measures and compliance with NEPA.

81. A vernal moist local is an area where soils remain saturated from spring moisture but does not pond water and is not a vernal pool.

82. The coastal California gnatcatcher is an MSCP-covered species. Loss of habitat on-site would be mitigated by acquisition of suitable habitat within the MHPA. As several surveys for gnatcatchers had been conducted and the habitat on-site has been utilized by gnatcatchers in the past, no additional surveys were considered necessary. The City's Biology Guidelines do not require surveys for lands outside the MHPA as the coastal California gnatcatcher is a covered species.

Response

the project site contains habitat suitable for gnatcatchers, has a focused survey for this species been conducted within the last year following U.S. Fish and Wildlife protocol to update the current on-site status of this federally-listed species?

83 18. The lists of federally-listed species identified in the EIR do not seem to have been updated recently. Indeed, the lists describe Category 2 species, which have not been maintained by the U.S. Fish and Wildlife Service for several years.

84 19. Contrary to the EIR, page 6 of the biological resources report describes Golden Stars as existing on the project site. This is a targeted species that requires special consideration and mitigation under the MSCP. Page 6 of the biological resources report also lists the scientific name for Golden Star as *Bloomeria crocea*. Please explain the difference between *Bloomeria crocea* and *Mullia clevelandii*.

85 20. In the biological letter report of October 24, 1995 from B.G. Adam Koltz of Pacific Southwest Biological Services, Inc. to Mr. Jerry Elder, the second paragraph indicates that focused gnatcatcher surveys were conducted when air temperatures were between 62 and 82 degrees F., but Table 1 indicates temperatures between 82 and 94 degrees F. The temperatures indicated in Table 1 are not in compliance with U.S. Fish and Wildlife Service protocol for gnatcatcher surveys. In addition, page two of the same letter indicates that a survey was conducted on July 15, 1995, but this date is not provided in Table 1. It is impossible to know what information in this report is correct.

86 21. The SRPG understands that the Daley property is no longer under consideration for off-site mitigation. Please describe the new property proposed for off-site mitigation.

Archaeological Resources (Chapter 4, Section F)

87 22. Pursuant to City Guidelines, were Native Americans notified during the course of cultural resource investigations conducted for the proposed project?

88 23. In the event that the U.S. Army Corps of Engineers (ACOE) issues a Section 404 permit for this project, the ACOE will be required to comply with the National Historic Preservation Act. This compliance will include submittal of the cultural resources reports to the State Historic Preservation Office for concurrence that no historic properties will be affected by the proposed project.

Noise (Chapter 4, Section D)

89 24. In the Scope of Work for the Scripps Gateway EIR, the City of San Diego specified that "Site specific information (i.e., berms, setbacks, barriers) should be proposed to reduce potential noise impacts to a level less than significant" (December 30, 1992, page 4). Such site-specific information is not included in the EIR.

90 25. According to Appendix B to the EIR, California gnatcatchers were observed at the project site and near the southeastern boundary of the project site. However, the EIR does not

83. Lists of species observed or expected were updated for current status (note that the MSCP status is listed). No species are designated as C2 in the table, although an explanation for that code is contained in the legend.

84. *Bloomeria crocea* is a common golden star that was observed on the property and is not considered a sensitive species. *Mullia clevelandii*, the San Diego golden star, is a sensitive species but was not observed on the property.

85. The temperatures in the table appear to be typographical errors, based upon the time of the surveys and historic temperature records. However, gnatcatchers were observed during the surveys.

86. The project will mitigate impacts to coastal sage scrub and southern mixed chaparral by dedicating MHPA Tier II Diegan sage scrub and Tier IIIA mixed chaparral habitat to the City of San Diego located around Black Mountain, adjacent to the north of the Montana Mirador project. This is consistent with option 2 of the mitigation presented in the Biological Resources section of the EIR. Please see the Preface to the final EIR for additional description of the mitigation site.

87. The cultural resources investigations on the property were conducted between 1979 and 1990. A Public Notice for the EIR was distributed to all federally recognized tribes in San Diego at the beginning of public review.

88. Comment noted. The U.S. Army Corps of Engineers will review the potential impacts to cultural resources for fills into jurisdictional waters or wetlands prior to the issuance of a 404 permit.

89. Comment noted. The PCD and PID are concept plans and detailed site plans or architecture have not been prepared as yet. The noise analysis did identify areas of the PID, PCD, and PRD where noise attenuation would be necessary and required acoustical studies prior to issuance of building permits to assure that the design provides the necessary attenuation.

90. The PCD is required to implement land use adjacency guidelines for areas adjacent to the MHPA, including measures such as temporary noise barriers and avoidance of active nesting during the breeding season.

Additionally, a *Brief Literature Review* by Frank T. Awbrey concludes that there is little evidence to support the general belief that even intense noise sources such as military aircraft, harm birds (Aubrey 1997). For example, the federally endangered least tern is known to nest adjacent to airport runways and the threatened California gnatcatcher successfully breeds adjacent to extremely loud freeways. Construction noise impacts at any given location will be intermittent and short term. No significant noise impacts to biological habitats are anticipated.

Response

contain any information on project-related noise impacts to the "noise sensitive" biological habitat. Since extremely noisy equipment and operations (drilling, blasting, crashing) are expected to be used during the project construction, significant noise impacts could occur to the "noise sensitive" habitat on-site and off-site. This issue should be addressed and applicable noise mitigation measures should be identified.

Analysis of technical information, provided in Appendix C to the EIR ("Noise Technical Report"), suggests that traffic noise impacts to the proposed project have been underestimated. The following are some reasons for this finding:

The Noise Technical Report assesses the existing and forecasted traffic noise impacts from I-15 using a traffic speed of 55 mph. No justification for such assumption is provided. Traffic noise predictions with a traffic speed of 55 mph instead of a higher traffic speed (for example, the posted speed of 65 mph) result in a traffic noise level underestimate.

The Noise Technical Report assesses the existing traffic noise impacts from Scripps Poway Parkway using a traffic speed of 48 mph (per noise study, such speed is the best match between the computer model and the field conditions). The noise study also indicates on page 11 that posted traffic speed on Scripps Poway Parkway is 50 mph.

Despite the above information, the noise study assesses future noise impacts from Scripps Poway Parkway using a traffic speed of 35 mph. The noise study does not provide any justification for this traffic speed assumption. Traffic noise predictions with a traffic speed of 35 mph instead of posted speed of 50 mph significantly underestimate noise impacts from Scripps Poway Parkway. The noise impacts should be re-analyzed using more realistic traffic speeds.

According to CEQA provision, the EIR should address worst case impacts associated with project implementation. The traffic noise prediction estimates using a 35 mph traffic speed instead of actual and posted traffic speeds of 50 mph does not serve this purpose.

The Noise Technical Report assesses traffic noise impacts from Scripps Poway Parkway using traffic mix data by the City of Carlsbad (3.5% medium trucks and 1.3% heavy trucks). The noise study does not include any information that demonstrates that such traffic mix is suitable for Scripps Poway Parkway which serves rapidly growing industrial and commercial areas in Poway. The traffic mix selection for Scripps Poway Parkway should be justified or the noise impacts should be re-analyzed.

An analysis of computer output data, provided in the Attachments to the Noise Technical Report, indicates that an inadequate length of the Scripps Poway Parkway segment east of I-15 may have been used in computer modeling. This could result in underestimate of traffic noise impacts at the eastern part of the project site.

The Noise Technical Report indicates on page 12 that "Ultimate buildout traffic volumes for I-15 are projected to be 254,000 ADT south of Scripps Poway Parkway and 244,000 ADT north of Scripps Poway Parkway. Ultimate buildout traffic volumes for Scripps Poway

91. The noise technical study and EIR section was reviewed by the city prior to release in the draft EIR.

92. Noise levels expressed as community noise equivalent level (CNEL) are based on average traffic speeds during a 24-hour period (averaged over a 365-day year). Interstate 15 in the project vicinity is a highly impacted freeway with future levels of service projected to approach F2 (see Table 4I-3 of the draft EIR). Although the posted speed limit is 65 miles per hour (mph), actual speeds are expected to be substantially lower during much of the day. Therefore, an average traffic speed of 55 mph is considered to be conservatively high for this section of freeway.

93. Although the posted speed on Scripps Poway Parkway is 50 mph, the average traffic speed determined from field observations was determined to be 48 mph at the time of the measurements.

94. See Response 92. As indicated in Tables 4I-2 and 4I-4 of the draft EIR, future (year 2015) average traffic speeds on Scripps Poway Parkway during the peak hours are anticipated to be substantially less than 20 mph with levels of service approaching F. Additionally, the signalized intersection that would be located approximately midway along the project frontage with Scripps Poway Parkway would serve to reduce speeds along the project frontage. Therefore, the 35 mph average for future traffic along this segment of Scripps Poway Parkway was chosen as conservatively high regardless of the posted 50 mph speed limit.

95. See Responses 94 and 102.

96. Traffic mix data used in the analysis were based on surface street truck route traffic data in the city of Carlsbad and are typical of the mixes used in city of San Diego noise analyses. The typical range of mix values observed in the city of San Diego are automobiles 96-97 percent, medium trucks 2-3 percent, and heavy trucks 1-2 percent (City of Carlsbad 1993). Furthermore, the Scripps Poway Parkway traffic mix observed during the field measurements was 98.5 percent automobiles, 1 percent medium trucks, and 0.5 percent heavy trucks. Therefore, the traffic mix used in the analysis of 95.2 percent automobiles, 3.5 percent medium trucks, and 1.2 percent heavy trucks is considered conservative.

Response

contain any information on project-related noise impacts to the "noise sensitive" biological habitat. Since extremely noisy equipment and operations (drilling, blasting, crashing) are expected to be used during the project construction, significant noise impacts could occur to the "noise sensitive" habitat on-site and off-site. This issue should be addressed and applicable noise mitigation measures should be identified.

26. Analysis of technical information, provided in Appendix C to the EIR ("Noise Technical Report"), suggests that traffic noise impacts to the proposed project have been underestimated. The following are some reasons for this finding:
27. The Noise Technical Report assesses the existing and forecasted traffic noise impacts from I-15 using a traffic speed of 55 mph. No justification for such assumption is provided. Traffic noise predictions with a traffic speed of 55 mph instead of a higher traffic speed (for example, the posted speed of 65 mph) result in a traffic noise level underestimate.
28. The Noise Technical Report assesses the existing traffic noise impacts from Scripps Poway Parkway using a traffic speed of 48 mph (per noise study, such speed is the best match between the computer model and the field conditions). The noise study also indicates on page 11 that posted traffic speed on Scripps Poway Parkway is 50 mph.
29. Despite the above information, the noise study assesses future noise impacts from Scripps Poway Parkway using a traffic speed of 35 mph. The noise study does not provide any justification for this traffic speed assumption. Traffic noise predictions with a traffic speed of 35 mph instead of posted speed of 50 mph significantly underestimate noise impacts from Scripps Poway Parkway. The noise impacts should be re-analyzed using more realistic traffic speeds.
30. According to CEQA provision, the EIR should address worst case impacts associated with project implementation. The traffic noise prediction estimates using a 35 mph traffic speed instead of actual and posted traffic speeds of 50 mph does not serve this purpose.
31. The Noise Technical Report assesses traffic noise impacts from Scripps Poway Parkway using traffic mix data by the City of Carlsbad (3.5% medium trucks and 1.3% heavy trucks). The noise study does not include any information that demonstrates that such traffic mix is suitable for Scripps Poway Parkway which serves rapidly growing industrial and commercial areas in Poway. The traffic mix selection for Scripps Poway Parkway should be justified or the noise impacts should be re-analyzed.
- 97 32. An analysis of computer output data, provided in the Attachments to the Noise Technical Report, indicates that an inadequate length of the Scripps Poway Parkway segment east of I-15 may have been used in computer modeling. This could result in underestimate of traffic noise impacts at the eastern part of the project site.
- 98 33. The Noise Technical Report indicates on page 12 that "Ultimate buildout traffic volumes for I-15 are projected to be 254,000 ADT south of Scripps Poway Parkway and 244,000 ADT north of Scripps Poway Parkway. Ultimate buildout traffic volumes for Scripps Poway

97. The commenter is correct, the roadway was inadvertently cut off at the eastern edge of the project. Extending the roadway slightly increases the noise levels on the commercial lot at the eastern project boundary. Consequently, a small portion of this commercial lot adjacent to the roadway could be exposed to noise levels in excess of 70 CNEL. Detailed site plans are not available for this commercial pad at this time. As required in the Mitigation Monitoring and Reporting Program (MMRP), at the time that detailed site plans become available, and prior to the issuance of building permits, a detailed acoustical analysis shall be prepared to verify that noise levels on the commercial lot will be mitigated to acceptable standards.

98. Comment noted.

Response

Parkway are projected to be approximately 70,000 ADT." These traffic volume projections were used in the traffic noise prediction estimates.

Somewhat different information is provided in the Traffic Impact Analysis given in Appendix F of the EIR. Figure 12 of this document specifies the following "2015 with Project Traffic Volumes": I-15 south of Scripps Poway Parkway - 293,000 ADT; I-15 north of Scripps Poway Parkway - 273,000 ADT; Scripps Poway Parkway east of I-15 and west of Scripps Gateway Drive - 65,000 ADT; and Scripps Poway Parkway east of I-15 and east of Scripps Gateway Drive - 62,000 ADT. Please explain the discrepancy between the Noise Technical Report and the Traffic Impact Analysis.

According to the Noise Technical Report (page 11), "To determine whether the computer modeled parameters were reasonable, the model was run with the traffic volumes and mixes observed during field measurements, as well as the existing topography and road system. The model output should be close to the same level as the measured value if the model is accurately representing the existing physical conditions. Since traffic counts were only taken at measurement locations D and E, only these two measurements were modeled using STAMINA."

Since the noise study identifies noise measurement locations by numbers M1 to M5, the reference to locations "D and E" is somewhat confusing. From the noise study text on page 11, it appears that locations "D and E" are locations M4 and M5. At these locations, noise level measurements lasted 22 minutes (location M4) and 14 minutes (locations M15) correspondingly. According to page 10 of the noise study, at location M4 "Traffic volumes on Scripps Poway Parkway were counted for an equivalent 15-minute period during the 22-minute noise measurement interval." According to page 11 of the noise study, at location M5 "Traffic volumes on Scripps Poway Parkway were counted for a 10-minute period." The noise study indicates that traffic volumes were not counted on I-15.

Because the noise level measurements lasted longer than traffic counts, the noise levels measured at locations M4 and M5 may not be attributable to the traffic counted during part of the tests. The above suggests that the noise prediction model verification or calibration mentioned above (setting the average traffic speed using assumed traffic volumes and actual noise level readings) is not reliable. Traffic noise prediction model is typically calibrated using traffic volume and mix data recorded simultaneously with the sound level measurements for same duration of time. It also appears that the noise readings of short duration (15 to 22 minutes) may not provide valid information about the traffic noise environment.

Figure 5 of the Noise Technical Report specifies the locations of future traffic noise contours. The noise study does not provide complete information about the methodology by which the noise contours were prepared. The noise study only indicates that the noise prediction estimates were performed "for a series of ground floor receivers located throughout the project site" (page 14) and that Attachment 3 includes STAMINA input data used for assessing ground-floor noise levels without mitigation. The noise study also addresses sound propagation rate assessment process.

99. Traffic volumes used in the noise technical analysis were provided by the City prior to completion of the traffic report. Decreasing the Scripps Poway Parkway roadway volumes from 70,000 ADT to 62,000-65,000 ADT would decrease noise levels along this roadway from approximately 0.3 to 0.5 decibel. The increase in traffic volumes on I-15 would result in an approximately 0.5-decibel increase in noise levels along the freeway. However, it is likely that with this increase in traffic on I-15, average traffic speeds would be reduced further.

Nevertheless, the conclusions of the draft EIR remain unchanged. Noise levels are projected to remain below 75 CNEL on the industrial pads. Noise levels may exceed 70 CNEL on the commercial pads and may exceed 65 CNEL on the multi-family pad.

Since detailed site plans are not available at this time for the PCD and PID areas, as a requirement of the MMRP, at the time that detailed plans are available and prior to the issuance of building permits, detailed acoustical analyses will be required to ensure that noise levels in these areas are adequately mitigated.

100. Comment noted.

101. The commenter is correct: location D refers to measurement M4, and location E refers to location M5.

102. Review of the measurement data indicates that no unusual noise events took place during the times traffic counts were not being performed at these locations. Typically, existing noise levels and traffic counts are used to estimate the average traffic speed used in the analysis of future noise conditions. However, as indicated in responses 92 and 94, because future traffic conditions are anticipated to be significantly different from existing conditions, existing traffic speeds determined from the measurements and counts are not used in the prediction of the future noise environment for this analysis.

Existing noise measurement data are simply presented to illustrate the existing noise environment. Regardless of the duration of the noise measurements, the noise measurement data accurately describe the noise environment at the time of the measurements.

103. The analysis methodology is described throughout the noise technical report. The series of receivers referred to in the comment constitute a loose grid over the project site and account for project site topography. Noise levels calculated at each of these receiver locations are used to determine the locations of the noise contours. In order to simplify the graphic and only present pertinent information, these "contour receiver" locations are not shown.

Response

- 104 39. Please explain why the noise study does not explain why Interstate 15 noise does not affect southwestern part of the project site.
- 105 40. The Noise Technical Report indicates on page 1 that "Due to the grade separation between commercial lots 1 through 6 and the PCD and the roadways (Interstate 15 and Scripps Poway Parkway), exterior noise could exceed 70 CNEL. A similar statement is given on page 14. Why does the "grade separation" result in noise levels exceeding CNEL=70 dB?"
- 106 41. As a noise mitigation measure, the Noise Technical Report suggests placing "noise sensitive" outdoor areas adjacent to the sides of the buildings opposite the roadways (page 1). Such technique may work for a single roadway but may not be a feasible noise mitigation measure in situations when a noise sensitive use is affected by noise from several transportation corridors (such as I-15 and Scripps Poway Parkway). The Noise Technical Report should demonstrate that the proposed noise mitigation measures could be feasibly implemented.
- 107 42. On page 2, the Noise Technical Report suggests that 5 to 9 ft barriers can mitigate traffic noise impacts within the multi-family lot. However, on page 16, the Noise Technical Report indicates that access to the multi-family lot will be from Scripps Poway Parkway. Because of this, application of noise attenuation barriers may be infeasible for this part of the project.
- 108 43. According to page 14 of the Noise Technical Report, Figure 5 addresses noise contours attributable to "the future ground-floor noise levels without mitigation." The Noise Technical Report does not specify what topography conditions Figure 5 addresses -- the existing topography or the topography modified by the proposed project. Since the proposed project would result in significant landform modifications and, correspondingly, redistribution of noise contours, this information should be provided.
- 109 44. The front page of Attachment 3 indicates that INDCNTDY file addresses traffic noise levels north of Scripps Poway Parkway and COMCNTDY file addresses traffic noise levels south of Scripps Poway Parkway. However, both the INDCNTDY file and the COMCNTDY file are titled "Scripps Gateway - Daytime traffic - no walls - south side of SPPkwy."
- 110 45. The Noise Technical Report includes Attachment 4 with STAMINA and OPTIMA output files that address traffic noise levels at "multi-family pad with noise barriers." However, the Noise Technical Report practically does not address the noise barrier issue in application to the multi-family part of the project (the walls are only mentioned in the Summary on page 2).
- 111 46. It should be noted that the noise study indicates on page 12, that Scripps Poway Parkway is specified as a six-lane prime arterial in the community plan. Such a transportation corridor is not suitable for ADT=70,000 used in the noise assessment (unstable traffic flow conditions with Level of Service lower than "E").
- Public Facilities/Services (Chapter 4, Section II)**
47. Jerabek Elementary School is not listed on Table 4H-1, and should be included as one of the

104. As indicated in the discussion of existing conditions in the draft EIR, although traffic on I-15 is the predominant noise source in the southwestern portion of the project site, the freeway is located well below the site in a roadway cut and is not visible except well to the north. The noise shielding resulting from the intervening terrain is such that existing noise levels are quite low (52.0 dB(A)). Consequently, future noise levels in the southwestern portion of the site are anticipated to remain below 60 CNEL as indicated in Figure 4D-1 of the draft EIR.
105. The commentor is correct in that the language may be clarified. Due to the grade separation between I-15 and the commercial lots mentioned in the comment, mitigation of noise levels in excess of 70 CNEL through the construction of noise barriers may be infeasible. Therefore, as indicated on page 1 of the noise technical report, it shall be a condition of the PCD that any proposed exterior usable areas on these commercial lots be placed adjacent to the sides of the buildings opposite the roadways such that these areas will be shielded from noise by the buildings. See Response 89.
106. See Response 89.
107. Comment noted. As indicated on page 2 of the noise technical report, it shall be a condition of the PCD that no exterior usable areas be placed adjacent to the entrance of the multi-family lot located on Scripps Poway Parkway. See Response 89.
108. The results of the analysis of future conditions, as illustrated in Figure 5 of the noise technical report, accounts for the topography of the proposed project (i.e., the graded condition).
109. The commentor is correct; the file COMCNTDY should be titled "Scripps Gateway - Daytime traffic - no walls - north side of SPPkwy."
110. Noise barrier walls of five to nine feet in height would not be feasible to implement due to other City development restrictions. They were not considered further and were eliminated from the technical study and EIR. Noise attenuation will be reviewed by the City as part of the conformance and environmental review for the PCD once development plans are submitted.
111. Comment noted. As concluded in Table 4I-2 in the Traffic section of the draft EIR, Scripps Poway Parkway is projected to operate at level of service F during the peak P.M. hours. See Response 94.

Response

39. Please explain why the noise study does not explain why Interstate 15 noise does not affect southwestern part of the project site.
40. The Noise Technical Report indicates on page 1 that "Due to the grade separation between commercial lots 1 through 6 and the PCD and the roadways (Interstate 15 and Scripps Poway Parkway), exterior noise could exceed 70 CNEL. A similar statement is given on page 14. Why does the "grade separation" result in noise levels exceeding CNEL=70 dB?
41. As a noise mitigation measure, the Noise Technical Report suggests placing "noise sensitive" outdoor areas adjacent to the sides of the buildings opposite the roadways (page 1). Such technique may work for a single roadway but may not be a feasible noise mitigation measure in situations when a noise sensitive use is affected by noise from several transportation corridors (such as I-15 and Scripps Poway Parkway). The Noise Technical Report should demonstrate that the proposed noise mitigation measures could be feasibly implemented.
42. On page 2, the Noise Technical Report suggests that 5 to 9 ft barriers can mitigate traffic noise impacts within the multi-family lot. However, on page 16, the Noise Technical Report indicates that access to the multi-family lot will be from Scripps Poway Parkway. Because of this, application of noise attenuation barriers may be infeasible for this part of the project.
43. According to page 14 of the Noise Technical Report, Figure 5 addresses noise contours attributable to "the future ground-floor noise levels without mitigation." The Noise Technical Report does not specify what topography conditions Figure 5 addresses -- the existing topography or the topography modified by the proposed project. Since the proposed project would result in significant landform modifications and, correspondingly, redistribution of noise contours, this information should be provided.
44. The front page of Attachment 3 indicates that INDCNTDY file addresses traffic noise levels north of Scripps Poway Parkway and COMCNTDY file addresses traffic noise levels south of Scripps Poway Parkway. However, both the INDCNTDY file and the COMCNTDY file are titled "Scripps Gateway - Daytime traffic - no walls - south side of SPPkwy."
45. The Noise Technical Report includes Attachment 4 with STAMINA and OPTIMA output files that address traffic noise levels at "multi-family pad with noise barriers." However, the Noise Technical Report practically does not address the noise barrier issue in application to the multi-family part of the project (the walls are only mentioned in the Summary on page 2).
46. It should be noted that the noise study indicates on page 12, that Scripps Poway Parkway is specified as a six-lane prime arterial in the community plan. Such a transportation corridor is not suitable for ADT = 70,000 used in the noise assessment (unstable traffic flow conditions with Level of Service lower than "E").

Public Facilities/Services (Chapter 4, Section H)

- 112 47. Jerabek Elementary School is not listed on Table 4H-1, and should be included as one of the

112. Jerabek would not serve the project in the near term according to the school district. Jerabek's future capacity was included in the discussion of future enrollment and school capacities as boundaries could be redrawn at a later time.

Response

Scripps Ranch Schools.

- 113 48. Table 4H-4 lists available capacity at both Miramar Ranch Elementary and Dingeman Elementary. Given the already high enrollments, how can the available capacity estimates be justified?
- 114 49. Page 164 of the EIR lists the number of high school students that will be generated by the proposed project. Please add the number of middle school students that will be generated.
- 115 50. The document states that the project is contributing funds for park acquisition so that the community will have adequate park facilities. What fund does this contribution go to and how is its dispersion managed?
- 116 51. No mention is made of the District standard for elementary school size (500-700 students). This standard should be used as the basis for the impact analysis. The number of portables that can be ultimately placed on a site should be a further indication that severe overcrowding has occurred.

Traffic (Chapter 4, Section I)

- 117 52. Please address the expected construction impacts related to the project.
- 118 53. The traffic study analysis does not use the City of San Diego Traffic Impact Study's, Table 6 Inputs and Assumptions for Intersection Capacity Analysis Using the Highway Capacity Manual (HCM) Method. The analysis should be redone using the city's defined inputs.
- 119 54. In the traffic study, peak hour analysis at the intersection of Mira Mesa Boulevard and Scripps Ranch Boulevard should be redone using a more conservative estimate (or actual data) of the vehicles that will make "right turns on red" (RTOR). The existing analysis identifies 14% RTOR, however the future scenarios identify RTOR as high as 67%.
- 120 55. What mitigation is proposed to lessen the traffic impacts on the intersection of Mira Mesa Boulevard and Scripps Ranch Boulevard to reduce unacceptable LOS from implementation of the proposed project?
- 121 56. The discussion on page 39, paragraph 1, is vague in stating that "other measures" would be used to reduce vehicle miles traveled and percentage of single-occupant vehicles, which would reduce pollution. Please specify these "other measures" and explain how they would reduce vehicle miles traveled and percentage of single-occupant vehicles, and reduce pollution.
- 122 57. Page 116 indicates that the traffic analysis is based on Series 8 traffic data, which has not been adopted by the City. Please explain this discrepancy.
- 123 58. The traffic analysis for Scripps Poway Parkway is based on the roadway as a 6-lane facility for the entire length through Scripps Ranch Villages, when in reality the roadway narrows

113. The data in Table 4H-4 was provided by the school district. Please see discussion of increasing capacities of existing schools on page 162 of the draft EIR.
114. The number is estimated to be 67, per Table 4H-4 of the draft EIR.
115. The contribution in the Development Agreement is broken out on page 12 of the draft EIR. Use of these funds is under the purview of the City Parks and Recreation Department. The project is also dedicating to the City additional parklands to expand Black Mountain Park.
116. The EIR uses the capacity figures the school district has provided. The long-term design capacity goals of the school district are discussed on page 164 of the EIR. For purposes of an EIR, significant physical changes resulting from increasing capacities at existing schools or siting of new schools are the focus of impact assessment.
117. Please see Response 32.
118. Please see Response 36.
119. Please see Response 37.
120. Please see Response 29.
121. Please see Response 41.
122. Please see Response 42.
123. Please see Response 44.

Response

to 4 lanes east of Spring Canyon Road. Please identify when or if this section is to be widened and the funding source for such improvements. In the event no such improvement is funded, please revise the analysis to reflect the actual and appropriate configuration.

The traffic analysis on page 197 fails to include the Mira Mesa MarketCenter Project for which a Draft EIR has been circulated, and responses to comments on the Draft EIR have been published. The proposed project will further impact the intersection of Mira Mesa Boulevard and Scripps Ranch Boulevard, and these impacts should be evaluated in the EIR.

The EIR explains that a new Circulation Element road is necessary within this project area. How does the addition of this roadway change circulation patterns in the project area, not just the immediate vicinity of the roadway? Doesn't the Progress Guide, General Plan of the City of San Diego, and Community Plan need to be changed to include this change in the Circulation Element?

Cumulative Effects (Chapter 6)

CEQA requires that an EIR's cumulative effects discussion include the following elements: (1) either (a) a list of past, present, and reasonably anticipated future projects, including those outside the agency's control, that have produced, or are likely to produce, related or cumulative impacts, or (b) a summary of projections contained in an adopted general plan or related planning document that is designed to evaluate regional or areawide conditions, provided that such documents are referenced and made available for public inspection at a specified location; (2) a summary of such individual projects' expected environmental effects, with specific reference to additional information stating where such information is available; and (3) a reasonable analysis of all of the relevant projects' cumulative impacts, with an examination of reasonable options for mitigating or avoiding such effects (CEQA Guidelines, § 15130, subd. (b)). The EIR fails to include the above-stated elements and is inadequate on this basis alone. For example, despite the many past, present, and reasonably anticipated future projects, including the Mira Mesa MarketCenter, Black Mountain Ranch, 4S Ranch and Scripps Northgate projects, to name a few, not a single project is listed in the Cumulative Effects discussion. Without a list of projects, or a summary of those projects' environmental effects, it is impossible for reviewers of the draft EIR to adequately evaluate the EIR's cumulative effects section.

Project Alternatives (Chapter 7)

CEQA requires that a draft EIR describe a range of reasonable alternatives to the proposed project, or to its location, that can feasibly attain the project's basic objectives, and evaluate the comparative merits of each alternative (CEQA Guidelines, § 15126, subd. (d); Pub. Resources Code, § 21100, subd. (d) (emphases added). Except for the mandatory No Project Alternative, the draft EIR discusses only the Reduced Landform Impact Alternative. This single alternative does not constitute a range of alternatives. Moreover, as acknowledged by the EIR, this alternative is not feasible since access to the 267 single-family residences would not be available. Specifically, without road improvements associated with the development of Scripps Ranch North Phase III, "the Scripps Gateway PRD could not be built. This

124. Please see Response 45.

125. Please see Response 46.

126. Cumulative impacts are identified by issue in the EIR. The project site is surrounded by built or approved projects awaiting construction and the community planning area is largely built out, including major infrastructure. A listing of previously approved or pending projects in the community plan area has been added to the Cumulative Impacts section of the final EIR for clarification. The specific additional projects mentioned in the comment are in different jurisdictions, community plan areas, watersheds, service districts, etc., and would not contribute to significant cumulative impacts for many issues (e.g., land use, hydrology, geology, services); the cumulative impacts would primarily occur from traffic, air quality, and visual quality issues. The traffic study used SANDAG's Series 8 forecast for buildout of the region, and incorporates cumulative effects of past, present, and future projects in the region. The air quality analysis is also regional. Visual quality was identified as cumulatively significant based upon landform alteration along the I-15 corridor.

127. The Reduced Landform Impact Alternative focuses on avoiding or substantially lessening the significant impacts of the project identified elsewhere in the EIR. The Reduced Landform Impact Alternative would lessen landform alteration and visual impacts, although not to below a level of significance. As the project is the implementation of an existing Development Agreement for this property, and the kinds and intensity of land uses to be developed were vested with that agreement, other alternative uses or alternative locations for these uses were not considered reasonable alternatives to the project. The alternative would also eliminate Street X as a public street. Construction of a street linking the PRD to Scripps Poway Parkway is necessary to provide appropriate traffic circulation for the PRD, approved residential areas to the south of the project and to provide access for maintenance of utilities. The collector road provides better traffic dispersal within the community. It also avoids the need for future residents of the PRD area to make out of direction trips through the community to access the employment and commercial areas of the project or the freeway. If access for the PRD were to be taken only from the south, the increased traffic would require local streets in the approved residential subdivision projects to be improved with respect to roadway width and geometry and driveway access configurations, which would necessitate a partial redesign of the approved subdivision to implement. Reference to the applicant's evaluation of the feasibility of the alternative has been deleted from the final EIR. The decision maker will evaluate the feasibility of the alternative and would be required to adopt findings and a statement of overriding considerations in order to approve the project as proposed.

Response

uncertainty over the timing of construction of the road improvements makes this alternative infeasible to the applicant" (EIR page S-33; emphasis added). The EIR also acknowledges that this alternative is not feasible due to the reduction of single-family residences from 309 to 267 and increase of multi-family dwellings from 135 to 177. According to the EIR, "it would not be feasible for the applicant to develop the project with this mix of housing types due to the disproportionate loss of revenue with minimal reduction in cost of the overall development (page 225; emphasis added). Finally, the project proponent, Mr. Richard Gustafson of Shea Homes, confirmed to the Scripps Ranch Planning Group at its meeting on July 1, 1998 that the Reduced Landform Impact Alternative is not feasible. In effect, contrary to substantive CEQA requirements, the draft EIR fails to analyze even one feasible alternative, let alone a range of feasible alternatives.

128 63. CEQA requires that a draft EIR's alternatives analysis focus on alternatives capable of either eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if such alternatives would be more costly or to some degree would impede the project's objectives (CEQA Guidelines, § 15126, subd. (d)(3) (emphasis added). The Reduced Landform Impact Alternative, which is effectively not a valid alternative as addressed in the previous comment, fails to reduce land use (direct and cumulative), landform alteration/visual quality (direct and cumulative), hydrology/water quality (cumulative), traffic circulation (cumulative), and air quality impacts (cumulative) impacts below significance. Please explain how this "alternative" adequately fulfills CEQA's requirements for eliminating significant effects or reducing them to a level of insignificance.

129 64. The SRPG requests that the draft EIR be revised to fulfill CEQA's requirements for project alternatives and recirculated for public review.

The Scripps Ranch Planning Group strongly opposes the proposed Scripps Gateway project on the basis that the draft EIR is flawed and inadequate. The Scripps Ranch Planning Group also strongly opposes the project on the basis that it will, as acknowledged by the draft EIR, result in significant and unmitigable direct and cumulative land use impacts, direct and cumulative landform alteration/visual quality impacts, cumulative biology impacts, cumulative hydrology impacts, cumulative traffic circulation impacts, and cumulative air quality impacts.

We request that the EIR be revised and recirculated for additional public review, in that the City will no doubt be adding significant new information to the EIR with regard to land use, biological resources, traffic, noise, cumulative, and other impacts, as well as to its alternatives analysis. Please contact me if you have any questions regarding this comment letter.

Sincerely,

Linda Sloan, Chair

cc: City Councilwoman Barbara Warden, 5th District
San Diego Planning Commission: Chair Mark Steele, Vice-Chair William Anderson, Patricia Butler, Andrea Skorepa, David Watson, Frisco White.
Claudia Unhold, Chair, Miramar Ranch North Planning Group
Wes Danskin, President, Scripps Ranch Civic Association

128. The comment misstates the Guidelines. Section 15126 (d) (3) of the State CEQA Guidelines does not read as stated in the comment; rather Section 15126 (d) reads in pertinent part: "Describe a range of reasonable alternatives . . . which would avoid or substantially lessen any of the significant effects of the project . . ." The Reduced Landform Alternative reduces significant unavoidable impacts to land use, visual quality from landform alteration, and cumulative impacts to traffic, schools, and police services but not to a level below significance as recited in the comment. CEQA does not require that each alternative discussed in an EIR reduce all impacts below a level of significance; also "the range of alternatives required 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". Section 15126 (d) (5).

129. The EIR has been revised to clarify points raised in the letters of comment. No new significant adverse impacts or new important information has been identified. Recirculation of the draft is not considered necessary.

Response

July 2, 1998

Mr. Lawrence C. Monserrate
Environmental Review Manager
Development Services Business Center
Land Development Review Division
1222 First Avenue, Mail Station 51
San Diego, CA 92101

Re: Scripps Gateway EIR

Dear Mr. Monserrate:

I am a member of the Miramar Ranch North Planning Committee, but write this letter on my own behalf, as an individual, since my comments were not incorporated into the Committee's responses to the EIR. I oppose the project as proposed, and urge that the City adopt the Reduced Landform Impact Alternative unless modifications to the project are made by the developer which will reduce the significant unmitigated impacts to traffic, visual landform alterations, noise and schools.

This project would violate the goals of the Community Plan by taking a substantial amount of open space away from the community, by overcrowding the existing schools without mitigation, and will result in unacceptable and unmanageable traffic along Scripps Poway Parkway from the I-15 to Spring Canyon Road and at the intersection of Mira Mesa Blvd. and Scripps Ranch Blvd.

1. Traffic

As a direct result of the Gateway/Scripps Poway Parkway intersection, traffic will be backed up as much as 2,000 feet, close to a half mile from the I-15. This is past the shopping center and will be close to the proposed elementary school site on Spring Canyon. The project will cause the LOS to decrease from B to C and from C to D at the I-15 intersection according to Table 4I-1. It will also cause the LOS at Mira Mesa/Scripps Ranch to increase from C to D and E to F as a direct result of the project.

Traffic will back up onto the freeway from the NB offramp in the PM and cause gridlock from the freeway up through the Gateway intersection, a mere 800 feet from the I-15 freeway. The industrial and commercial areas will generate considerable traffic at peak hours of the day as well. Finally, the EIR fails to state that there is likely to be

130. Comment noted. Traffic on Street A turning onto Scripps Poway Parkway westbound will be controlled by the traffic signal operations and timing set by the City of San Diego. The EIR traffic section estimates 100 vehicles during the A.M. peak hour.

Response

July 2, 1998
Page 2

considerable traffic in the AM from residents on Gateway Drive trying to "cut into the queue" at Scripps Poway Parkway rather than go south to Mira Mesa, thereby increasing the delay for traffic WB on Scripps Poway Parkway in the morning. All of these situations are unacceptable and no mitigation has been proposed.

131 Visual Alteration

The proposed Community Plan Amendment seeks to take an additional 40 acres of open space without returning any significant benefit to the community in exchange. Sleepy graded slopes will be visible both from the I-15 (a mere 1/4 mile away) and from Scripps Poway Parkway. Other than contouring the slopes, the developer has not proposed any mitigation of this alteration of the view.

132 Schools

The EIR indicates that there will be no significant impact on the schools in the area. However, the Estimated Student Generation rates in Table 4H-4 refers to school years BEFORE the addition of students from the Gateway project. It does not reflect the impact of children from the project on the schools. Additionally, the figures for student population are lower than those recently released by the San Diego City Schools for these schools (e.g. 970 for Dingeman in 1998-99.) The school district has already admitted that the schools are overcrowded NOW before the addition of children from the project.

133 Noise

The project will create a tremendous amount of noise from traffic. There will also be noise from the freeway to the project site, which has not been effectively considered or mitigated.

134 Air Quality

The air quality as a result of the increased traffic and industrial and commercial activity is unacceptable. The developer has not proposed effective mitigation of this problem.

Please do not approve this project as proposed. The residents will only hate the city for not upholding the principles in the Community Plan. Further mitigation should be proposed or the Reduced Landform Alternative should be adopted.

Very truly yours,


CHERYL EDWARDS TANNENBERG
CET:de

131. The project does not take an additional 40 acres of open space as asserted in the comment. Please see Response 47.

132. The Public Services/Facilities section of the EIR provides information on future school attendance and capacities through the year 2002-2003. Information in the EIR with respect to school attendance, generation rates, and future capacities were provided by the San Diego Unified School District. Also see Response 57.

133. The project will not generate adverse noise impacts from project-related traffic. The project is proximate to the I-15 freeway and Scripps Poway Parkway where its future residents could be impacted by noise. Mitigation measures have been incorporated into the project to reduce these impacts below a level of significance.

134. As noted in the EIR, air quality impacts from this project are significant, unmitigated cumulative impacts and not direct impacts of the project. The project provides park-and-ride lot, residential next to commercial and office employment uses, and is along a corridor with transit service which reduce the potential vehicular air quality impacts. Mitigation of regional air quality is beyond the scope of the project. That there are significant unmitigated impacts will require the decision maker to adopt findings and a statement of overriding considerations if the project is approved.

Executive Summary

A. Introduction and Project Background

The Scripps Gateway project site occupies the northeast and southeast corner of the intersection of Scripps Poway Parkway and Interstate 15 (I-15) in the Miramar Ranch North community of the city of San Diego. The project site is vacant and undeveloped except for grading and improvements associated with the construction of Scripps Poway Parkway that occurred in 1992.

The site is designated for commercial, industrial/business, a public park and ride center, medium-high density residential, low density residential, and open space in the Miramar Ranch North Community Plan and zoned M-IP, CA, R1-8000, R1-10000, and HR.

Surrounding land uses are vacant land approved for development as single-family residential or under construction to the south; a potable water reservoir near the southeast corner of the site; existing residential development, open space, the Scripps Ranch Village Commercial Center (under construction) along the east and vacant land designated for Multiple Habitat Planning Area (MHPA) open space along the northern boundary and I-15 to the west.

The Miramar Ranch North Community Plan was originally adopted on March 4, 1980, received comprehensive revision in 1987, and was last amended on June 6, 1995. A Public Facilities Financing Plan, No. R-271792 dated September 8, 1988, was also adopted. The community plan designated the following uses for the project site: a 7-acre commercial area, a park-and-ride lot, and a medium-high density (12-24 dwelling units per acre [du/ac]) residential development north of Scripps Poway Parkway; and a 44-acre industrial business park development and development of low (3-6 du/ac) density residential development south of Scripps Poway Parkway. As defined by a Development Agreement total residential dwellings are not to exceed 444 dwelling units.

On January 22, 1991, the project applicant entered into a Development Agreement with the City of San Diego. The Development Agreement specifies that the following permitted uses of land, and density and intensity of use vest with the agreement: 42 industrial acres, 7 commercial acres, and a total of 444 residential units with a mix of 318 single-family units and 126 multi-family units. The mix of single-family to multi-family could be adjusted, but a minimum of 266 single-family units and a total of no more than 444 units could be developed under the agreement. As the development would occur, in part, on prominent ridges visible from I-15, the agreement stipulates that sensitive site design, grading, and architectural and landscape techniques be employed. The applicant

was obligated to provide the City with extraordinary and significant benefits, including \$147,420 contribution to construction of the Scripps Ranch Library, \$316,260 for a fire station, \$693,000 for a community recreation building, \$315,000 contribution for general park purposes, and an additional \$750,000 for park purposes. These contributions are in addition to the fair-share contributions for public facilities specified in the 1988 Public Facilities and Financing Plan.

While the Development Agreement vests the permitted uses, intensity and density of use, and conceptual locations consistent with the community plan, discretionary approvals are still required. The sensitive design, grading, and architectural and landscape techniques to be employed are to be included in these discretionary approvals. In addition, the project is subject to rules, regulations, and policies adopted subsequent to the Development Agreement provided they are of general application to all development within the city of San Diego, are not imposed solely with respect to the property, and would not prevent, unreasonably hinder, or make substantially more expensive development of the project.

B. Goals and Objectives

The goal of the project is to develop a commercial site, industrial site, single-family residences, and multi-family residences on the project site consistent with the Miramar Ranch North Community Plan and Development Agreement with the City of San Diego.

Residential—A mixed development of single-family residences on the ridgetops would be consistent with surrounding development to the south and east and would provide homes with view amenities. Multi-family residential along Scripps Poway Parkway would provide a mix of housing types in a range of affordability with access to future public transportation. Multi-family residential development requires a subsequent discretionary permit and environmental review prior to development of this site.

Commercial—The project site is at the intersection of Scripps Poway Parkway and I-15, the “gateway” to the Miramar Ranch North community. Commercial/retail development at this location could serve both freeway travelers and community residents. Subsequent discretionary permit and environmental review is required prior to development of this site.

Industrial—As the site is readily accessible by freeway and has a high concentration of residential development in the surrounding area, an industrial office park would be well located and provide an employment center, promoting jobs/housing balance and potentially reducing commuter traffic. Subsequent discretionary permit and environmental review is required prior to development of this site.

Park and Ride—A park-and-ride lot at this road and freeway intersection would promote car pools, further reducing commuter peak-hour traffic.

C. Project Characteristics

1) Land Use Summary

The project is the development of a mixed-use planned community comprising commercial, industrial, and single- and multi-family residential within a 242.1-acre vacant site at the northeast and southeast corner of the intersection of I-15 and Scripps Poway Parkway. Discretionary approvals include a tentative map (TM), General Plan/Community Plan Amendment (CPA), a Rezone a street vacation and easement abandonment. The residential, commercial, and industrial development would also require Planned Residential Development (PRD) Permit, a Planned Commercial Development (PCD) Permit, a Planned Industrial Development (PID) Permit, and a Hillside Review (HR) Permit for development in the portion of the site that contains steep slopes in excess of 25 percent and 50 feet in height. Of these, 309 lots (83 acres) are proposed for single-family residences (one hundred ninety-nine 5,000-square-foot lots and one hundred ten 6,000-square-foot lots), one 8.2-acre (7.5-acre net) lot is for 135 multi-family residences (zoned R-1500), and seven lots totaling 14.3 acres (12.6-acre net) zoned CA for commercial development, including a 1.5-acre, 120-space park-and-ride lot. Six lots totaling 30.1 acres (25.9 acres net) are zoned M-IP for industrial/business/professional development, and four lots totaling 85.9 acres are designated for open space. Eleven lots totaling 20.2 acres are provided for brush management zones 2 and 3. Other lots are provided for signage and open space.

As stipulated in the Development Agreement, the project is not subject to the Resource Protection Ordinance (RPO). The project also proposes to vacate the existing County Road Survey 944 and easement abandonments, and would convey by boundary adjustment or other means a small remainder parcel in the northeast corner of the property. The project would be subject to the adopted Subarea Plan of the Multiple Species Conservation Plan (MSCP) which implements the state Natural Community Conservation Plan (NCCP) and federal Endangered Species Act 4(d) Rule and the City's proposed Environmentally Sensitive Lands Ordinance.

2) Community Plan Amendment

Based upon the proposed project, an amendment to the Miramar Ranch North Community Plan consisting of changes to the text, tables, and graphics is being processed with the TM/PRD/PID/PCD/Rezone/Street Vacation and Easement Abandonment. The amendment documents (1) changes to the physical configuration, size, and density of the

three residential parcels (19, 20, and 28) that comprise the Scripps Gateway PRD and multi-family portion of the PCD; (2) physical configuration of the commercial and park-and-ride parcels; (3) adds a two-lane collector road where a local road was previously anticipated; and (4) changes the designation of Parcel 4D from industrial to commercial. These changes are shown in Figure 3-7 of the EIR (compare to Figure 3-1 of the EIR).

Overall, the modifications affect total buildout and the amount of residential, commercial, industrial, and open space acreage, and a series of secondary changes such as employment and landscaping. In addition, some minor errors in the existing plan have been corrected.

The original grading plan in the 1987 Miramar Ranch North Community Plan was conceptual in nature. As a result of detailed grading studies for the project, the size and shape of the three residential areas are proposed to be altered with an increase in the graded envelope of 25 acres (approximately 19-percent increase from the original parcel sizes). Of this increase, eight acres are for residential lots and 17 acres are for slopes and grade separations.

Regarding density, the adopted community plan shows a total of 444 dwelling units (318 single-family residential and 126 multi-family residential) within those portions of the three development areas that comprise Scripps Gateway. The Development Agreement sets a maximum of 444, of which 309 are currently proposed as single-family and 135 multi-family. The amendment proposes to incorporate language from the Development Agreement regarding minimum square footage for commercial and industrial uses and residential mix. It also results in a net reduction in industrial development of 17 acres within the Miramar Ranch North Community Plan (from 43 acres to 26 acres).

Industrial density has been reduced due to existing topographic constraints on-site. One lot (Parcel 4D) is shown on the existing land use map as industrial. However, the adopted Community Plan states for this parcel:

. . . in the case of Parcel 4D only, community commercial uses are acceptable. This is because Parcel 4D covers a small area and is immediately adjacent to the Ranch Center commercial area (City of San Diego 1987:40).

Because it is anticipated that Parcel 4D will develop commercially, the amendment proposes to change the land use designations to conform to this use.

A proposed two-lane collector road (Streets A and X on the TM) will extend southerly from Scripps Poway Parkway along the east edge of the PID area and then continue northeasterly up the ridge to the PRD area. This road was not shown in the 1987 community plan as it was assumed to be a local street. It is necessary to provide access to

the residential areas and as a utility corridor access for drainage improvements associated with the PRD development. As a result, 8 acres of road surface and 16.5 acres of associated grading would be necessary.

The increased development envelopes for the collector road, residential area, and associated slopes would result in a net decrease in open space of 40 acres. As the open space is not within the MHPA, this reduction is in non-usable amenity open space.

3) Planned Residential Development

The upland areas in the southern portion of the project site would be developed with single-family residences on one hundred ten 6,000-square-foot lots and one hundred ninety-nine 5,000-square-foot lots. In accordance with requirements of the PRD permit, a site plan has been prepared for the proposed TM that displays building pad locations, a typical lot layout, and open space areas. The site plan includes cul-de-sacs, stub-out streets, and building setbacks across the ridgeline to create a variety of rear yard and side yard alignments fronting the viewshed from I-15. The larger 6,000-square-foot lots are arrayed along the southwestern portions of the PRD development, while the 5,000-square-foot lots are along the north/south-trending ridge of the project site. These lot sizes are compatible with proposed adjacent development to the south.

A landscape plan has been developed in accordance with the City's Land Development Ordinance, Landscape Technical Manual, Hillside Review Ordinance, and the Miramar Ranch North Community Plan. The overall goals of the landscape plan are to restore natural vegetation on manufactured slopes; screen views of proposed development on-site; provide vegetative enhancement at entries and along streets; and provide a buffer from potential fire hazards through the establishment of brush management zones. As required by the City of San Diego, a brush management plan has been incorporated into the design guidelines for the proposed project in order to reduce the availability of flammable materials adjacent to future on-site structures.

4) Planned Commercial Development

The PCD north of Scripps Poway Parkway includes commercial uses, a park-and-ride lot and multi-family residential development. The commercial use area is 12.6 acres (net), comprised of seven lots, one of which is located south of Scripps Poway Parkway. The ultimate buildout will be determined by equivalent vehicle trips which is based upon a combination of size and type of use. Permitted uses could include any uses under the CA, CO, and CN zones, medical/dental offices, food-related drive-in or drive-through establishments, specialty, convenience and clothing retail, professional offices, hotel, hospice or nursing care, nursery school or day care, and auto repair or service station. The park-and-ride lot would cover 1.5 acres and provide approximately 120 spaces. The

commercial lot along the project's eastern boundary south of Scripps Poway Parkway has already been graded. It would be accessed from the adjoining village center development to the east.

The multi-family residential area is 7.5 acres (net), and would provide a minimum of 135 residential units (the number of multi-family units may increase if single-family residential lots are reduced in the PRD) not to exceed 178 du based on the Development Agreement.

Manufactured slopes fronting Scripps Poway Parkway and the open space hillsides would be contoured and planted according to a landscape plan for the PCD. Also, landscaping would buffer views from the parkway and adjacent residential uses. The PCD includes guidelines for architectural design, building envelopes, appurtenances, signage, lighting, preserving viewshed characteristics, streetscapes, relationship to adjoining natural open space, and provision of pedestrian and bicycle access. The PCD requirements for architectural design are consistent with that of the commercial center to the east; treatment of roofs visible from I-15, screening of parking and service areas, project entries, pedestrian access and circulation, signage, and lighting.

5) Planned Industrial Development

The 30.1-acre (gross) PID would cover six lots totaling 25.9 acres (net) developable area at the southeast corner of Scripps Poway Parkway and I-15. Allowable uses would be those under the Manufacturing-Industrial Park (M-IP) and Scientific Research (SR) zones. The six lots would be graded as individual single lot pads with two located adjacent to Street A and four located along the western property boundary. Similar to the PCD, the ultimate buildout would be determined from equivalent vehicle trips specified in the PID.

Manufactured slopes fronting Scripps Poway Parkway, Street A, and the open space hillsides would be contoured and planted according to a landscape plan for the PID. The PID also covers architectural design guidelines, building envelopes, appurtenances, signage, lighting, preserving viewshed characteristics, streetscapes, relationship to adjoining natural open space, and provision of pedestrian and bicycle access.

6) Tentative Map

The Scripps Gateway project includes a TM for 354 lots (see Figure 3-2 of the EIR). Of these, 309 lots are proposed for single-family residences (one hundred ninety-nine 5,000-square-foot lots and one hundred ten 6,000-square-foot lots), one 8.2-acre (7.5-acre net) lot is for 135 multi-family residences (zoned R-1500), seven lots totaling 14.3 acres (12.8-acre net) zoned CA for commercial development, including a 1.5-acre, 120-space

park-and-ride lot. Six lots totaling 30.1 acres (25.9 acres net) are zoned M-IP for industrial/business/professional development, and four lots totaling 85.9 acres are designated for open space. Four lots totaling 20.2 acres are provided for brush management zones 2 and 3. Sixteen lots are provided for signage, open space and NPDES.

7) Open Space

The project would provide 85.9 acres of open space in four lots (excluding brush management). Of this total, approximately 74 acres remains natural, and 11.9 acres are revegetated. Two of the lots form a continuous swath of natural open space extending roughly southwest to northeast from the site's western boundary to its eastern boundary, north of the single-family residential area and south of Scripps Poway Parkway. The only development feature proposed in this natural open space is Street X, which connects the PID area with the single-family residential units in the eastern and southern portions of the site. Vegetation within the proposed continuous swath of natural open space consists of coastal sage scrub and southern mixed chaparral. These two lots connect to natural open space off-site to the west and east. The other two natural open space lots lie north of Scripps Poway Parkway. Of these two natural open space lots, one consists of coastal sage scrub and a mesic drainage, and is located north of the PCD area along the project's western boundary. The other open space lot is a previously graded partially natural portion of Cypress Canyon on the eastern boundary of the project east of the PCD multi-family residential area.

8) Other Improvements

The project would construct a signalized intersection at Street A and Scripps Poway Parkway, as principal access to the PCD to the north and the PID and PRD to the south. The multi-family development would take access from a right-in, right-out driveway on Scripps Poway Parkway. The PID would have internal street circulation with access from Street A. Four other off-site street connections to the south would be provided for the PRD. Runoff from developed portions of the site would connect to the existing drainage system along Scripps Poway Parkway. A retention basin would be constructed in the existing swale in the north-central portion of the site to capture and retain runoff from the PRD area. This retention basin provides Best Management Practice for reduction of pollutants in hardscape and street runoff. Other improvements to infrastructure, road circulation, parks, and schools are outlined in the Development Agreement.

9) Implementation and Phasing

The Scripps Gateway Plan would be implemented through the proposed Community Plan Amendment, Rezone, and the processing of future specific development proposals within the project area. The Scripps Gateway Plan would describe these processes and provide a detailed design guideline for each of the proposed zone designations in the subarea. The proposed design guidelines are cited in this EIR as part of the recommended mitigation measures.

10) Discretionary Approvals Required

The following discretionary and administrative actions would be necessary for the implementation of the Scripps Gateway project:

1. Community Plan Amendment
2. Approval of the TM (309 single-family residential; 1 multi-family residential; 6 commercial; 1 park-and-ride, 6 industrial; 4 open space; 16 property owners association; and 11 brush management lots)
3. Rezoning from M-IP to CA for 4.5-acre lot
4. Approval of Planned Residential Development Permit
5. Approval of Planned Commercial Development Permit
6. Approval of Planned Industrial Development Permit
7. Hillside Review Permit
- ~~8. Land Development Permit~~
- ~~9. Subdivision Improvement Agreement~~
- ~~10.8. Vacation of Road Survey #944~~
- ~~11.9. Easement Abandonments~~

11) Actions Required from Other Agencies

1. General Construction Activities Storm Water Permit issued by the Regional Water Quality Control Board
2. Caltrans Encroachment Permit
3. U.S. Army Corps of Engineers Section 404 Permit
4. California Department of Fish and Game 1603 Agreement

C. Environmental Analysis

Table S-1 summarizes the results of the environmental analysis completed for the project.

D. Project Alternatives

1) No Project Alternative

The No Project Alternative would retain the project site in its existing state. Significant impacts identified for the project, including inconsistency with the Community Plan goals for open space, landform alteration, visual impacts, and loss of coastal sage scrub and other native habitats on-site would be avoided. The No Project Alternative would not be consistent with the commitment of certainty and significant contribution of private resources, for public purposes set forth in the Development Agreement between the City of San Diego and the applicant. This includes extraordinary contributions for roads, utilities, and infrastructure, contributions to library, parks, recreational facilities, schools, open space, alternative transportation facilities, as well as needed residential housing, jobs, sales tax, and increases in real property tax base.

2) Reduced Landform Impact Alternative

The project would have significant impacts to landform and visual quality. There is an existing 100-foot-high manufactured slope located along the southern boundary of the project within the canyon from development of the property to the south. The project would extend this fill slope northward to the mouth of the canyon and create a slope of 130 feet in height. The northern face of the ridge would have a number of manufactured slope faces exceeding 30 feet in height to accommodate a graded pad for residential development and Street X, which provides access to Scripps Poway Parkway from the PRD. Additional manufactory slopes exceeding 30 feet in height would result along the east-facing slopes of the ridge, but these are not visible from I-15. Other graded slope faces would be visible on north-facing sideslopes in the western portion of the PRD which would vary from 30 to 90 feet in height.

As an alternative to reduce the significant landform and visual impacts of the project, the graded pad at the end of the northerly ridge containing 13 lots (Unit 5, lots 297-309) and associated graded slope above Street X would be eliminated. This would result in residential development along the north- and west-facing slopes of the ridgeline visible from I-15 being sited on a daylight cut with no manufactured slopes visible. There would be manufactured slopes up to 100 feet in height along the easterly side of the ridge, which would be visible from existing residences to the east. The 130-foot-high manufactured slope at the edge of the canyon in the center portion of the site would be moved back to

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LAND USE			
1. To what extent would the proposed project implement the objectives of the City's Progress Guide and General Plan and the Miramar Ranch North Community Plan?	The project is generally consistent with the environmental goals of the Progress Guide and General Plan and Miramar Ranch North Community Plan. Therefore, no significant impacts would occur.	No mitigation is required.	Less than significant.
2. Does the project implement the open space objectives of the community plan? Would the open space system established on the project site connect to a larger off-site open space system?	The construction of the two-lane road bisecting the center of the project site south of Scripps Poway Parkway is not shown within the open space system in the community plan; however, the road is included in the conceptual site plan for the Development Agreement. The road was not of a facility classification (i.e., collector or above) to appear in the community plan. The road and associated grading would not be consistent with the designation as natural open space provided for in the community plan open space system and would result in a significant unmitigated impact. The PRD would increase the development area into 8 acres of open space and convert 24 acres from natural open space to transition open space. Conversion of 8 acres of designated open space to development area would be inconsistent with the community plan and a significant land use impact. Conversion of natural open space into graded slopes	No mitigation for the impact of the road and intrusion of residential lots into natural open space is available. Mitigation of these impacts would require approval of the Reduced Landform Impact Alternative. This alternative is discussed in the Alternatives chapter. Under the proposed project this would be a significant unmitigated impact.	Significant, unmitigated direct and cumulative impact.

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LAND USE (cont.)	<p>would be a temporary significant impact. Once revegetated, these areas would be functionally equivalent to the community plan open space designation.</p> <p>Also, the commercial area of the PCD extends into community plan-designated natural open space north of Scripps Poway Parkway. This is not consistent with the community plan but would not be considered a significant land use impact, as it provides an open space buffer to the MHPA which the existing community plan layout does not.</p>	<p>The PCD, PID, and PRD would be consistent with the community plan goals for community design. While substantial landform modification would be necessary, and adverse visual impacts would result, the development would be consistent with other development within the community plan area and would not result in adverse impacts to community character. The extension of Street X and the fill slope in the canyon would have significant direct visual impacts. The visual impacts would be significant.</p>	Significant, unmitigated impacts.
3. What effect would the proposed project have on the visual quality and community character?	<p>The PCD, PID, and PRD would be consistent with the community plan goals for community design. While substantial landform modification would be necessary, and adverse visual impacts would result, the development would be consistent with other development within the community plan area and would not result in adverse impacts to community character. The extension of Street X and the fill slope in the canyon would have significant direct visual impacts. The visual impacts would be significant.</p>	<p>Measures incorporated into the PCD, PID, and PRD for the project such as building setbacks, revegetation of slopes, and rounding and contouring of manufactured slopes would reduce the direct visual impacts from development. Impacts would remain significant. No additional mitigation is available for the visual impacts from the extension of Street X. Additional reduction of these impacts would require approval of the Reduced Landform Impact Alternative presented in Chapter 7. Impacts would remain significant and unmitigated with the reduced landform concept.</p>	Significant, unmitigated impacts.

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LAND USE (cont.)			
<p>4. Would the proposed project be consistent with the provisions of the Hillside Review Ordinance? Does the project incorporate the grading and design techniques outlined in the Hillside Design and Development Guidelines?</p>	<p>The project site plan and grading and landscaping plans are consistent with the intent of the Hillside Design and Development Guidelines. Therefore, no significant impacts would occur.</p>	<p>No significant land use incompatibility with the HR Ordinance have been identified; therefore, no mitigation is required.</p>	<p>Less than significant.</p>
<p>5. How is the project consistent with the City of San Diego's Multiple Species Conservation Plan (MSCP) subarea plan?</p>	<p>The PCD for the project incorporates measures to minimize indirect impacts to the adjacent MHPA consistent with the MSCP Land Use Adjacency Guidelines. No significant adverse impacts would result.</p>	<p>Prior to issuance of any grading permits for the PCD, the PCD Design Guidelines shall be reviewed and approved by the Environmental Review Manager to ensure compliance with the MSCP Land Use Adjacency Guidelines to minimize impacts from drainage, lighting, noise, access control, invasive plants, brush management, and grading.</p>	<p>Less than significant.</p>
	<p>Use of credits from a mitigation land bank located outside the jurisdiction of the City of San Diego is not consistent with policies for mitigation contained in the City Biology Guidelines. This would be a significant and unmitigated adverse land use impact.</p>	<p>Mitigation for the inconsistency with the MSCP and City Biology Guidelines would require the applicant to obtain suitable habitat at a location within the jurisdiction of the City of San Diego. The mitigation credits identified in the Land Use section of this EIR would mitigate the land use impact to below a level of significance.</p>	<p>Significant, unmitigated.</p>

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
 (continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LANDFORM ALTERATION/VISUAL QUALITY			
1. How would grading and future development of the proposed project alter public views? Is the grading sensitive to the existing topography?	The grading proposed by the Scripps Gateway TM would substantially alter the existing topography by creating 17 manufactured slopes in excess of 30 feet in height and requiring approximately 14,738 cubic yards of grading per graded acre. This is considered a significant direct and cumulative landform alteration impact	Prior to the issuance of any grading permits, Development Services shall review the grading plans to ensure that sensitive grading techniques are being utilized. Measures may include but should not be limited to contour grading on manufactured slopes, the use of slope rounding, and variable slope ratios (as identified in Figure 4B-7 of the EIR) and shall be incorporated into the project to lessen the impacts associated with the proposed grading. Implementation of the grading techniques shall be depicted on the project grading plans. A note shall be included on the grading plans indicating that the grading techniques are environmental mitigation measures.	Significant, direct, and cumulative
		Prior to the start of grading activities, the City Engineer shall ensure areas shown as open space shall be flagged in the field to restrict access into these areas.	
		The applicant shall retain a soils engineer to monitor the project grading and construction. The soils engineer shall submit, in writing to the City Engineer, certification that the project has complied with the required mitigation measures on the grading plans. Upon City Engineer approval of the as-graded report, a recommendation shall be made to the City Council for the release of the subdivision bond.	

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LANDFORM ALTERATION/VISUAL QUALITY (cont.)	<p>The Scripps Gateway project would also result in substantial changes to the visual character. The proposed project would change the generally undisturbed aesthetic character of the site to an urban area similar to that of the existing development along the I-15 corridor. This impact to visual quality would, therefore, be considered directly and cumulatively significant.</p>	<p>Prior to issuance of any grading permit, the applicant shall submit to the satisfaction of the City Manager the grading and landscape plans in accordance with the conceptual landscaping plans and the Landscape Technical Manual. The applicant shall retain a licensed landscape architect to monitor revegetation of the project. The landscape architect shall submit, in writing to the City Manager, certification that the project has complied with all landscaping requirements for the major manufactured slopes (e.g., roadway slopes). A Monitoring Program shall be prepared by the Landscape Architect to the satisfaction of the City Manager which would be required to assure the long-term establishment of the landscaping. The maintenance program shall be effective for a five-year period following the installation of the plantings or until such time as all plantings are established. The long-term Monitoring Program would include at a minimum: establishment of an inspection schedule, establishment of replanting specifications, and require written notification to the City Manager twice a year for the first two years and once a year for each year thereafter by an applicant-hired licensed Landscape Architect to verify the status of the revegetation.</p>	Significant unmitigated

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LANDFORM ALTERATION/VISUAL QUALITY (cont.)			
2. Would compliance with the City's brush management program result in visual impacts?	<p>The selective thinning of native vegetation caused by implementation of a brush management program would alter the appearance of natural slopes adjacent to development, and the fuel load requirements for brush management would limit the extent to which the appearance of manufactured slopes can be remediated with landscaping. The direct and cumulative effect of brush management would represent a potentially significant visual impact. However, as most areas within the brush management zone that are part of the public viewshed are also within manufactured slopes, the brush management program requirements would not contribute substantial additional impacts to visual quality through impacting areas of native vegetation on-site.</p>	<p>Hand thinning brush in zones 2 and 3, which has already been incorporated into the project, would mitigate visual impacts to non-graded areas below a level of significance. Visual impacts from graded areas within brush management zones remain significant and unmitigated.</p>	<p>Visual impacts from graded areas within brush management zones remain significant and not fully mitigated.</p>

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
BIOLOGY			
1. What sensitive species or habitats would be directly or indirectly affected by the proposed project?	Impacts to coastal sage scrub, southern mixed chaparral, non-native grassland, and mule fat/southern willow scrub would be considered significant direct impacts.	<p><i>Option 1.</i> The applicant shall acquire in fee title at least 169.5 acres of an off-site parcel of habitat identified as acceptable to the City. This interest shall be dedicated to the City of San Diego preserve system and include a minimum of 78.9 acres of coastal sage scrub, 73.7 acres of southern mixed chaparral and 16.9 acres of non-native grasslands. A parcel in Daley Ranch (within the City of Escondido) has been identified by the project applicant, and has received preliminary approval from the City as a biological mitigation site. Acquisition of this site would only mitigate biological impacts. Land use impacts associated with this project would still remain significant and unmitigated due to the inconsistencies with the MSCP since the mitigation would be located outside of the jurisdictional boundaries of the City of San Diego.</p> <p><i>Option 2.</i> The project applicant shall acquire in fee title at least 98 acres of an off-site parcel of habitat, within the boundaries of the Multiple Habitat Planning Area, identified as acceptable to the City. The interest shall be dedicated to the City of San Diego preserve system and include a minimum of 52.6 acres of coastal sage scrub, 36.9 acres of southern mixed chaparral, and 8.5 acres of non-native grasslands (or other suitable habitat types identified in Table 3 of the City of San Diego Biology Guidelines). A parcel on Black Mountain has been identified by the project applicant, and has received preliminary approval from the City as a mitigation site for project related impacts.</p>	Less than significant.

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
BIOLOGY (cont.)	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	<p>Option 3. If either of the above identified sites are determined to be unavailable (or are otherwise deemed unacceptable by the City), the applicant shall acquire an alternate parcel which meets the following criteria:</p> <ul style="list-style-type: none"> • The parcel shall include at least 98 acres. • The parcel shall be located within the MHPA boundaries within the City of San Diego's jurisdictional boundaries. • The parcel shall support like Tier habitats or other habitats acceptable to the City of San Diego. 	<p>Under current City, CDFG, and USACE policies, impacts to willow scrub/mule fat scrub habitat would be mitigated by restoration of like-quality habitat at a ratio of 3:1. This would necessitate restoration of 0.45 acre of habitat within open space areas of the project site along remaining portions of the tributary drainage or at an off-site location where a long-term viable restoration can be assured. As a condition of the PCD, a riparian restoration plan would be prepared and approved by the City, USACE, and CDFG, prior to the issuance of any grading permits for the PCD. A 1601 streambed alteration agreement from CDFG and a 404 permit from the USACE would be required. The riparian revegetation/restoration plan shall be consistent with the City's Landscape Technical Manual and Appendix B of the Biology Guidelines</p>	Loss of wetlands is a significant cumulative impact.

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
BIOLOGY (cont.)			
2. What impact would the projects brush management plan have on biological resources?	The brush management program would impact 4.4 acres of southern mixed chaparral and 2.1 acres of coastal sage scrub. Brush management impacts for zones 2 and 3 are considered impact neutral.	Brush management and fire-control measures shall be limited to City requirements and excess habitat loss will be avoided. Brush management will be the responsibility of the homeowner's association and shall be conducted in strict conformance with the brush management requirements of the landscape plan. Hand clearing or selective thinning of flammable species and dead wood should be used for any fire control measures required within the fire buffer area. Sensitive plant species shall be identified in the brush management plan and their removal restricted. As a condition of tentative map approval, the brush management plan shall be reviewed and approved by the City Fire Department and the Director of Development Services. Adherence to the specifications in the plan shall be monitored by the City Fire Department.	Less than significant.
3. Would the project affect the long-term conservation of biological resources?	The project site includes one parcel in the northeast corner of the project site within the MHPA. This parcel is designated as open space and will be dedicated to the City of San Diego. Sensitive habitat within this parcel may be included as a portion of the mitigation for uplands. No adverse impacts to the long-term conservation of biological resources would result.	The PCD design guidelines contain appropriate and feasible measures to minimize land use adjacency impacts from drainage, lighting, noise, access control, invasive plants, brush management, and grading. No additional mitigation is required. Compliance with the land use adjacency measures included in the PCD Design Guidelines will be reviewed by the Environmental Review Manager when grading or construction permits are sought for the commercial development.	Less than significant.
Prior to the issuance of a grading permit for the project, the applicant shall have received a federal Clean Water Act Section 404 permit and an agreement under Section 1600 of the Fish and Game Code which will be required			

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
BIOLOGY (cont.)			
NOISE			
1. Would the proposed project expose future residents to noise levels which would exceed maximum allowable noise levels?	<p>PCD – At this stage of planning the exact commercial uses of the two commercial lots has not been determined. Should medical professional or school day care uses be located there, the noise levels would exceed the City's 70 dB(A) CNEL standard on lots 1 through 6, but are not anticipated to exceed 70 CNEL on lot 8. For other commercial uses allowable under the PCD, the noise impacts would not be significant. Future noise levels on the multi-family lot (lot 7) could exceed 65 CNEL at sensitive receivers, which is the City's exterior noise standard for this land use. This would be a potentially significant noise impact.</p>	<p>for alterations to streambeds and for filling in the mule fat scrub vegetation. The applicant shall demonstrate compliance with mitigation conditions to the satisfaction of the permitting agencies.</p>	Less than significant.
		<p>Prior to the issuance of any building permits, the applicant shall submit an interior and exterior acoustical analysis to the satisfaction of the City Manager for the PCD. The analysis shall demonstrate that interior noise levels for commercial uses within the PCD shall not exceed 50 CNEL. This analysis shall also demonstrate that interior noise levels for the multi-family units within the PCD shall not exceed 45 CNEL and that noise levels for exterior usable areas within the residential uses shall not exceed 65 CNEL. This analysis shall include design plans for noise barriers in accordance with the Municipal Code to ensure that the future CNEL in the exterior usable areas shall be mitigated to 65 CNEL or less with the construction of noise walls/barriers. Any construction adjustments, including changes in building pad elevations or roadway grades, which affect noise measures may require further environmental review and possibly a revised acoustical study.</p>	

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
NOISE (cont.)			
	<p>PID - Future noise levels would not exceed 75 CNEL; therefore, impacts are not considered significant.</p> <p>PRD - Lots 300, 301, and 304-309 may be exposed to exterior ambient noise levels above 60 CNEL, but below the standard of 65 CNEL. While potentially significant if design and construction of the single-family residences only achieved 15 dB(A) noise attenuation, special design and construction techniques are available to increase the attenuation to ensure that interior noise levels do not exceed 45 CNEL. This would reduce the potential impacts below a level of significance.</p>	<p>It shall be a condition of the PCD that no exterior usable areas be placed adjacent to the entrance of the multi-family lot.</p> <p>Additionally, future building plans shall demonstrate to the satisfaction of the City of San Diego Development Services Department that interior noise levels shall not exceed 50 CNEL for buildings constructed on these lots. Future building plans shall also demonstrate that interior noise levels for the multi-family units do not exceed 45 CNEL and 65 CNEL for exterior usable areas.</p> <p>No mitigation is required</p>	<p>Less than significant.</p>
	<p>PRD - Lots 300, 301, and 304-309 may be exposed to exterior ambient noise levels above 60 CNEL, but below the standard of 65 CNEL. While potentially significant if design and construction of the single-family residences only achieved 15 dB(A) noise attenuation, special design and construction techniques are available to increase the attenuation to ensure that interior noise levels do not exceed 45 CNEL. This would reduce the potential impacts below a level of significance.</p>	<p>Prior to the issuance of building permits, the project applicant shall submit an interior and exterior acoustical analysis to the satisfaction of the City Manager for the PRD. This analysis shall demonstrate that interior noise levels for residential uses within Unit 5, lots 300, 301, and 304-309, of the PRD shall not exceed 45 CNEL. This analysis shall also demonstrate that noise levels for exterior usable areas within the PRD shall not exceed 65 CNEL. The analysis shall include design plans for noise barriers in accordance with the Municipal Code, if necessary, to ensure that the future CNEL in the exterior usable areas shall be mitigated to 65 CNEL or less. All residences shall be designed to achieve an interior noise level not to exceed 45 CNEL.</p>	<p>Less than significant.</p>

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
 (continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
NOISE (cont.)	<p>Noise from construction activities, including grading and blasting, would be conducted under the City's existing noise ordinance. The nearest residences to the edge of the grading envelope are 300 feet away. No significant impacts would result.</p>	<p>No mitigation measures are required. Construction activities shall comply with the City of San Diego Municipal Code, Section 59.5.0404, relating to construction noise. Construction shall be permitted only between the hours of 7 a.m. and 7 p.m. Monday through Saturday (except legal holidays as specified in Section 21.04 of the Municipal Code).</p>	<p>Less than significant.</p>
GEOLOGY AND SOILS	<p>1. Are there unstable geologic or soil conditions on the site which would represent a constraint to development?</p>	<p>No significant impacts were identified with the proposed project, and hence, no mitigation is required.</p>	<p>Less than significant.</p>
	<p>The potential for geologic impacts exist. However, no soil or geologic conditions exist that constitute a significant constraint to development on the project site, provided that the recommended corrective measures are incorporated into the proposed project.</p>		
	<p>The Development Services Department would be responsible for implementation of all recommendations prior to issuance of building permits. Implementation of site-specific grading recommendations and proper engineering design of new structures would ensure that the potential for geologic impacts from regional hazards would be reduced to below a level of significance.</p>	<p>The Development Services Department would be responsible for implementation of all recommendations prior to issuance of building permits.</p>	<p>Less than significant.</p>

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
GEOLOGY AND SOILS (cont.)			
2. Would development of the site, including necessary brush management measures, result in adverse soil/erosion impacts?	There is a potential for erosional impacts from the grading and construction proposed in association with Scripps Gateway; however, measures have been incorporated into the project to reduce these potential impacts to below a level of significance.	In order to ensure that the increased runoff and potential erosion generated from development within the proposed Scripps Gateway project does not adversely impact Los Peñasquitos Creek, the following measures would be incorporated into the project design. These mitigation measures shall be conditions of approval for the TM and PRD/PID/PCD permits. These measures would reduce runoff and erosion impacts to less than a significant level.	Less than significant.
ARCHAEOLOGICAL RESOURCES			
1. To what extent would the proposed project, including off-site improvements, adversely affect prehistoric or historic archaeological resources, or areas of Native American concern?	As a result of extensive investigations at site CA-SDI-10,780, mitigation of impacts have been accomplished and no further measures at the site are required. SDS-13,186 has added supportive evidence for existing regional settlement and subsistence theories. As such the site is a valuable resource. However, SDS-13,186 is not a significant resource as defined by CEQA Section 21083.2. The site has been tested without additional results. The site's research potential is, therefore, exhausted and no further work is required. If additional cultural resources exist in areas which were not adequately surveyed, grading in those areas could result in significant impacts to those resources.	As a condition of the TM and PRD permits, the applicant must submit and have approved prior to the issuance of grading permits a report(s) that summarizes the results of a survey(s) after brushing operations occur in the flats located in the northwestern portion of the property and in or near any of the drainages on the subject property where it was not possible to perform adequate cultural resource surveys. Should additional cultural resources be exposed, archaeological evaluation of those resources and mitigation, if appropriate, must be performed before additional grading is carried out. These requirements are detailed in Chapter 4.F., Archaeological Resources, of the EIR.	Less than significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
 (continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
HYDROLOGY/WATER QUALITY			
1. How would the natural drainage system be altered and what drainage facilities would be required to control runoff?	Any increase in on-site runoff volumes associated with the proposed project is not considered significant on a direct, indirect, or cumulative basis due to its incremental nature.	The PCD and PID shall incorporate source-reduction measures, such as the incorporation of retention basins, vegetative controls, infiltration basins, and BMPs, into the development plan. The exact number, size, design, and location of desiltation/retention basins will be determined in conjunction with future development plans. The number and location of detention basins shall be shown on the approved final map. Monitoring and maintenance programs for these facilities would be prepared by future developers to the satisfaction of the City Engineer and shall be the responsibility of the developer.	Less than significant.
2. Would the project result in degradation of water quality in Lake Miramar or the Los Peñasquitos Lagoon?	Without appropriate temporary erosion-control measures and landscaping, development under the proposed PCD, PID, and PRD could create significant hydrologic impacts. In addition, due to increased erosion, the amount of sediment carried downstream without control measures, could increase, creating a significant direct impact.	In order to ensure that the increased runoff and potential erosion generated from development within the proposed Scripps Gateway project does not adversely impact Los Peñasquitos Creek, the measures outlined in Chapter 4G, Hydrology/Water Quality, of this EIR would be incorporated into the project design. These mitigation measures shall be conditions of approval for the TM and PRD/PID/PCD permits. These measures would reduce runoff and erosion impacts to less than a significant level.	Less than significant.

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
HYDROLOGY/WATER QUALITY (cont.)	<p>Short-term construction impacts resulting in local erosion and sedimentation associated with on-site runoff are considered potentially significant, due to the amount of cut and fill associated with the proposed roadway and the potential for disturbance of up to approximately 160 acres, which represents the developable area of the site (lots plus roadways and internal slopes). Manufactured slopes and development would occur within and adjacent to on-site local drainages.</p>	<p>These temporary impacts would be mitigated to below a level of significance by the construction-related mitigation measures specified in the EIR hydrology section.</p>	<p>Less than significant.</p>
<p>All development within the Los Peñasquitos Creek watershed, including the proposed precise plan, would contribute to cumulatively significant impacts to the lagoon.</p>	<p>Mitigation measures identified above would reduce the direct impacts to below a level of significance. There are no feasible project-level mitigation measures for the cumulative impacts.</p>	<p>Significant</p>	

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
PUBLIC SERVICES			
1. Would the proposed project result in impacts on schools, parks, libraries, or public services such as fire or police protection?	<p>Because the District has provided for expanded capacity at Miramar Ranch and Dingsman Elementary Schools, including the students from this project, the anticipated generation of elementary school students from the project would not have a significant impact. Likewise, the new Thurgood Marshall Middle School has sufficient planned capacity to meet student needs generated by the project. The additional high school students generated from Scripps Gateway at buildout could be accommodated at Scripps Ranch High School and would not result in a significant impact.</p>	<p>The proposed residential development would contribute school fees upon construction. Although the students to be generated by the project have been incorporated into the extended capacities of the Scripps Ranch elementary schools and are included in the student projections for the new middle school under construction, the financial contribution from the fees will be used to assist the District in meeting both short- and long-term expansion goals.</p>	Less than significant.
	<p>Development of the proposed project would incrementally increase the demand for parks and recreation, libraries, and fire services. This would be a short-term direct impact. The incremental increased demand on these services would not be a significant direct impact due to the provision of increased services through the development agreement and increased tax base. The incremental increase demand on police services would be a significant cumulative impact.</p>	<p>Prior to the issuance of any building permits under TM/PRD/PCD 92-0466, the applicant shall demonstrate that agreements have been reached with the affected public school district regarding the provision of adequate public elementary, junior, and senior high school facilities.</p>	Less than significant.
		<p>No other mitigation measures, beyond those contributions incorporated in the development agreement for libraries, parks, and fire station improvements are necessary.</p> <p>The provision of increased police services through the development agreement and increased tax base would mitigate the impacts to below a level of significance.</p>	Less than significant.

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
PUBLIC SERVICES (cont.)			
2. How would the proposed project impact existing waste management services, sewer, and water facilities?	<p>The project could generate a significant amount of construction debris during the construction phase. Also, during the ongoing use of the site, solid waste generation would exceed the 60 tons/year and 52 tons/year threshold of significance for solid waste impacts for residential and non-residential projects, respectively, established by the City's ESD. The project would affect City waste management programs and services. This is considered a significant cumulative impact. However, impacts could be minimized by incorporation of recycling and waste reduction measures in project design.</p> <p>Services that will not be affected by the proposed project include recyclables and yard waste collection, and multi-family, commercial, and industrial sectors refuse collection since these services would be provided by the private sector and not by City forces. This is considered a less than significant impact to the City's waste management services.</p>	<p>Incorporation of the measures outlined in Issue 2, Chapter 4H, Public Services, of this EIR will reduce the impacts to water and sewer facilities to less than a significant level.</p> <p>No mitigation is required.</p>	<p>Less than significant.</p> <p>Less than significant.</p>

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
PUBLIC SERVICES (cont.)	Water facilities for the project would not require new or substantial changes to existing transmission facilities, potable water storage, or waste treatment facilities. This is considered a less than significant impact.	No mitigation is required.	Less than significant.
TRAFFIC CIRCULATION	1. What direct and/or cumulative impacts would this proposal have on the existing and planned community and regional circulation networks?	Mitigation measures outlined in Issue 1 of Chapter 4I, Traffic, of this EIR would reduce project impacts to below a level of significance. Mitigation for cumulative ramp queuing impacts is beyond the scope of project-specific mitigation.	Direct impacts would be less than significant. Cumulative impacts would remain significant.
The project is consistent with the community plan and the traffic generated by it has been anticipated. Nevertheless, the proposed project is calculated to have significant impacts on several street segments and intersections. The project is calculated to cause significant impacts at the intersection of Mira Mesa Boulevard/Scripps Ranch Boulevard (P.M.). Also, the project is anticipated to cause significant impacts to Scripps Poway Parkway from I-15 eastbound east of Scripps Summit Drive and westbound from Spring Canyon Road to I-15. The project would result in significant cumulative impacts to I-15 congestion. Ramp queuing at Scripps Poway Parkway/Mercy Road and I-15 would be cumulatively significant.	Mitigation for I-15 congestion is not feasible at the project level.	No project level mitigation is available for these impacts.	Significant, cumulative.

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
TRAFFIC CIRCULATION (cont.)			
2. How would the proposed project accommodate and encourage the use of mass transit options or reduce automobile trips?	<p>Buildout of the Scripps Gateway would incrementally, and ultimately, contribute to unacceptable traffic conditions. Several street segments, intersections and the interstate would operate at levels that would result in detrimental significant impacts to the area's local and regional traffic systems. Any contribution to traffic flow resulting in unacceptable levels is considered a cumulative significant impact. Although adoption of the Reduced Landform Impact Alternative would reduce the number of trips generated by the proposed project, the forecasted assumptions for the area would still exist and cumulative traffic impacts would result.</p> <p>The project would increase access to regional transit from surrounding residential areas and create an employment center that can be accessed by regional transit. No significant impacts would result.</p>	No mitigation is available.	Significant, unmitigated cumulative.
		No mitigation is required.	

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
AIR QUALITY			
1. Would the proposed development affect the ability of the Regional Air Quality Strategies (RAQS) to meet federal clean air standards? More specifically, would the project result in street intersections which would operate without congestion (Level of Service D or above)?	<p><u>Construction-Related Emissions.</u> Dust control during grading operations would be regulated in accordance with the rules of the San Diego APCD and the regulations of the City of San Diego Land Development Ordinance. Additionally, construction would be phased and construction of each phase would be a one-time, short-term activity. Air quality impacts due to construction of the proposed project would not be significant.</p> <p><u>Operations-Related Emissions.</u> The proposed project would be consistent with the RAQS and would not create direct traffic impacts to the surrounding street system provided that the recommended road improvements are constructed.</p> <p><u>Future and Cumulative Impacts.</u> Development of the proposed project, in conjunction with past, present, and reasonably foreseeable future projects would result in LOS below D on I-15 and identified street segments and intersections. The proposed project would result in significant cumulative air quality impacts under the City's significance thresholds. This is a cumulative significant impact.</p>	<p>Measures to reduce single vehicle occupancy and vehicle miles traveled, including provision of a park-and-ride facility, bike lanes, sidewalks, and locating commercial and employment center development adjacent to a regional transportation corridor, have been incorporated into the Scripps Gateway project. Improvements to the local and off-site circulation network to reduce direct and cumulative effects from project traffic are discussed in Chapter 4I, Traffic.</p> <p>Implementation of the PCD and PID may require development of Transportation Demand Management Plans to minimize employee commuter trips. No additional measures are necessary.</p> <p>No project-specific mitigation is feasible.</p>	Less than significant.
			Cumulative, unmitigated.

**TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
PALEONTOLOGICAL RESOURCES			
1. Would development of the site result in adverse impacts to paleontological resources?	Impacts to paleontological resources are potentially significant, as the Stadium conglomerate and Poway conglomerate formations that occur on-site may contain important fossils.	Implementation of the measures outlined in Chapter 4K, Paleontological Resources, of this EIR will mitigate the impacts to below a level of significance.	Less than significant.

reduce the slope height as much as practicable given the topography. The manufactured slope would be reduced in height to approximately 70 feet in height. The slope would be less apparent further back in the canyon, but would still be visible from I-15. Manufactured slopes along the westerly portions of the PRD would remain as proposed.

Street X, which also results in large graded slopes along the north- and west-facing slopes of the ridge visible from I-15 would be changed to a construction and utility/fire access road. It would be 30 feet in width and closed to public use. This road cannot be eliminated, as utilities (water and sewer) to serve the PRD would require permanent access for maintenance. Without the access road, construction activities could not be self contained within the site and would require additional trips along neighborhood streets to access the PID and PCD from the PRD. Grading for the road alignment would be similar to that for the proposed two-lane collector configuration and result in graded slopes up to 100 feet in height.

As a result of these changes, the graded area would be reduced by approximately 12 acres and the grading quantities reduced by an estimated 490,000 cubic yards. The number of single-family residences in the PRD would be reduced from 309 to 267. The displaced single-family residential lots would be redistributed within the PRD area such that no reduction in density would result. A revised conceptual site plan is presented in Figure 7-1 of the EIR. A comparison of this alternative with respect to the proposed project is summarized below.

a) Land Use

The alternative would be consistent with the community plan goals for open space. Specifically, a broader band of natural open space would be retained along the hillsides south of Scripps Poway Parkway from the project's western to eastern boundary, connecting with open space areas off-site. The open space would retain more of the existing native habitat for wildlife. This is consistent with the community plan designation of this open space as "natural" and is consistent with the community plan goal:

Provide broad areas of natural open space with linkages to one another and with adequate buffers to active use areas.

Street X would need to be retained as an access road; however, it would not have regular vehicular traffic and would not disrupt the functional value of the open space.

This alternative would not provide vehicular access to Scripps Poway Parkway from the PRD. PRD traffic would need to access I-15 at Mira Mesa Boulevard or via Spring

Canyon Road to Scripps Poway Parkway, which would require longer trip lengths and increased traffic through other neighborhood areas of Scripps Ranch.

The number of single-family residences within the PRD area would be reduced from 309 to 267, and the multi-family development would increase from 135 to 173 dwellings, with no net change in overall residential density. This change is consistent with the community plan or Development Agreement. ~~However, it would not be feasible for the applicant to develop the project with this mix of housing types due to the differential returns on costs between the two housing types.~~

b) Landform Alteration/Visual Quality

This alternative would reduce the number and extent of manufactured slope faces exceeding 30 feet in height that would be visible from the I-15 viewshed (see Figure 4B-3 of the EIR). It would reduce the graded area footprint by 12 acres. It would provide for a clearer separation between the PID and PCD uses along Scripps Poway Parkway and the single-family residential uses on the upper hilltop and ridgeline, while preserving a band of open space with undisturbed landforms and native vegetation between the development areas.

The manufactured slope within the canyon would still be visible from I-15, however. The slope would still exceed 30 feet in height which is the significance threshold for graded slopes. As the canyon would require brush management approximately 80 feet downslope of development on either side of the canyon, the increased open space area would not be free from disturbance from development. Utilities would need to be routed through the canyon and down the northern slope face of the ridge, which would result in temporary visual and grading impacts. None of the other graded slopes in the western portion of the PRD or along the eastern face of the ridge would be reduced in height or area. The significant landform alteration and visual impacts of the project would not be reduced to a level below significance with this alternative.

c) Biological Resources

This alternative would result in a reduction of impacts to coastal sage scrub habitat by about two acres, and to southern mixed chaparral habitat by about 10 acres. It would allow for a continuous band of habitat through the property of at least 600 feet in width. By providing a continuous open space area with greater depth, the long-term value of the open space for sensitive species would be enhanced. However, as the property has been isolated by development and major transportation corridors (I-15 and Scripps Poway Parkway) open space south of Scripps Poway Parkway is not considered to be of substantial long-term value for most wildlife.

d) Geology/Soils/Erosion

The areas that would be graded for development would be reduced, which would incrementally lessen the potential for soils erosion. As the area is underlain by granitic rock, the reduction in impact would be minor.

e) Hydrology

As the developed hardscape areas within the project would be reduced, the volume of storm water runoff would be incrementally reduced. This is a minor incremental reduction, however.

f) Traffic

This alternative would require the 267 single-family residences in the PRD to access the project from the south, through the McMillin Company's approved Phase III of Scripps Ranch North and the Scripps Highlands TM. A reduction in trips generated by the PRD would result, from 3,090 to 2,670 average daily trips. These residential streets would access Scripps Ranch Boulevard and Mira Mesa Boulevard/I-15 to the south and west or Spring Canyon Road Scripps Poway Parkway to the north and east. The residential streets and center portion of Scripps Ranch Boulevard have not been constructed as yet. The community plan traffic analyses (1987, 1991, 1994) have assumed that Scripps Gateway PRD traffic would take regional access via Scripps Ranch Boulevard and Scripps Poway Parkway, however. For this reason, the street network south of the project has been designed with local, rather than collector streets.

The effect of the alternative would be to reduce traffic at the new project intersection at Scripps Poway Parkway while maintaining the community plan traffic forecast assumptions for the remainder of the street network. This alternative would increase the traffic on local residential streets adjoining the project to the south, adding an additional 700 trips through that neighborhood. However, the availability of this access to serve the project is dependent upon the schedule for development of Scripps Ranch North Phase III, which would provide the improvements. Without these improvements, the Scripps Gateway PRD could not be built. This uncertainty over the timing of construction of the road improvements makes this alternative infeasible to the applicant.

g) Services

Police response times were identified as a cumulative impact of the project as proposed. By eliminating the access from Scripps Poway Parkway to the PRD, police response times would be increased. As the road network access would be from local and collector

streets, it would result in a longer arrival time. Other service impacts would not differ from the proposed project.

6) Biology

The development would be located in an area that is not currently used for agriculture. The area is currently used for residential purposes. The project would not result in any significant biological impacts.

7) Traffic

The project would result in an increase in traffic volume on the surrounding streets. The project would not result in any significant traffic impacts. The project would not result in any significant traffic impacts.

The project would result in an increase in traffic volume on the surrounding streets. The project would not result in any significant traffic impacts. The project would not result in any significant traffic impacts.

8) Services

The project would result in an increase in traffic volume on the surrounding streets. The project would not result in any significant traffic impacts. The project would not result in any significant traffic impacts.

**FINAL
ENVIRONMENTAL IMPACT REPORT
FOR THE
SCRIPPS GATEWAY PROJECT**

**LDR No. 92-0466
SCH No. 92101036**

JULY 16, 1998

TABLE OF CONTENTS

1: Introduction	1
2: Environmental Setting	4
3: Project Description	10
A. Background	10
B. Goals and Objectives	12
C. Project Description	13
D. Community Plan Amendment	22
E. Discretionary Approvals Required	24
4: Environmental Analysis	26
A. Land Use	26
B. Landform Alteration/Visual Quality	55
C. Biological Resources	77
D. Noise	112
E. Geology/Soils/Erosion	125
F. Archaeological Resources	135
G. Hydrology/Water Quality	140
H. Public Services/Facilities	156
I. Traffic	173
J. Air Quality	200
K. Paleontological Resources	214
5: Growth-Inducing Effects	217
6: Cumulative Impacts	218

7: Project Alternatives	222
A. No Project Alternative	222
B. Reduced Landform Impact Alternative	222
8: Effects Found Not to be Significant	228
9: Coordination and EIR Preparation	230
10: References Cited	232

FIGURES

2-1:	Regional location of the project	5
2-2:	Project vicinity	6
2-3:	Project location on U.S.G.S. 7.5 minute topographic map	7
2-4:	Aerial photograph of project site	9
3-1:	Miramar Ranch North community plan land uses	11
3-2:	Scripps Gateway tentative map	14
3-3:	PCD concept plan	16
3-4:	PID concept plan	17
3-5:	PRD site plan	19
3-6:	PRD landscape plan	20
3-7:	Proposed amendment to Miramar Ranch North Community Plan	23
4A-1:	Zoning	27
4A-2:	Community plan open space system	43
4A-3:	Natural areas of 25 percent or greater slope	48
4A-4:	25 percent or greater slopes impacted by the project	49
4B-1:	Existing topography	56
4B-2:	Photograph location map	59
4B-3:	Manufactured slopes over 30 feet in height	64
4B-4:	Simulated oblique aerial view of the project	67
4B-5:	Simulated view of the project from Scripps Poway Parkway/I-15	70
4B-6:	Simulated view of the northerly edge of the project from Scripps Poway Parkway	71
4B-7:	Sensitive grading techniques	73
4B-8:	Brush management plan	75
4C-1:	Vegetation map	79
4C-2:	Open space	97
4D-1:	Future noise contours without mitigation	114
4D-2:	Modeled receptor locations	120
4E-1:	Geology map	126
4G-1:	Drainage study	142
4I-1:	Existing street system	174
4I-2:	Existing weekday daily and peak hour traffic	176
4I-3:	Business park traffic distribution	190
4I-4:	Residential traffic distribution	191
4I-5:	Total project traffic volumes and AM/PM peak hours and ADTs	192
4J-1:	Air quality monitoring stations	204
7-1:	Reduced landform impact alternative	224

TABLES

4C-1:	Scripps Gateway Sensitive Plant Species Observed or with the Potential for Occurrence	85
4C-2:	Sensitivity Codes	87
4C-3:	Scripps Gateway Sensitive Wildlife Species Observed or Expected to Occur	90
4C-4:	Impacts to Habitats	96
4C-5:	Plant Species List for Scripps Gateway Riparian Mitigation	103
4C-6:	Hydrosed Mix for Willow Riparian Areas	104
4D-1:	Future First-Floor Noise Levels Without Mitigation	121
4D-2:	Future Second-Floor Noise Levels Without Mitigation	122
4G-1:	Scripps Gateway Drainage Rates	147
4G-2:	Annual Export of Sediment, Nutrient, and Freshwater	150
4H-1:	School Enrollment in the Project Area	157
4H-2:	Fire Response Times	158
4H-3:	Police Response Times	159
4H-4:	Estimated Student Generation	163
4H-5:	Solid Waste Generation	168
4H-6:	Water Consumption	169
4H-7:	Sewage Generation	170
4I-1:	Signalized Intersection Operations	177
4I-2:	Peak-Hour Segment Operations	180
4I-3:	Freeway Segment Operations	181
4I-4:	Daily Street Segment Operations	182
4I-5:	Project Traffic Generation	185
4I-6:	Community Plan Consistency	187
4I-7:	1991 Development Agreement Consistency	189
4I-8:	Ramp Meter Analysis	195
4J-1:	Ambient Air Quality Standards	202
4J-2:	Summary of Air Quality Data for the San Diego Air Basin	205
4J-3:	Number of Days Air Quality Standards were Exceeded at Kearny Mesa and El Cajon Monitoring Stations	206

PHOTOGRAPHS

4B-1:	Looking northeast at project site from the north side of Scripps Poway Parkway	58
4B-2:	Looking southeast to the project site from Scripps Poway Parkway	58
4B-3:	Looking east to northern portion of project site from bicycle path north of Scripps Poway Parkway	60
4B-4:	Looking north along eastern project boundary	60
4B-5:	Northwest view of project from southern boundary near reservoir	61
4B-6:	Southeast view from northbound I-15 off-ramp and Scripps Poway Parkway	62

APPENDIXES

- A: Notice of Preparation
- B: Biological Technical Report for the Wuest Property (Scripps Gateway) [Pacific Southwest Biological Services]
- C: Noise Technical Report for the Scripps Gateway Property (RECON)
- D: Soil and Geologic Investigation for Wuest Estate (Scripps Gateway) [Geocon]
- E: Cultural Resource Survey and Test Excavation for the Scripps Gateway Property (Scientific Resource Surveys)
- F: Traffic Report

152

153

154

155

156

157

158

159

160

161

162

163

164

165

166

167

168

169

170

171

172

173

174

175

176

177

178

179

180

181

182

183

184

185

186

187

188

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Chapter One

Introduction

This draft environmental impact report (EIR) has been prepared according to the requirements of the City of San Diego and the California Environmental Quality Act (CEQA) of 1970, as amended. It is an informational document intended for both the decision-maker and the public. It provides relevant information concerning the Scripps Gateway project, consisting of the proposed development of 309 single-family dwelling units, 135 multi-family dwelling units, a minimum 120-stall park-and-ride facility (1.5 acres), 12.8 acres of retail commercial land use, 25.9-acre business park, 106 acres of open space (including 19.6 acres within brush management zones 2 and 3), and new roads on 242.1 acres. Discretionary evaluation of the proposed project is the responsibility of the City of San Diego. The project applicant is Shea Homes.

The project site is located in the Miramar Ranch North community planning area of the City of San Diego General Plan. It is vacant and has not been developed for urban use. In February, 1991, the project applicant entered into a Development Agreement with the City of San Diego. The Development Agreement specifies the permitted uses of land, and density and intensity of use that vest with the agreement. In December 1997, a request for a Community Plan Amendment (CPA) was initiated as part of the application. The CPA was requested by the City to update the Miramar Ranch North Community Plan so that the text, tabular summaries, and graphics portraying land uses and infrastructure within the project boundaries would more accurately reflect the project details regarding open space, residential densities, and the proposed modified collector street connecting the Planned Residential Development (PRD) area with Scripps Poway Parkway. No major changes to underlying land uses, infrastructure, or the Financing and Facilities Plan are proposed as part of the CPA.

Implementation of the project would require the following discretionary actions by the City of San Diego: approval of a Community Plan Amendment, Planned Residential Development Permit, a Planned Commercial Development (PCD) Permit, a Planned Industrial Development (PID) Permit, a Tentative Map (TM), a Hillside Review (HR) Permit, a Rezone, a road vacation, and a boundary adjustment.

An Application for Environmental Initial Study (AEIS) was prepared in 1992 for a previous vesting tentative map submittal and submitted to the Development and Environmental Planning Division (DEP) of the City of San Diego. Upon review of the AEIS and completion of an Initial Study, DEP determined that an EIR should be prepared. Since the original tentative map submittal, a revised tentative map has been submitted which is the focus of this EIR.

The scoping letter prepared for the project indicated that the following potentially significant issues should be addressed in the EIR: land use, landform alteration and visual quality, biological resources, noise, geology/soils/erosion, archaeological resources, hydrology/water quality, public facilities and services, traffic, air quality, and cumulative effects. Since that time a revised map has been submitted, a Community Plan Amendment has been added to the list of actions necessary to approve the project and the Multiple Species Conservation Program (MSCP) has been adopted, along with revised City guidelines for treatment of sensitive biological resources. As land use and biological resources were included as issues in the NOP, the scope of the EIR is still considered appropriate. The EIR has been prepared to address specifically the CPA and consistency with the MSCP and revised City guidelines for biological resources. Both the City's scoping requirements and notice of preparation, including associated responses, are included in Appendix A of this document.

The requirements described in the State CEQA Guidelines, Title 14, Article 9, of the California Administrative Code, were followed in the preparation of this EIR. A summary of the proposed action is provided in the Project Description section. In accordance with Section 15125, general descriptions of the existing environmental setting for the project site locales are provided in Chapter 2 of this EIR. Chapter 3 provides a detailed description of the proposed project. Each of the project's potentially significant environmental impacts are presented in Chapter 4. For each major topic under analysis, a discussion is presented of the existing physical and regulatory conditions; followed by issue identification, potential impacts, identification of the significance of the impacts, and mitigation measures when necessary. Growth-inducing effects are identified in Chapter 5 and cumulative impacts are analyzed in Chapter 6. A description of project alternatives is presented in Chapter 7. Effects found not to be significant are discussed in Chapter 8. Coordination and EIR preparation staff and references cited are listed in Chapters 9 and 10. Technical and supporting materials are included as appendixes, as outlined in the Table of Contents.

Section 21081.6 of the Public Resources Code requires a public agency to "adopt a reporting and monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." The purpose of this program is to ensure compliance during project implementation. Such a mitigation monitoring and reporting program must be adopted by the public agency when the agency makes the findings for all projects requiring an

EIR or a Mitigated Negative Declaration. Mitigation monitoring and reporting programs should, at minimum, identify the following: the entity responsible for monitoring the program, what exactly is being monitored and how, what schedule is required to provide adequate monitoring, and what identifies the monitoring as complete.

Mitigation measures recommended in this EIR have been prepared to ensure ease of monitoring as well as feasibility of monitoring. The mitigation monitoring and reporting program is detailed in each issue section.

Chapter Two

Environmental Setting

The Scripps Gateway project site occupies the northeast and southeast corner of the intersection of Scripps Poway Parkway and Interstate 15 (I-15) in the Miramar Ranch North community of the city of San Diego (Figures 2-1, 2-2, and 2-3). The project site is vacant and undeveloped except for grading and improvements associated with the construction of Scripps Poway Parkway that occurred in 1992. Construction of the roadway required the grading of four cut slopes and two fill slopes into the project site. Grading on-site has also occurred at the eastern project boundary south of Scripps Poway Parkway in conjunction with the approved Scripps Ranch North Phase 1 McMillin PCD, north of the parkway for the Cypress Canyon drainage outlet and maintenance road, and at the southern boundary in conjunction with the approved Scripps Ranch North Phase 3 McMillin development to the south. In total, approximately 32 acres on-site have been previously disturbed by grading. Dirt roads traverse several of the ridgelines both north and south of the parkway.

South of Scripps Poway Parkway, the site encompasses a north/south-trending ridge along the eastern boundary with steeply sloping hillsides. Elevations range from 480 feet above mean sea level (MSL) at the western boundary of Scripps Poway Parkway to 1,000 feet above MSL at the southern ridgetop and approximately 800 feet above MSL along the easterly ridgeline. An unnamed canyon and small riparian area (0.6 acre) trends northward through the center of the site and extends north of Scripps Poway Parkway to Peñasquitos Creek. A second riparian area occurs in the lower, westerly portion of the site, east of the freeway on-ramp. Underlying geologic formations are granitic and metavolcanic rock, with thin surficial soil cover and exposed granite boulders. Vegetation is coastal sage scrub and southern mixed chaparral with patches of annual and perennial grasses.

North of Scripps Poway Parkway is a low ridge flanked on the east by Cypress Canyon and on the west by an unnamed canyon. Elevations range from 420 feet above MSL at the northwestern boundary of this portion of the site to 628 feet above MSL at the top of the low ridge. The northern portion of the site is made up of coastal sage scrub, southern mixed chaparral, and areas graded for construction of Scripps Poway Parkway. As

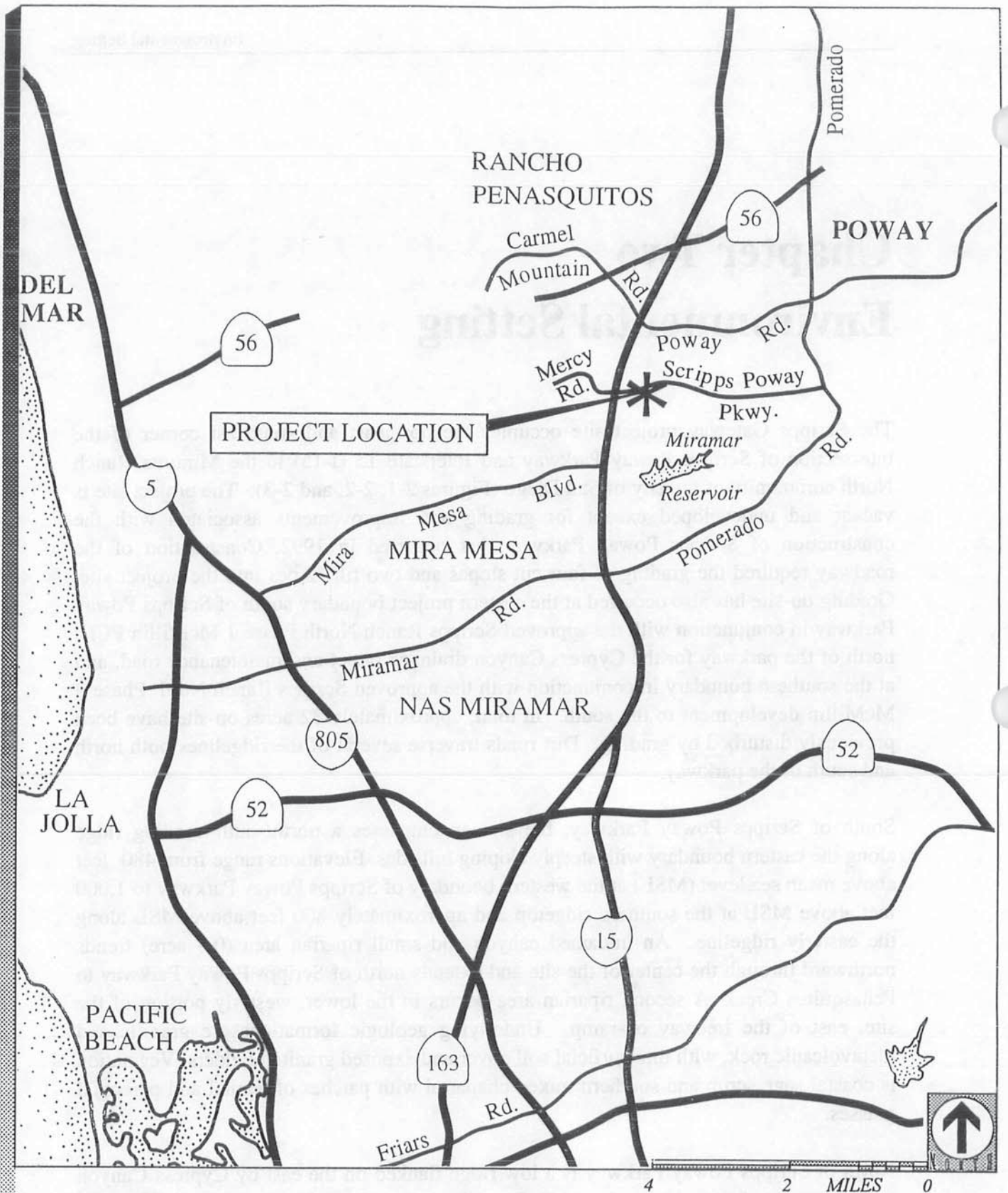
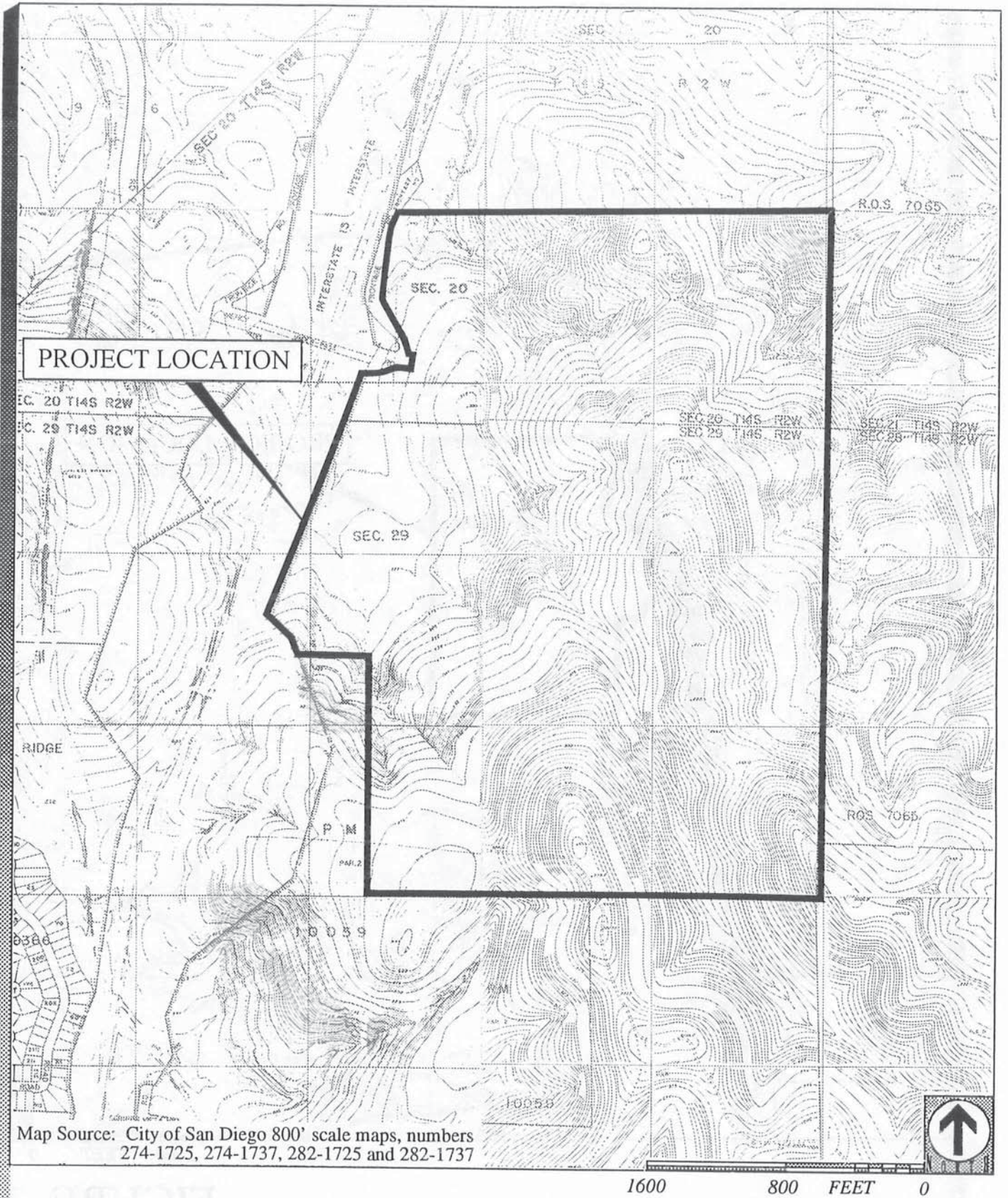


FIGURE 2-1

Regional Location of the Project



PROJECT LOCATION

Map Source: City of San Diego 800' scale maps, numbers
274-1725, 274-1737, 282-1725 and 282-1737

1600 800 FEET 0

FIGURE 2-2

Project Vicinity

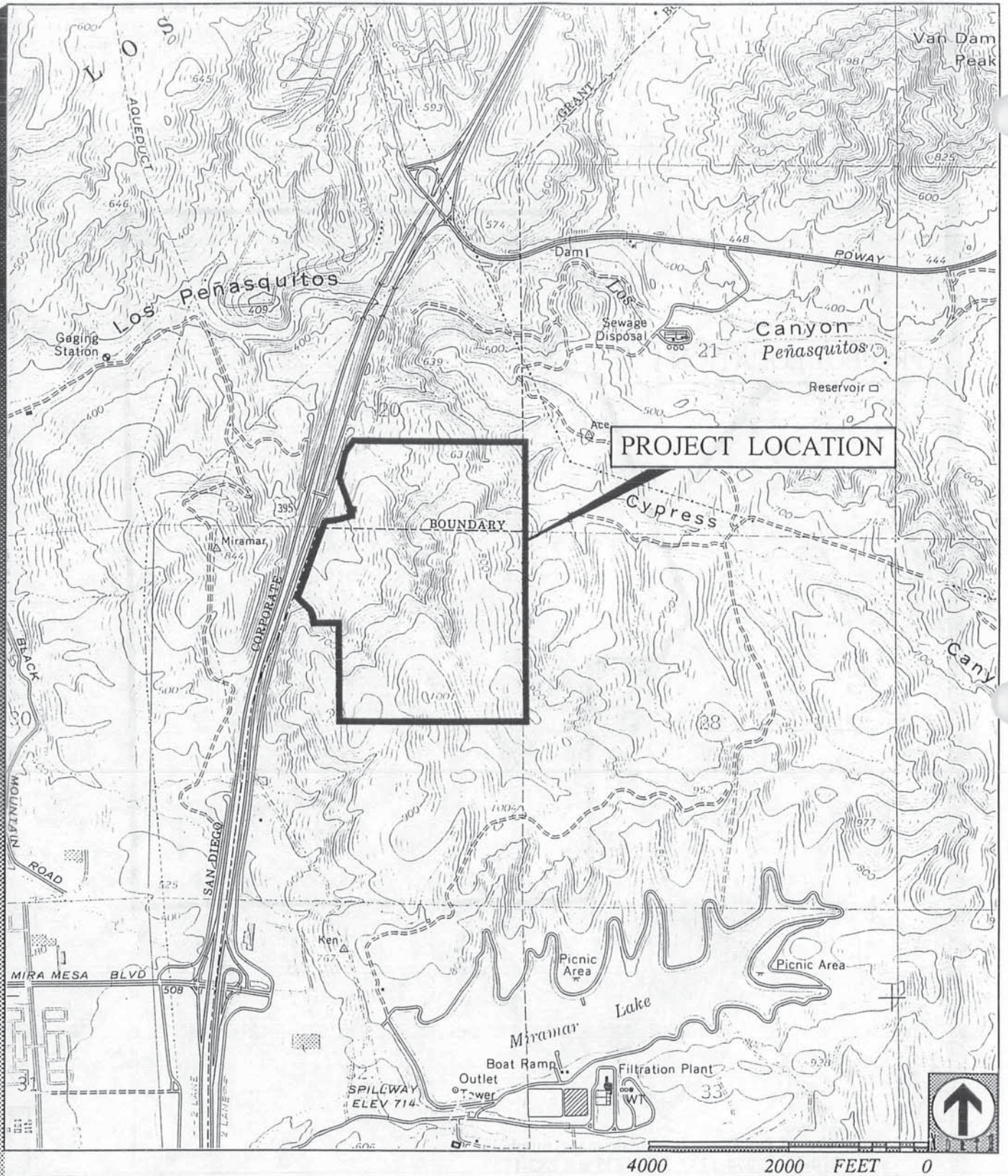


FIGURE 2-3

Project Location on
 U.S.G.S. 7.5 Minute Topographic Map,
 Poway Quadrangle

mentioned above, a small riparian area just east of I-15 drains northward towards Peñasquitos Creek. At the eastern boundary Cypress Canyon has been graded for development of the adjacent Scripps Ranch North, Unit No. 1 tentative map.

The site is designated for commercial, industrial/business, medium-high density residential, low density residential, and open space in the Miramar Ranch North Community Plan and zoned M-IP, CA, R1-8000, R1-10000, R-2A, and HR.

Surrounding land uses are vacant land approved for development or under construction as single-family residential to the south; a potable water reservoir near the southeast corner of the site; existing residential development, open space, and the Scripps Ranch Village Commercial Center, currently under construction along Scripps Poway Parkway; vacant land designated for open space along the northern boundary; and I-15 to the west.

As shown on Figure 2-4, an aerial photograph of the area, the lands to the south include the approved Scripps Highlands TM and the Scripps Ranch North Phase 3 PRD. Residential densities range from 3 dwelling units per acre (du/ac) to 4.6 du/ac. Development to the east includes the Scripps Ranch North Phase 1 PRD single-family residential (6.9 du/ac) and open space. To the north is the approved Scripps Northridge Business Center and Multiple Habitat Planning Area (MHPA) for the Multiple Species Conservation Program (MSCP). West of I-15 and north of Mercy Road are the partially built-out commercial and residential uses in the Peñasquitos East Community Plan area. West of I-15 and south of Mercy Road is the Canyon Hills resource-based park in the Mira Mesa Community Plan area.

Further details regarding the natural and cultural setting are included in the various issue sections that follow.

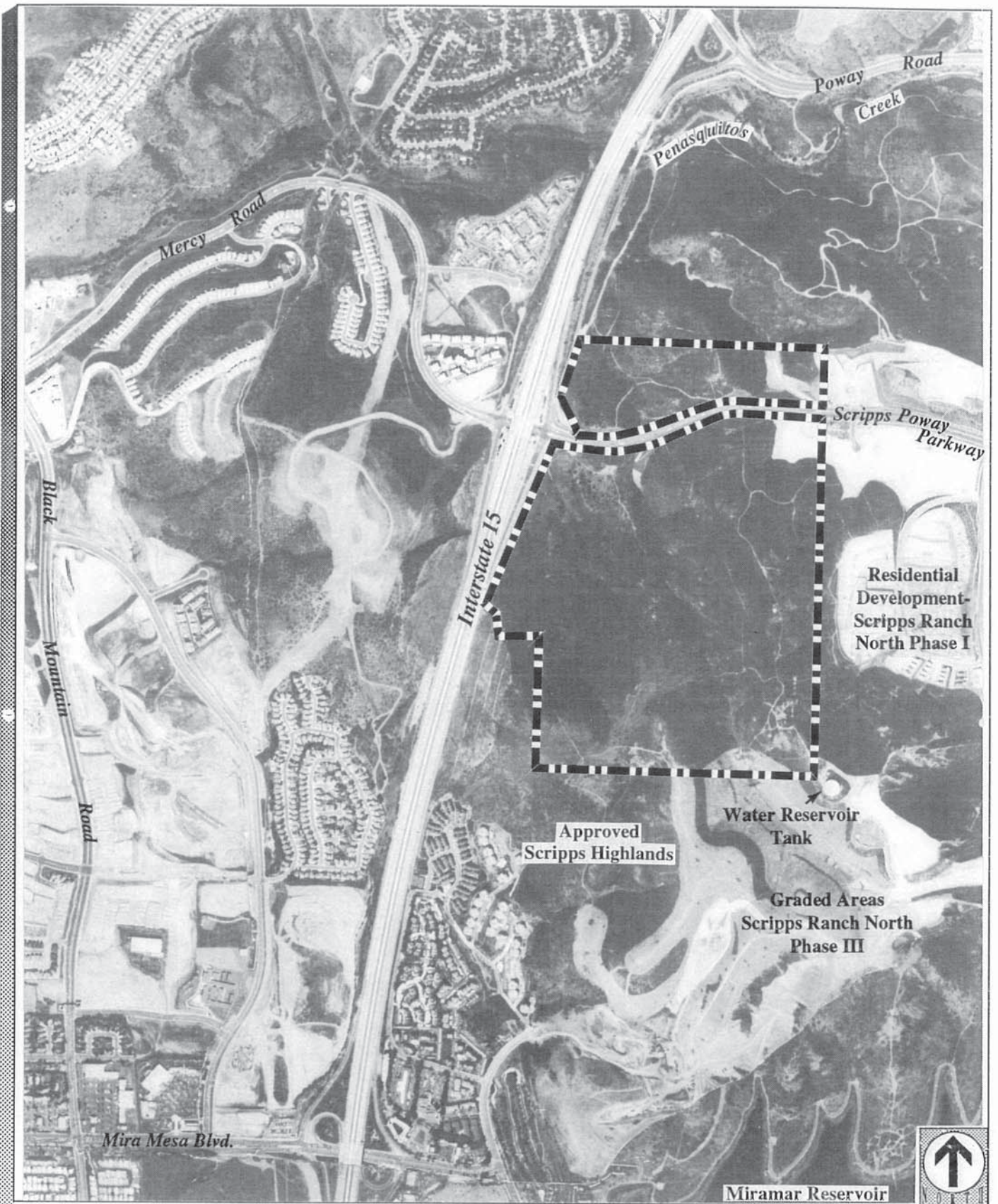


FIGURE 2-4
Aerial Photograph of Project Site

Chapter Three

Project Description

A. Background

The Miramar Ranch North Community Plan was originally adopted on March 4, 1980, and amended in 1987 and 1991. The community plan designated the following uses for the project site (Figure 3-1): a 7-acre commercial area, a park-and-ride lot, and a medium-high density (12-24 du/ac) residential development north of Scripps Poway Parkway; and a 35-acre industrial business park development and development of low (3-6 du/ac) density residential development south of Scripps Poway Parkway. Total residential dwellings were not to exceed 325 du.

A comprehensive revision of the community plan was adopted on May 21, 1987. Land uses for the project site remained as before, with an increase in the industrial parcel area from 35 to an estimated 44 acres and the maximum residential development to 444 du. An EIR (DEP No. 85-0100) was certified for the plan amendment. A Public Facilities Financing Plan, No. R-271792 dated September 8, 1988, was adopted subsequent to this amendment.

On April 16, 1991 and June 6, 1995, further amendments to the community plan were adopted by the City Council, which did not modify the adopted land use designations or intensities for the project site. It did provide for “optional commercial” use on the M-IP designated parcel along the property’s eastern boundary south of Scripps Poway Parkway adjacent to the McMillin Village Center.

On January 22, 1991, the project applicant entered into a Development Agreement with the City of San Diego. The Development Agreement specifies that the following permitted uses of land, and density and intensity of use vest with the agreement: 42 industrial acres, 7 commercial acres, and a total of 444 residential units with a mix of 318 single-family units and 126 multi-family units. The mix of single-family to multi-family could be adjusted, but a minimum of 266 single-family units and a total of no more than 444 units could be developed under the agreement. As the development would occur, in part, on prominent ridges visible from I-15, the agreement stipulates that sensitive site

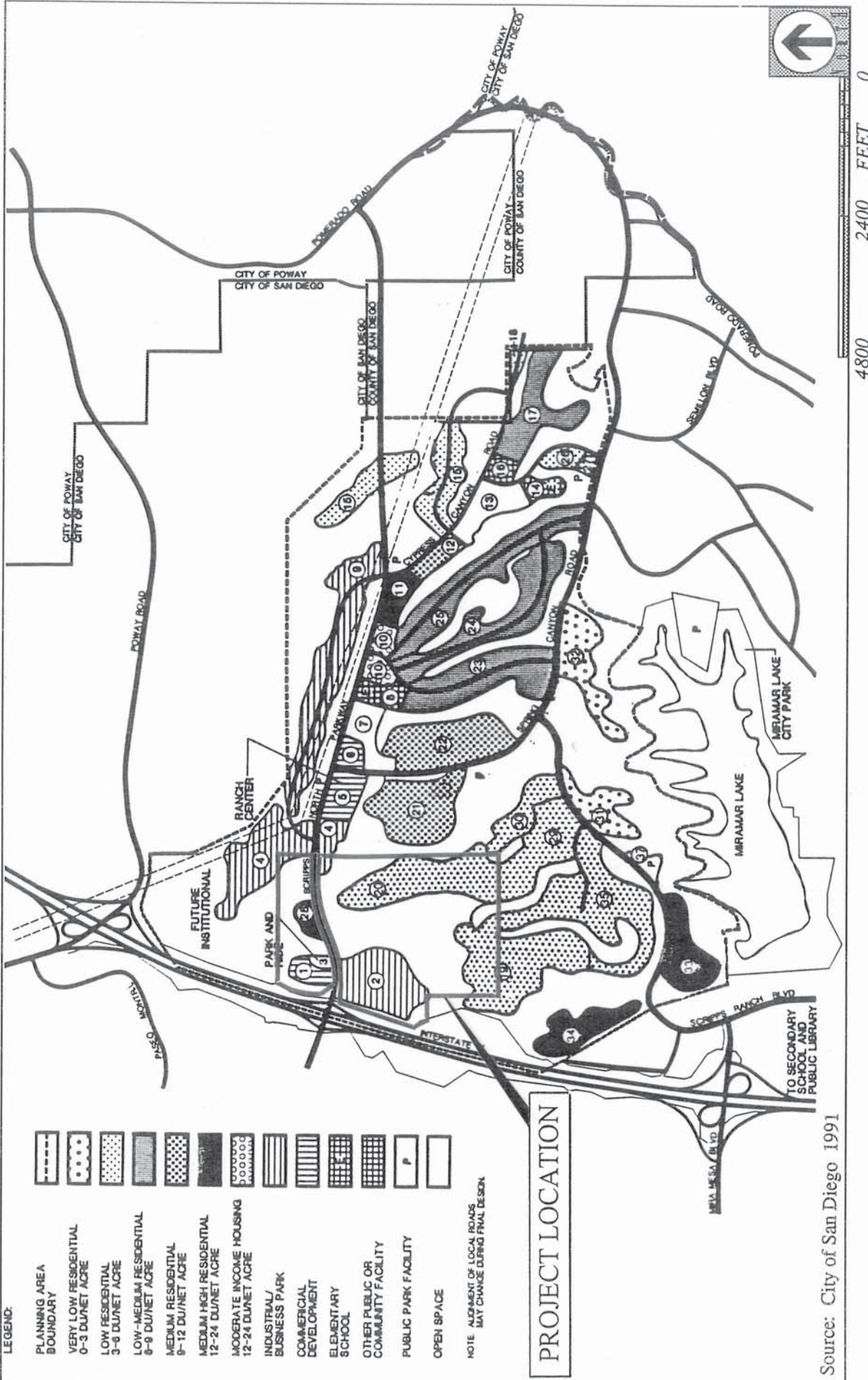


FIGURE 3-1
Miramar Ranch North Community Plan
Land Use Map Showing Project Location

design, grading, and architectural and landscape techniques be employed. The applicant was obligated to provide the City with extraordinary and significant benefits, including: \$147,420 contribution to construction of the Scripps Ranch Library, \$316,260 for a fire station, \$693,000 for a community recreation building, \$315,000 contribution for general park purposes, and an additional \$750,000 for park purposes. These contributions are in addition to the fair-share contributions for public facilities specified in the 1988 Public Facilities and Financing Plan.

While the Development Agreement vests the permitted uses, intensity and density of use, and conceptual locations consistent with the community plan, discretionary approvals are still required. The sensitive design, grading, and architectural and landscape techniques to be employed are to be included in these discretionary approvals. In addition, the project is subject to rules, regulations, and policies adopted subsequent to the Development Agreement provided they are of general application to all development within the city of San Diego, are not imposed solely with respect to the property, and would not prevent, unreasonably hinder, or make substantially more expensive development of the project.

B. Goals and Objectives

The goal of the project is to develop a commercial site, industrial site, single-family residences, and multi-family residences on the project site consistent with the Miramar Ranch North Community Plan and Development Agreement with the City of San Diego.

Residential—A mixed development of single-family residences on the ridgetops would be consistent with surrounding development to the south and east and would provide homes with view amenities. Multi-family residential along Scripps Poway Parkway would provide a mix of housing types in a range of affordability with access to future public transportation. Multi-family residential development requires a subsequent discretionary permit and environmental review prior to development of this site.

Commercial—The project site is at the intersection of Scripps Poway Parkway and I-15, the “gateway” to the Miramar Ranch North community. Commercial/retail development at this location could serve both freeway travelers and community residents. Subsequent discretionary permit and environmental review is required prior to development of this site.

Industrial—As the site is readily accessible by freeway and has a high concentration of residential development in the surrounding area, an industrial office park would be well located and provide an employment center, promoting jobs/housing balance and potentially reducing commuter traffic. Subsequent discretionary permit and environmental review is required prior to development of this site.

Park and Ride—A park-and-ride lot at this road and freeway intersection would promote car pools, further reducing commuter peak-hour traffic.

C. Project Description

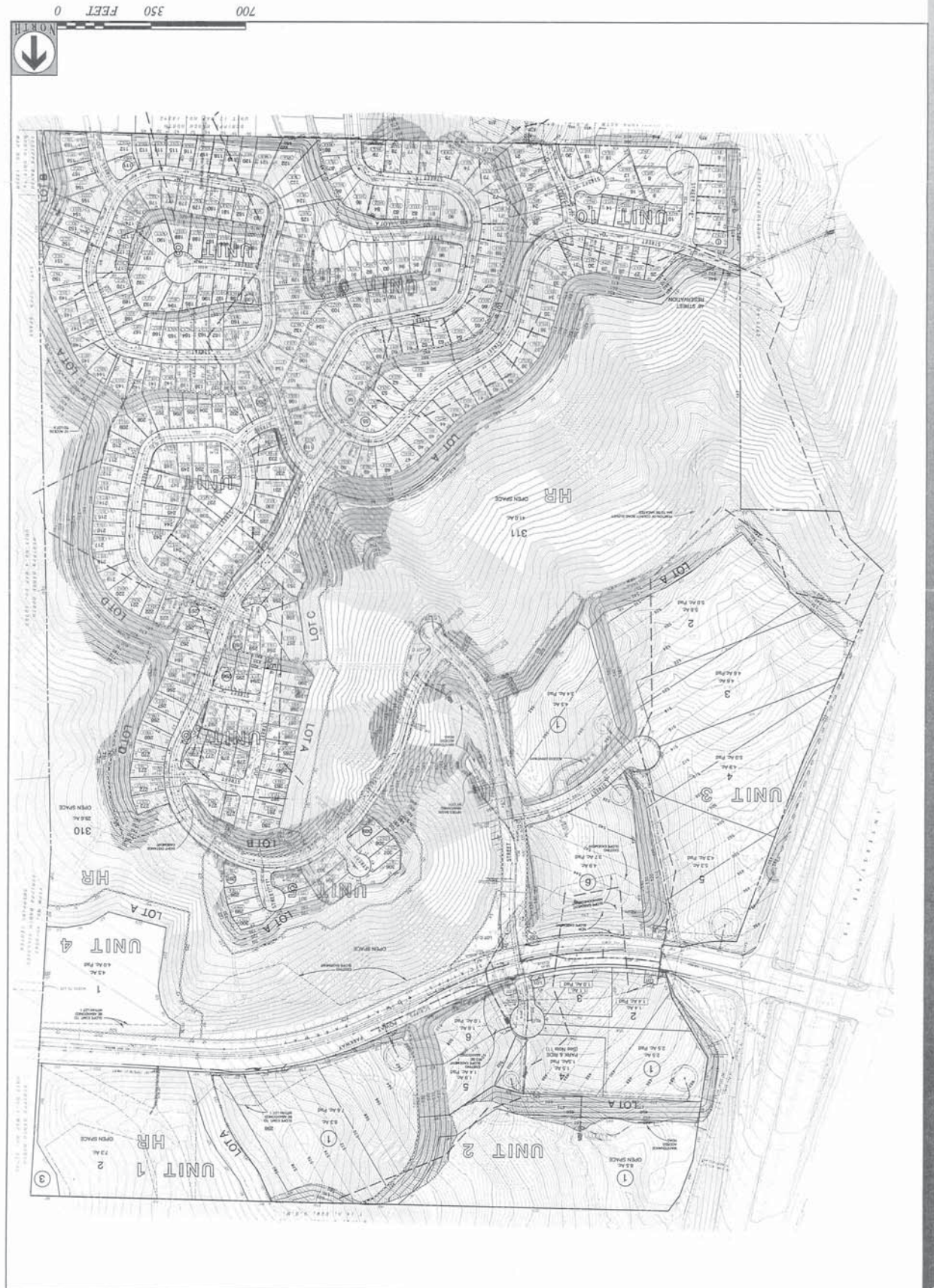
The project is a mixed-use planned community comprising commercial, industrial, single- and multi-family residential within a 242.1-acre vacant site at the northeast and southeast corner of the intersection of I-15 and Scripps Poway Parkway. Discretionary approvals include a TM, CPA, and a Rezone. The residential, commercial, and industrial development would also require PRD, PCD, and PID and a HR Permit for development in the portion of the site that contains steep slopes in excess of 25 percent and 50 feet in height. As stipulated in the Development Agreement, the project is not subject to the Resource Protection Ordinance (RPO). The project also proposes to vacate the existing County Road Survey 944 and would convey by boundary adjustment or other means a small remainder parcel in the northeast corner of the property. The project would be subject to the adopted Subarea Plan of the Multiple Species Conservation Plan (MSCP) which implements the state Natural Community Conservation Plan (NCCP) and federal Endangered Species Act 4(d) Rule and the City's proposed Environmentally Sensitive Lands Ordinance.

1) TM, Rezone, and Grading

The Scripps Gateway project includes a TM for 354 lots, an HR permit, and a Rezone. Of these, 309 lots are proposed for single-family residences (199 5,000-square-foot lots and 110 6,000-square-foot lots), one 8.2-acre (7.5-acre net) lot is for 135 multi-family residences (zoned R-1500), seven lots totaling 14.3 acres (12.6-acre net) zoned CA for commercial development, including a 1.5-acre, 120-space park-and-ride lot. Six lots totaling 30.1 acres (25.9 acres net) are zoned M-IP for industrial/business/professional development, and four lots totaling 85.9 acres are designated for open space. Eleven lots totaling 20.2 acres are provided for brush management zones 2 and 3. ~~Sixteen~~Fifteen lots are provided for signage, open space and NPDES (Figure 3-2).

A 4.5-acre (4.0-acre net) lot located on the south side of Scripps Poway Parkway at the eastern edge of the project site is currently zoned M-IP for industrial/business/professional development. Because the lot cannot be accessed from the parkway which it fronts, the only other access is from the east through the Scripps Ranch Villages Commercial Center which is currently under construction. Thus, it would be appropriate to rezone the lot CA for commercial uses in order to be compatible with the proposed Village Center commercial uses.

FIGURE 3-2



Approximately 160.3 acres of the 242.1-acre site would be graded for development pads, the internal street system, and other improvements related to the development of the site. Grading for the project amounts to a total of 2,389,000 cubic yards of balanced cut and fill. The maximum height of cut slopes would be 80 feet and of fill slopes would be 130 feet. Approximately 46.1 acres of the site has slopes in excess of 25 percent and greater than 50 feet in height.

2) Planned Commercial Development

The PCD north of Scripps Poway Parkway includes commercial uses, a park-and-ride lot and multi-family residential development (Figure 3-3). The commercial use area is 12.6 acres (net), comprised of seven lots, one of which is located south of Scripps Poway Parkway. The ultimate buildout will be determined by equivalent vehicle trips which is based upon a combination of size and type of use. Permitted uses could include any uses under the CA, CO, and CN zones, medical/dental offices, food-related drive-in or drive-through establishments, specialty, convenience and clothing retail, professional offices, hotel, hospice or nursing care, nursery school or day care, and auto repair or service station. The park-and-ride lot would cover 1.5 acres and provide approximately 120 spaces. The commercial lot along the project's eastern boundary south of Scripps Poway Parkway has already been graded. It would be accessed from the adjoining village center development to the east.

The multi-family residential area is 7.5 acres (net), and would provide a minimum of 135 residential units (the number of multi-family units may increase if single-family residential lots are reduced in the PRD up to a maximum of 178 du).

Manufactured slopes fronting Scripps Poway Parkway and the open space hillsides would be contoured and planted according to a landscape plan for the PCD. Also, landscaping (103,324 square feet) would buffer views from the parkway and adjacent residential uses. The PCD includes guidelines for architectural design, building envelopes, appurtenances, signage, lighting, preserving viewshed characteristics, streetscapes, relationship to adjoining natural open space, and provision of pedestrian and bicycle access. The PCD requirements for architectural design are consistent with that of the commercial center to the east; treatment of roofs visible from I-15, screening of parking and service areas, project entries, pedestrian access and circulation, signage, and lighting.

3) Planned Industrial Development

The 30.1-acre (gross) PID would cover six lots totaling 25.9 acres (net) developable area at the southeast corner of Scripps Poway Parkway and I-15 (Figure 3-4). Allowable uses would be those under the Manufacturing-Industrial Park (M-IP) and Scientific Research (SR) zones. The six lots would be graded as individual single lot pads with two located



0 250 500 FEET

NORTH

FIGURE 3-3
PCD Concept Plan

	Building Area		Community Entry		Company Signs
	Focal Building Entry		Project Signs		Vehicular Access Point
	17' Landscape Setback		Landscape Entry		Pedestrian Access Way

FIGURE 3-4
PID Concept Plan



380 FEET 0



adjacent to Street A and four located along the western property boundary. Similar to the PCD, the ultimate buildout would be determined from equivalent vehicle trips specified in the PID.

Manufactured slopes fronting Scripps Poway Parkway, Street A, and the open space hillsides would be contoured and planted according to a landscape plan for the PID. The PID also covers architectural design guidelines, building envelopes, appurtenances, signage, lighting, preserving viewshed characteristics, streetscapes, relationship to adjoining natural open space, and provision of pedestrian and bicycle access.

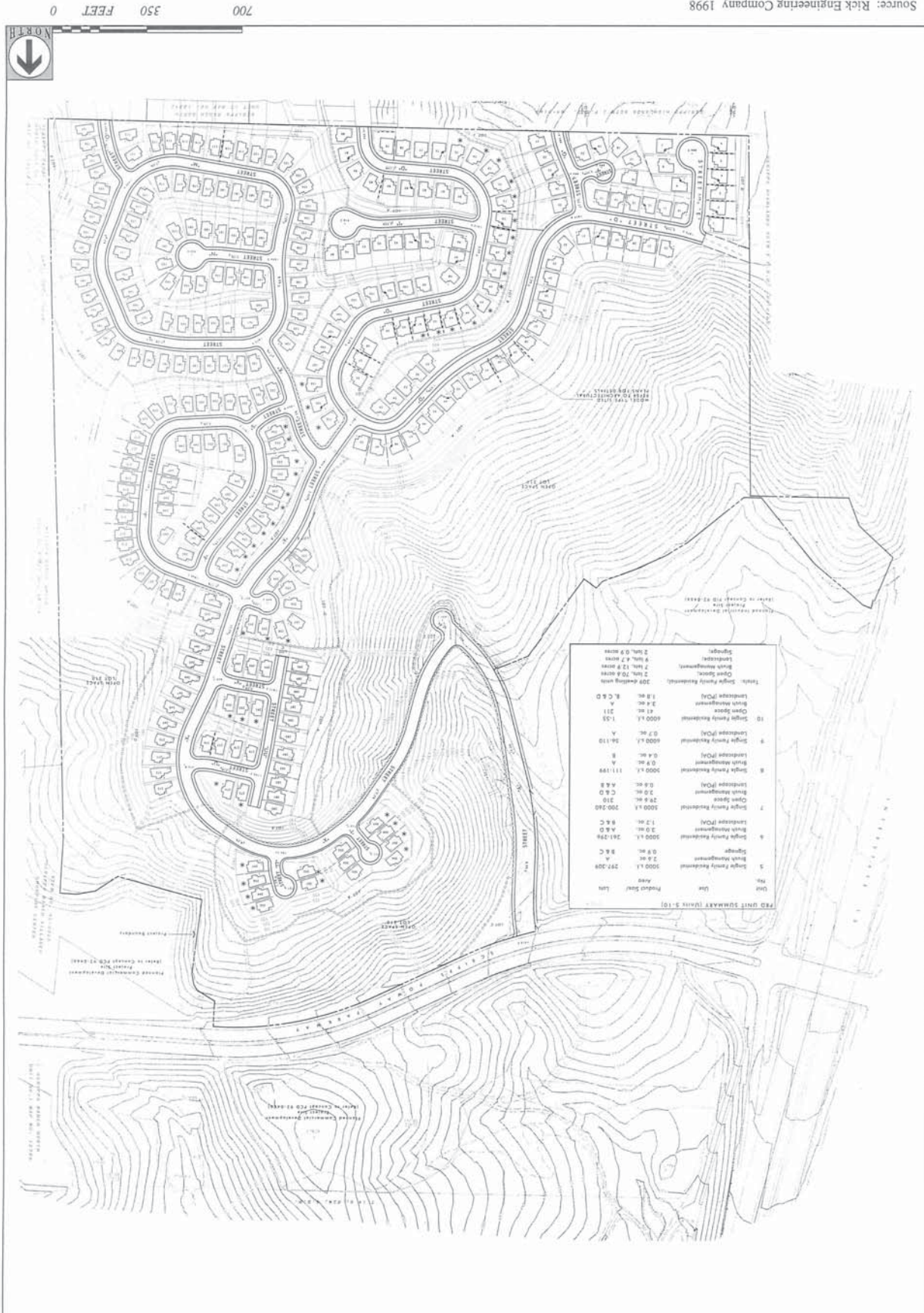
4) Planned Residential Development

The upland areas in the southern portion of the project site would be developed with single-family residences on 110 6,000-square-foot lots and 199 5,000-square-foot lots. In accordance with requirements of the PRD permit, a site plan has been prepared for the proposed TM that displays building pad locations, a typical lot layout, and open space areas (Figure 3-5). The site plan includes cul-de-sacs, stub-out streets, and building setbacks across the ridgeline to create a variety of rear yard and side yard alignments fronting the viewshed from I-15. The larger 6,000-square-foot lots are arrayed along the southwestern portions of the PRD development, while the 5,000-square-foot lots are along the north/south-trending ridge of the project site. These lot sizes are compatible with proposed adjacent development to the south and surrounding community.

Figure 3-6 is a conceptual landscape plan for the proposed TM/PRD. The landscape plan has been developed in accordance with the City's Land Development Ordinance, Landscape Technical Manual, and the Miramar Ranch North Community Plan. The overall goals of the landscape plan are to restore natural vegetation on manufactured slopes; screen views of proposed development on-site; provide vegetative enhancement at entries and along streets; and provide a buffer from potential fire hazards through the establishment of three brush management zones.

At the southeast corner of the intersection of Scripps Poway Parkway and Street A, a monument sign and low retaining wall will provide an entrance and identity to the project's architectural themes and the natural site. Small- to medium-scale flowering accent trees and palettes of accent shrubs and ground covers will highlight this area, drawing attention to it along Scripps Poway Parkway. Each entry into subneighborhood areas where different housing projects are planned will also introduce the neighborhood with accent shrubs and walls/fences appropriate for that neighborhood. Slopes adjacent to the street and natural drainage areas will be planted with random groves of trees (sycamore, oaks, ironwood) that are natural to the local environment. Mature tree

FIGURE 3-5





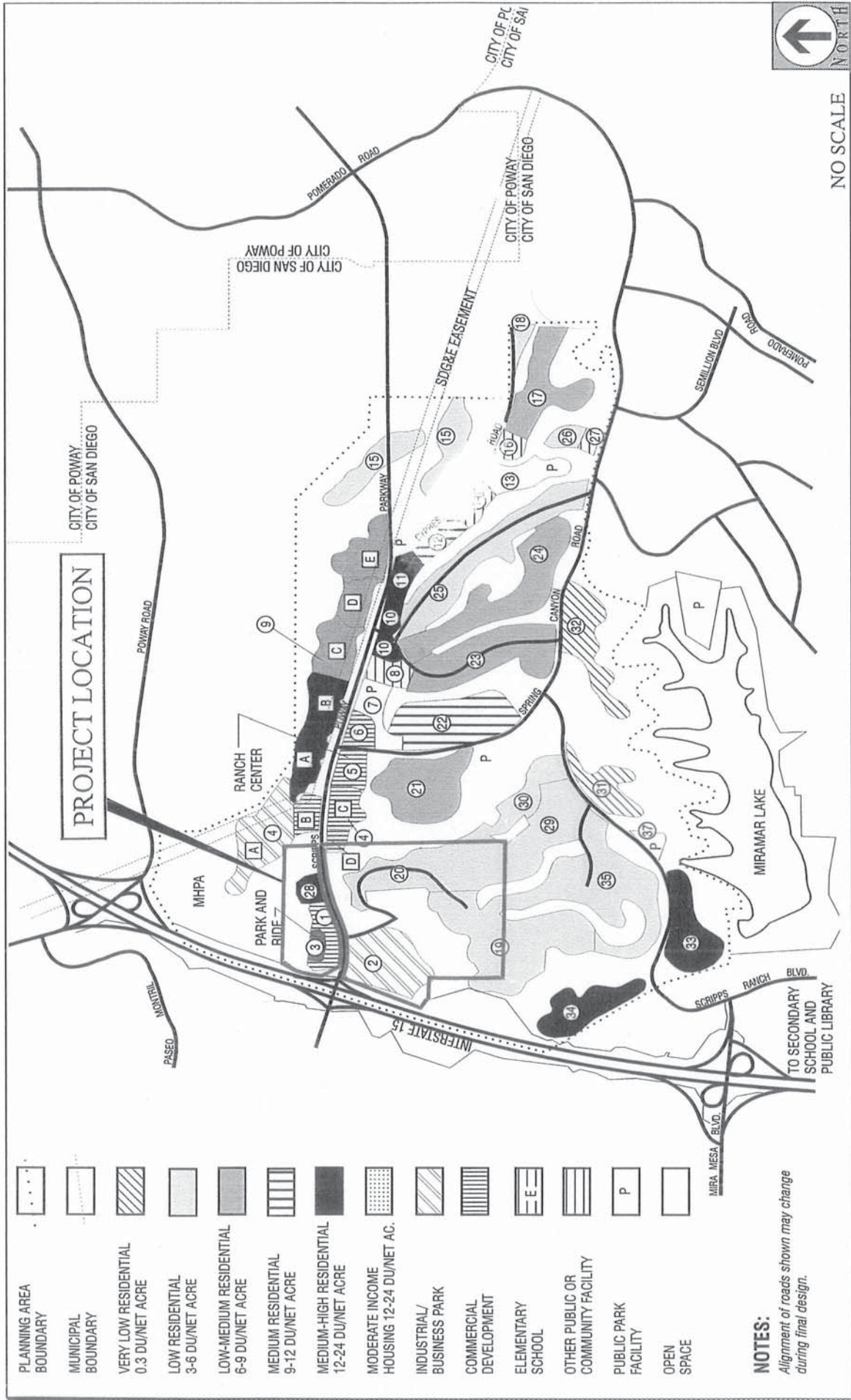
canopies will create an overstory to strengthen the sense of canyon enclosure and frame views to features in the canyon/creek areas.

Brush management Zone 1 would consist of plantings adjacent to structures, as shown in the Landform Alteration/Visual Quality section. While these plantings would typically consist of irrigated, ornamental non-native species, native plants may also be used. When used, native plants would be chosen for their ability to survive with no summer water. Maintenance shall be year-round and performed by the homeowner. The typical width for Zone 1 is 30 feet to structures.

The majority of brush management Zone 2 would be established on manufactured slopes by planting appropriate native plant species in combination with appropriate non-native plant materials. Long-term ongoing thinning cost may be reduced by the introduction of low growing fire retardant shrubs and ground covers that are visually and horticulturally compatible with the native vegetation for acceptable plant material. Zone 2 will also be established in undisturbed areas through the selective thinning and pruning of existing native vegetation. Maintenance shall be seasonally performed by the homeowner's association. The width for Zone 2 is 40 feet for areas classified as having a "high" fire rating such as the proposed project site. Zone 3 would also be 40 feet in width but the fuel reduction would consist of thinning of existing vegetation. The total area within brush management zones 2 and 3 is 20.2 acres.

5) Open Space

The project would provide 85.9 acres of open space in four lots (excluding brush management). Of this total, approximately 74 acres remains natural, and 12.4 acres are revegetated. Two of the lots form a continuous swath of natural open space extending roughly southwest to northeast from the site's western boundary to its eastern boundary, north of the single-family residential area and south of Scripps Poway Parkway. The only development feature proposed in this natural open space is Street X which connects the PID area with the single-family residential units in the eastern and southern portions of the site. Vegetation within the proposed continuous swath of natural open space consists of coastal sage scrub and southern mixed chaparral. These two lots connect to natural open space off-site to the south/southwest and east. The other two natural open space lots lie north of Scripps Poway Parkway. Of these two natural open space lots, one consists of coastal sage scrub and a mesic drainage, and is located north of the PCD area along the project's western boundary. The natural open space lot is a partially natural, previously graded portion of Cypress Canyon on the eastern boundary of the project east of the PCD multi-family residential area. This lot is designated as being within the MHPA of the MSCP. Private open space areas would be maintained by the homeowner's association.



Source: Rick Engineering Company 1998

FIGURE 3-7

Proposed Amendment to Miramar Ranch North Community Plan

parcels that comprise Scripps Gateway. The Development Agreement sets a maximum of 444, of which 309 are currently proposed as single-family and 135 multi-family. The amendment proposes to incorporate language from the Development Agreement regarding minimum square footage for commercial and industrial uses and residential mix. It also results in a net reduction in industrial development of 15 acres (from 43 acres to 26 acres) throughout the community plan.

Industrial density has been reduced due to existing topographic constraints on-site. Parcel 4D is shown on the existing land use map (see Figure 3-1) as industrial. However, the adopted Community Plan states for this parcel:

. . . in the case of Parcel 4D only, community commercial uses are acceptable. This is because Parcel 4D covers a small area and is immediately adjacent to the Ranch Center commercial area (City of San Diego 1987: 40).

Because it is anticipated that Parcel 4D will develop commercially, the amendment proposes to change the land use designations to conform to this use.

A proposed two-lane collector road (Scripps Gateway Drive shown as Streets "A" and "X" on the TM) will extend southerly from Scripps Poway Parkway along the east edge of the PID area and then continue northeasterly up the ridge to the PRD area. This road was not shown in the 1987 Community Plan as it was assumed to be a local street. It is necessary to provide access to the residential areas and as a utility corridor access for drainage improvements associated with the PRD development.

The increased development envelopes for the collector road, residential area, and associated slopes would result in a net decrease in open space of 40 acres. As the open space is not within the MHPA, this reduction is in non-usable amenity open space.

A residual area in the northeast corner of the property will be conveyed by a boundary adjustment to the property to the east.

E. Discretionary Approvals Required

The following discretionary and administrative actions would be necessary for the implementation of the Scripps Gateway project:

1. General Plan/Community Plan Amendment
2. Approval of the TM (309 single-family residential; 1 multi-family residential; 6 commercial; 1 park-and-ride, 6 industrial; 4 open space; 16 property owners association lots; and 11 brush management lots)
3. Rezoning from M-IP to CA for 4.5 acre lot
4. Approval of Planned Residential Development Permit
5. Approval of Planned Commercial Development Permit
6. Approval of Planned Industrial Development Permit
7. Hillside Review Permit

~~8. Subdivision Improvement Agreement~~

~~9. Land Development Permit~~

~~10.8. Vacation of Road Survey #944~~

~~11.9. Boundary adjustment map for Lot 3 of Unit 1~~

~~12.10. Easement Abandonments~~

The City Council is the decisionmaker, following recommendations from the Planning Commission (Process 5).

The placement of fill within any areas delineated as wetlands or waters of the United States would require a permit issued by the U.S. Army Corps of Engineers (USACE) under Section 404 of the federal Clean Water Act. Similarly, a streambed alteration agreement, as required by Section 1603 of the California Fish and Game Code, would have to be issued by the California Department of Fish and Game (CDFG) prior to the commencement of any work which would alter a streambed.

~~13.11. U.S. Army Corps of Engineers Section 404 Permit~~

~~14.12. California Department of Fish and Game 1603 Agreement~~

~~15.13. Caltrans Encroachment Permit~~

~~16.14. General Construction Activities Storm Water Permit issued by the Regional Water Quality Control Board~~

Chapter Four

Environmental Analysis

A. Land Use

Existing Conditions

The project site is within the city of San Diego, in the Miramar Ranch North community planning area.

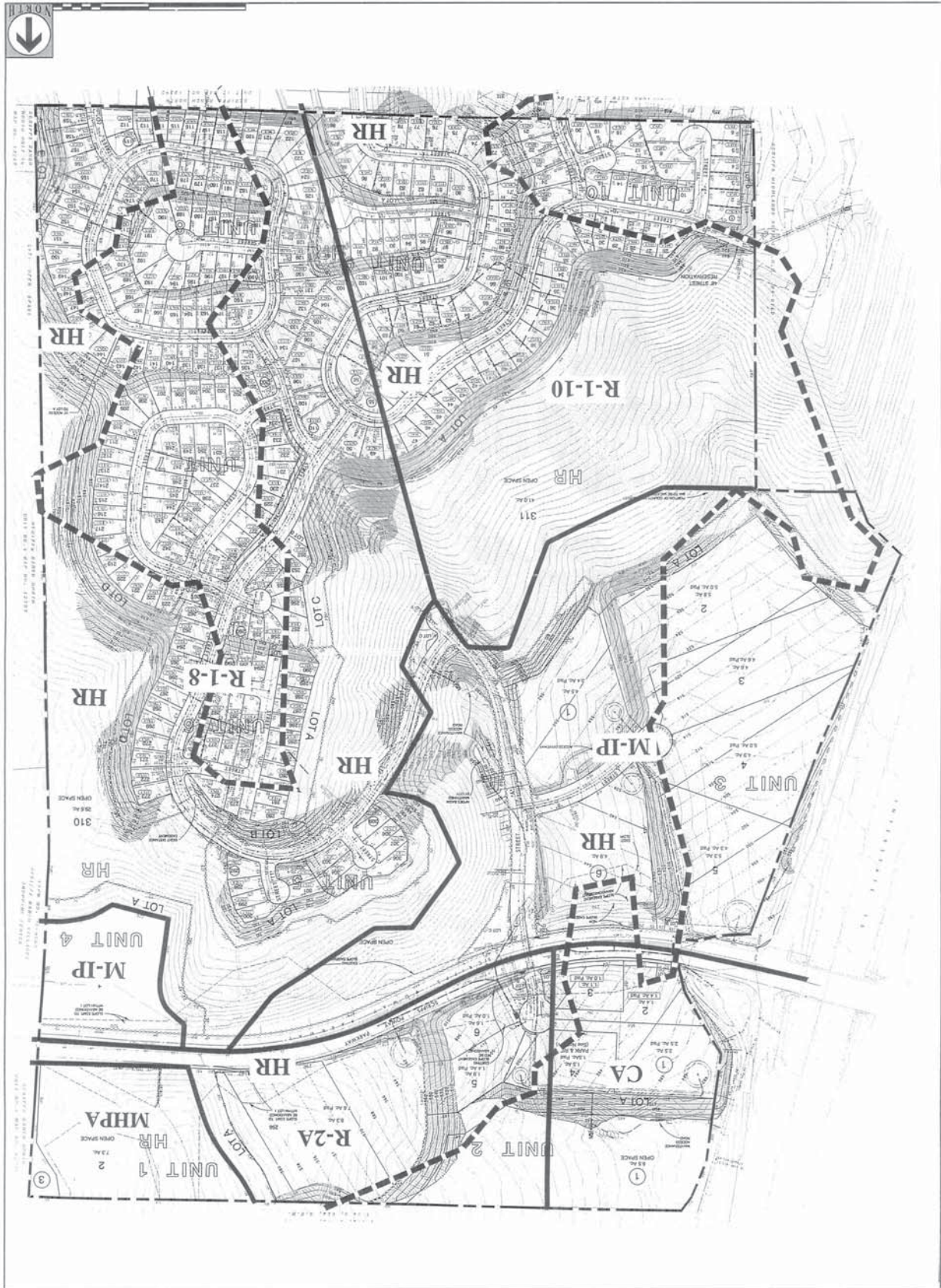
As shown in Figure 2-4, the project site is undeveloped with predominantly natural vegetation (coastal sage scrub on west-facing hillsides and chaparral on east- and north-facing hillsides and a riparian area in the northwest quarter of the property). Some grading has occurred along the southern boundary of the property to facilitate grading for residential development adjacent to the south (Scripps Ranch North Phase III). There has also been grading for Scripps Poway Parkway, which bisects the site trending west-east, a commercial area north of Scripps Poway Parkway, and a future industrial use area south of Scripps Poway Parkway on the project's eastern boundary. Surrounding uses are residential and vacant land to the south and east, commercial along Scripps Poway Parkway to the east, undeveloped or open space to the north, and the I-15 freeway corridor to the west. A city-owned water tank is proximate to the southeast corner of the property.

To the west of I-15 and north of Mercy Road are an undeveloped commercial lot and multi-family residential uses within the Rancho Peñasquitos Community Plan and Mira Mesa Community Plan areas. South of Mercy Road is vacant open space including the Canyon Hills resource-based park, also in the Mira Mesa Community Plan area.

As shown in Figure 4A-1, the project site is currently zoned for single- and multi-family residential (R1-10,000, R1-8000, and R-2A), industrial (M-IP), Hillside Review, and commercial (CA) uses.

FIGURE 4A-1

- R-1-8 Low density residential
- R-1-10 Low density residential
- R-2A Multiple dwelling residential
- CA Commercial - area shopping center
- M-IP Manufacturing - industrial park
- HR Hillside review overlay zone
- HR-10 Hillside review overlay zone
- MHPA Multi-habitat Planning Area



Planning Background

a) City of San Diego Progress Guide and General Plan Environmental Goals and Objectives

The General Plan has a number of environmental goals that are pertinent to the project. These include:

Major Subgoal

“Fostering of a physical environment that is responsive to the individual’s psychological, aesthetic, and physical needs.”

Guidelines for Future Development

“Preservation of environmental quality by a) conservation of agricultural lands; b) management of natural resources-floodplains, vegetation, aquifers, slopes, hillsides, canyons, coastal and waterfront areas; c) preservation of open space and vistas; and d) reduction of air, noise, and water pollution.”

Public Facilities, Services, and Safety Element

“Pursue a recyclable approach to liquid waste management.”

Open Space Element

“Establish an open space system which provides for the preservation of natural resources . . . [and] the protection of health and safety.”

Conservation Element

“Decrease reliance on imported water.”

Urban Design Element

“Development of a comprehensive concern for the visual and other sensory relationships between people and their environment. Protect and promote open space systems that define communities.”

b) Miramar Ranch North Community Plan Goals and Objectives

The project is specifically identified as an anchor project (“gateway”) in the community plan, and referred to in different sections as Mercy industrial center, Mercy park and ride, and the freeway commercial center at the Mercy interchange. The following community plan goals (in italics) and objectives pertain to proposed development of the project.

Overall Community Goal

Develop an identifiable community of balanced uses, which meets the needs of residents and working persons, complements the Scripps Ranch community, and makes a positive contribution to the quality of life in the San Diego region.

Transportation Element

Construct and maintain an adequate system for vehicular, future transit, bicycle and pedestrian circulation within the community, while providing adequate access to the larger San Diego region.

- Require streets serving the community to possess sufficient capacity and meet City engineering standards to safely handle traffic generated as the community develops.
- Encourage the sensitive design and construction of streets and parking facilities.
- Provide transit alternatives to private vehicular travel.
- Develop a system of bikeways in the community, tying into the regional bicycle network.
- Provide for safe, accessible pedestrian circulation within the community and equestrian links with regional trails shown in the Planning Department's "A Plan for Equestrian Trail Facilities."

Residential Element

Accommodate a substantial amount of residential development in the community, providing a diversity of housing options while enhancing the physical environment.

- Promote a variety of housing types, sizes, prices, and ownership mechanisms in the community, in support of City concept of balanced housing opportunities and commensurate with local market conditions.
- Locate residential land uses in areas appropriate to environmental conditions, the circulation system, and the overall land use pattern of the community.
- Provide housing opportunities for moderate income households.
- Develop identifiable residential development units or neighborhoods, based on natural and aesthetic features and land use mix.

- Maintain high standards of design, materials, and workmanship in residential development.

Industrial Element

Promote industrial and business park development which provides employment opportunities while enhancing the physical environment of the community.

- Locate industrial/business park land uses in areas appropriate to environmental conditions, the circulation system, and the overall land use pattern of the community.
- Require high standards of design, materials, and workmanship in business park development.

Commercial Element

Encourage attractive accessible commercial development meeting the community shopping and services requirements of the ranch.

- Encourage high standards in the design, construction, and maintenance of commercial development in the community.

Park and Recreation Element

Provide adequate park development, recreational facilities, and active use open space as needed for the community, in both the community and surrounding areas.

- Provide broad areas of natural open space with linkages to one another and with adequate buffers to active use areas.
- Integrate community-oriented parks and regional parks, recreation facilities, other selected open space areas, and natural open space areas into an integrated system tied together by linkages which permit movement of wildlife and by pedestrian pathways.

Public Services Element

Guarantee a range of public facilities tailored to local requirements and accessible to the community, and, as needed, Scripps Ranch.

School Element

Support the development and maintenance of educational facilities and programs meeting the needs of the community, in both the community itself and surrounding areas.

Community Social Element

Support development of social services, programs, and facilities responsive to the changing physical and socioeconomic needs of community inhabitants.

Design Element

Promote high-quality design throughout the community, with special emphasis on projects and roadways in highly visible areas.

- Promote the utilization of harmonious design features and techniques throughout the community in order to create an overall community atmosphere.
- Promote the sensitive development of the Mercy interchange area [project site] as an attractive gateway into the community.

Sensitive Lands and Open Space Element

Encourage the careful management of community environmental resources through preservation of a passive open space network and support of environmentally sensitive development. Provide broad areas of natural open space with linkages to one another and with adequate buffers to active use areas.

- Encourage the preservation of significant environmental resources and minimize impacts on environmentally sensitive areas through the creation of special open space preserves and a passive open space network.
- Provide for the planting and maintenance of landscaped areas appropriate to creating the overall community character and to environmental conditions, with emphasis upon eucalyptus forestation.
- Permit reasonable grading for development while ensuring the overall landform is retained and the graded areas blend into the natural terrain.
- Provide an adequate drainage system for the collection and control of surface water.
- Promote conservation concerns in the design, construction, and use of buildings and developments.
- Arrange for the adequate implementation of the resources management proposals set out in this plan.

Implementation Element

Ensure the provision of adequate public and private facilities and services to meet community needs concurrently with residential and industrial growth and provide for the ongoing maintenance of community facilities and open space.

- Phase development in the community in a rational manner.
- Ensure the provision of adequate public facilities and services to serve residential and industrial projects in a timely manner.
- Provide for the timely financing of public facilities, streets, and utilities for both capital improvements and maintenance.

c) City of San Diego Development Policies

The General Plan density and urban design and development goals and policies are contained within the plan's Housing, Conservation, and Urban Design Elements. The goals and policies are directed primarily to Planned Urbanizing areas. The property is subject to a Development Agreement, dated February 6, 1991, that specifies land use policies and ordinances that the project is, or is not, subject to.

City Council Policy 600-10, "Adequacy of Public Services in Connection With Development Proposals"

This policy addresses the timing of the provision of public services for new developments to insure that services are available concurrently with need. It requires that:

1. New development be consistent with a master development plan for the general area which has been reviewed by the Planning Commission and adopted by the Council;
2. The development includes an implementation section which sets forth in detail measures which will be taken to insure that needed public services are provided concurrent with need in the development; and
3. The proponent presents evidence satisfactory to the appropriate body or agency that the required public services will in fact be provided concurrent with need.

Resource Protection Ordinance

By declarations within the Development Agreement, the project is not subject to the Resources Protection Ordinance.

Hillside Review Ordinance

The HR Overlay Zone and Hillside Design and Development Guidelines were adopted by the City Council in December 1984 (City of San Diego 1984). The Hillside Design and Development Guidelines are to be used with the HR Overlay Zone to serve as a tool during the design stage. Development within the HR Overlay Zone is regulated by the issuance of a HR Permit. The intent of the HR Overlay Zone is to:

Assure that development occurs in such a manner as to protect the natural and topographic character and identity of these areas, environmental resources, the aesthetic qualities and restorative value of lands, and the public health, safety and general welfare by insuring the development does not create soil erosion, silting of lower slopes, slide damage, flooding problems, and severe cutting or scarring.

It is further the intent of the HR Overlay Zone “to encourage a sensitive form of development and to allow for a reasonable use which complements the natural and visual character of the City.” In the case of conflict between the community plan and the guidelines, the community plan shall apply.

The HR Overlay Zone may be applied to property having slopes with a natural gradient in excess of 25 percent and a minimum elevation differential of 50 feet. Permitted uses shall be those permitted by the underlying zone subject to the regulations and restrictions of the underlying zone in addition to the regulations and restrictions of this overlay zone. A HR Permit may be granted if the available information supports the following findings of fact:

The intent of the HR Overlay Zone is to ensure the following conditions:

- a. The development will result in minimum disturbance of the natural terrain commensurate with the proposed use of the lot or premises.
- b. The grading and excavation proposed in connection with the development will not result in soil erosion, silting of lower slopes, slide damage, flooding problems, or severe cutting or scarring.
- c. The proposed development will serve to preserve and enhance the natural environment and the aesthetic qualities of the site.

Specific HR Overlay Zone guidelines are:

- a. Design structures to fit into the hillside rather than altering the hillside to fit the structure;

- b. Site development on the least-sensitive portion of the site to preserve the natural landforms, geological features, and vegetation;
- c. Prepare a geological reconnaissance report for all projects located within or near a geologic feature or condition suspected at the site, as determined by the City of San Diego Seismic Safety Study.
- d. Limit the amount of impervious surface;
- e. Replant the site with self-sufficient trees, shrubs, and ground cover that are compatible with existing surrounding vegetation;
- f. Utilize the structural quality of the soil as a determinant of the type of construction;
- g. Avoid straight and unnatural slope faces, where cut and fill grading are required;
- h. Employ a variation in architectural design;
- i. Consider existing vegetation when landscaping the site;
- j. Match the scale and character of buildings with the scale and character of terrain and the surrounding neighborhood; and
- k. Provide pedestrian walkways to visual overlook areas.

d) Multiple Species Conservation Program

In 1991, the City of San Diego and other land use jurisdictions in southwestern San Diego County began development of the Multiple Species Conservation Program to meet the Metropolitan Wastewater Department's need to mitigate the direct biological impacts associated with mandated improvements to the region's sewage treatment facilities. The MSCP effort was also directed toward mitigating the secondary biological impacts associated with projected growth in the region.

The MSCP is designed to identify lands that would conserve habitat for federal and state endangered, threatened, or sensitive species, including the federally listed threatened California gnatcatcher. The MSCP is intended to be the equivalent of a Natural Community Conservation Plan for the area, consistent with the federal Endangered Species Act Section 4(d) rule for the coastal California gnatcatcher that would define conditions under which "take" of the species could occur without violation of the Endangered Species Act. That is, the MSCP is a plan and process for the issuance of

permits under the federal and state Endangered Species Acts and the state's Natural Community Conservation Planning Act of 1991.

The MSCP includes the compilation of information related to vegetation, land use, and generalized land ownership mapping and the preparation of biological standards and guidelines, a habitat evaluation model, a population viability analysis for the coastal California gnatcatcher, and an analysis of the acreage necessary for a viable open space system. The MSCP Plan also includes an implementation strategy, preserve design, and management guidelines.

In August 1996, the Draft MSCP Plan and related Subarea Plans were released for public review. A final joint federal environmental impact statement and state EIR was released in January 1997 on the MSCP Plan and the MSCP was adopted by the City of San Diego in March 1997. On July 14, 1997, the City of San Diego signed an Implementing Agreement with the U.S. Fish and Wildlife Service and California Department of Fish and Game. The Implementing Agreement 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 is effective July 17, 1997. The Implementing Agreement allows the City of San Diego to grant Third Party Beneficiary Status to projects within its subarea that are consistent with the MSCP Subarea Plan, implementing regulations, and guidelines.

MHPA Land Use Adjacency Use Guidelines

Existing or planned land uses adjacent to the MHPA include single and multi-family residential, active recreation, commercial, industrial, agriculture, landfills and extractive uses. The following are adjacency guidelines for uses adjacent to the MHPA:

Drainage. All new and proposed parking lots and developed areas in and adjacent to the Preserve must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA.

Toxics. Land uses, such as recreation and agriculture, that use chemicals or generate by-products such as manure, potentially toxic or impactive to wildlife, sensitive species, habitat, or water quality need to incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. Such measures should include drainage detention basins, swales, or holding areas with non-invasive grasses or wetland type vegetation to filter out the toxic materials. Regular maintenance should be provided. Where applicable, this requirement should be incorporated into leases on publicly owned properties as leases come up for renewal.

Lighting. Lighting of all developed areas adjacent to the preserve should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and or methods to protect the Preserve and sensitive species from night lighting.

Noise. Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas, and any other use that may introduce noises that could impact or interfere with wildlife utilization of the MHPA. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species.

Barriers. New development adjacent to the MHPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the Preserve boundary to direct public access to appropriate locations and reduce domestic animal predation.

Invasives. No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.

Brush Management. For existing projects and approved projects, the brush management zones, standards, and locations, and clearing techniques will not change from those required under existing regulations.

New residential development located adjacent to and topographically above the MHPA (e.g., along canyon edges) must be set back from the slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zones 2 and 3 will be incorporated into one zone and may be located within the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. Zone 2 will be increased by 30 feet, except in areas with a low fire hazard severity rating where no Zone 3 would be required. Brush management zones will not be greater in size than is currently required by the City's regulations. The amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done. Vegetation clearing shall be done consistent with City standards and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of ownership, the brush management in Zone 2/3 area will be the responsibility of a homeowners association or other private party.

Grading/Land Development Manufactured slopes associated with site development shall be included within the development footprint for projects within or adjacent to the MHPA.

Multi-Habitat Planning Area (MHPA) Goals and Objectives

In order to assure that the goal of the MHPA is attained and fulfilled, management objectives for the City of San Diego MHPA are as follows:

- To ensure the long-term viability and sustainability of native ecosystem function and natural process throughout the MHPA.
- To protect the existing and restored biological resources from intense or disturbing activities within and adjacent to the MHPA while accommodating compatible recreational uses.
- To enhance and restore, where feasible, the full range of native plant associations in strategic locations and functional wildlife connections to adjoining habitat in order to provide viable wildlife and sensitive species habitat.
- To facilitate monitoring of selected covered species, habitats and linkages in order to ensure long-term persistence of viable populations of priority plant and animal species and to ensure functional habitats and linkages.
- To provide for flexible management of the MHPA that can adapt to changing circumstances to achieve the above objectives.

e) City Biology Guidelines and the Proposed Environmentally Sensitive Lands Ordinance

The City Council has approved and formally adopted a revised Environmentally Sensitive Lands Ordinance (ESL). The Biology Guidelines (City of San Diego 1997) provide standards for the determination of impacts and mitigation measures under CEQA. The Biology Guidelines also implement the planning principles of the MSCP and Subarea plan for the City of San Diego. The Biology Guidelines provide for variable mitigation ratios for project impacts for different habitats and the location of the impacted area and proposed mitigation lands relative to the MHPA.

Land Use Issues

1. To what extent would the proposed project implement the environmental goals and objectives of the City's Progress Guide, General Plan, and the Miramar Ranch North Community Plan?
2. Does the project implement the open space objectives of the community plan? Would the open space system established on the project site connect to a larger off-site open space system?

3. What effect would the proposed project have on the visual quality and community character?
4. Would the proposed project be consistent with the provisions of the Hillside Review Ordinance? Does the project incorporate the grading and design techniques outlined in the Hillside Design and Development Guidelines?
5. How is the project consistent with the City of San Diego's Multiple Species Conservation Plan (MSCP) Subarea Plan?

1) Issue

To what extent would the proposed project implement the environmental goals and objectives of the City's Progress Guide and General Plan, the Miramar Ranch North Community Plan, and the MSCP?

Impacts

The project is generally consistent with the Miramar Ranch North Community Plan and Development Agreement in terms of land uses, intensity of use, and location of open space within the property. Specific differences between the Miramar Ranch North Community Plan and the proposed project are detailed in the community plan amendment for the project. Residential, industrial, and commercial development goals are addressed within the context of the PRD, PID, and PCD for the project. Transportation goals are met with the proposed park-and-ride feature, siting of commercial, employment centers, and affordable housing in close proximity to major transportation and transit network, and in contributions to the transportation network made through the existing Development Agreement. Other community services and facilities (parks, recreation, library, fire station, schools, and other services) are met through contributions required for the Miramar Ranch North Community Facilities Financing Plan and extraordinary contributions and dedications incorporated within the Development Agreement. Consistency with the environmental goals of the community plan are addressed below.

a) Progress Guide and General Plan Environmental Goals

- *Preservation of environmental quality by (a) conservation of agricultural lands; (b) management of natural resources-floodplains, vegetation, aquifers, slopes, hillsides, canyons, coastal, and waterfront areas; (c) preservation of open space and vistas, and (d) reduction of air, noise, and water pollution.*

The project would conform to the basic configuration of open space identified in the community plan and development agreement. This includes retaining visually prominent hillsides with natural vegetation and sensitive wildlife in open space south of Scripps Poway Parkway and along the northern and eastern boundaries of the project site. The project would provide a regional park-and-ride lot and other measures to reduce vehicle miles traveled and percentage of single-occupant vehicles, which would reduce air pollution. The project also includes measures to attenuate existing noise levels where new residential development is proposed. Best management practices (BMPs) to reduce impacts from urban runoff would be incorporated into the project.

- *Decrease reliance on imported water. Pursue a recyclable approach to liquid waste management.*

The project would be subject to existing requirements for use of low-flow water fixtures in residences and buildings. Landscaping proposed would not require high volume irrigation once it is established. The development would not otherwise impede the development or use of recycled waste systems.

- *Establish an open space system which provides for the preservation of natural resources . . . [and] the protection of health and safety.*

Approximately 70.6 acres of naturally vegetated open space hillsides would be provided south of Scripps Poway Parkway. This open space adjoins Caltrans right-of-way and an undeveloped future residential use area to the west and an open space canyon bottom to the east. The project also provides approximately 15.8 acres of open space along its northern boundary north and east of the PCD. An 8.5-acre lot north of the commercial area provides a buffer to MHPA open space north of the property. A 7.3-acre lot east of the multi-family development is a previously graded area included in the MSCP MHPA. In addition, brush management (19.6 acres) would be provided in residential areas adjoining the naturally vegetated open space to reduce safety risks from fire.

- *Development of a comprehensive concern for the visual and other sensory relationships between people and their environment. Protect and promote open space systems that define communities.*

The project's PCD, PID, and landscape plans provide guidelines for development of a consistent theme, scale, and visual appearance with the rest of Miramar Ranch North. The "Gateway" theme is intended to set the community character at this westerly entrance to the community with landscape, hardscape, and architectural character. Where visible from I-15, walls and roofs of the commercial and industrial development are to be given special design consideration to ensure a visually attractive appearance. The open space hillsides with residential development along the upper portions of the ridgeline and hillside is consistent with development in other areas of Miramar Ranch North.

b) Community Plan Environmental Goals

- *Encourage the careful management of community environmental resources through preservation of a passive open space network and support of environmentally sensitive development. Provide broad areas of natural open space with linkages to one another and with adequate buffers to active use areas.*

The proposed open space plan is consistent with the Community Plan and Development Agreement conceptual open space configurations. As mentioned above, approximately 70.6 acres of open space would be provided south of Scripps Poway Parkway and Street A. The open space would follow along the hillsides from the west to the eastern boundary of the site. A two-lane road is proposed through this open space belt which would require grading of the hillside and manufactured slopes up to 130 feet in height. This road would impact coastal sage scrub habitat. The project open space south of Scripps Poway Parkway would provide an insular patch of native vegetated hillside, but would be surrounded by existing residential and commercial development and major transportation corridors.

- *Provide for the planting and maintenance of landscaped areas appropriate to creating the overall community character and to local environmental conditions, with emphasis upon eucalyptus forestation.*

The project would maintain naturally vegetated open space along hillsides south of Scripps Poway Parkway which are visually prominent. Grading for development would occur above and below this open space. Manufactured slopes are transitional between developed areas and open space. The lower manufactured slopes surrounding the PID and PCD areas along Scripps Poway Parkway would be revegetated with eucalyptus and ornamental shrubs. These plantings will serve to provide a landscape theme to the urbanized development areas and be consistent with the goal of developing the property as a “Gateway” to Miramar Ranch North. The upper manufactured slopes would be left as exposed granitic rock faces or where feasible, revegetated with native shrubs to provide a visual transition from open space to residential areas. A palette for plantings along the perimeter single-family residential lots visible from I-15 and Scripps Poway Parkway are incorporated in Design Guidelines for the PRD.

- *Permit reasonable grading for development while ensuring the overall landform is retained and the graded areas blend into the natural terrain.*

The manufactured slopes that transition to open space would be subject to sensitive grading techniques, including contouring to provide relief along slope faces, avoidance of uniformly continuous manufactured slope faces, heights, and aspects, and transitional blending of the manufactured slope edges to natural landforms.

- *Provide an adequate drainage system for the collection and control of surface water.*

Runoff from developed residential, industrial, and commercial areas would be directed to a storm drain system. Runoff from manufactured and natural slopes would be collected in existing drainage swales which will be rock-lined channels at their lower aspects to control the rate of flow to off-site areas.

- *Promote conservation concerns in the design, construction, and use of buildings and developments.*

Each of the components of the project are subject to design concepts and review guidelines incorporated within the PRD, PID, and PCD that specify architectural treatments, site layout for parking and appurtenances, and landscape palettes.

- *Arrange for the adequate implementation of the resources management proposals set out in this plan.*

The open space configuration, sensitive hillside grading techniques, and landscape plans set forth in the PRD, PID, and PCD implement these community plan goals.

Significance of Impacts

The project is generally consistent with the environmental goals of the Progress Guide and General Plan and Miramar Ranch North Community Plan. The proposed two-lane street crossing open space hillsides south of Scripps Poway Parkway is shown in the Development Agreement conceptual site plan; it is not shown in the community plan Circulation Element because it was intended to be less than a collector road. Therefore, no significant impacts would occur.

Mitigation, Monitoring, and Reporting

No mitigation is required.

2) Issue

Does the project implement the open space objectives of the community plan? Would the open space system established on the project site connect to a larger off-site open space system?

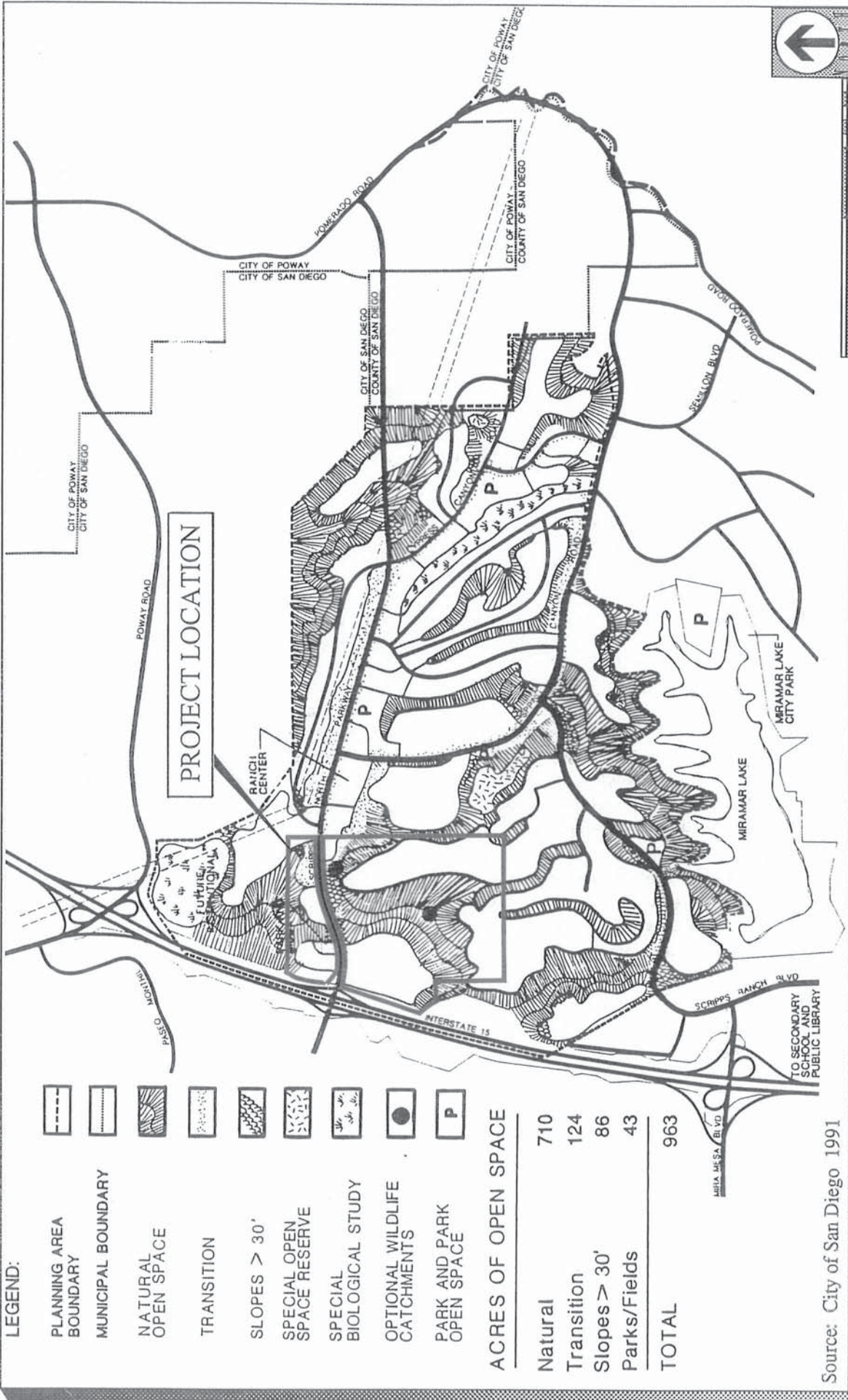
Impacts

The open space system surrounding the site is constrained by two major roadways: I-15, which borders the site to the west, and Scripps Poway Parkway, which bisects the project site trending east-west. The area adjacent to the project's northern boundary (north of the PCD) is designated for MHPA open space. The approved Scripps Ranch North single-family residential development will border the site to the south. Along the eastern boundary is open space, residential, and commercial. The major roads and future development off-site serve to isolate the habitat value of the open space for mammals and reptiles. Wildlife movement to areas off-site, except for birds, is severely restricted by the existing transportation corridors and land uses.

The community plan open space system is shown in Figure 4A-2. The community plan defines *natural open space* as land that is not altered by development. Natural vegetation is preserved and no seeding or irrigation would occur. *Transition area* is land that has been graded or otherwise altered by development but is not planned for buildings, streets, or lawn areas. *Transition* is also along the boundary of developed areas with natural open space. The community plan also designates areas with slopes greater than 30 percent as an open space category within the project site.

The project results in approximately 40 acres less open space than the community plan specifies. The project generally conforms to the open space system but proposes four exceptions. A two-lane collector street (Street A and Street X) is proposed that would bisect the natural open space canyon area in the central portion of the site south of Scripps Poway Parkway. This street would require graded slopes extending 60 to 130 feet above and below grade and cover an area of approximately eight acres. This street was originally considered a local street in the community plan. Local streets were assumed to occur in development areas and were not separately designated or mapped in the community plan. The local street footprint down the ridgeline to Scripps Poway Parkway was mapped and designated as open space in the community plan, because the surrounding use was open space. As it is now proposed as a collector street, the community plan would count its footprint under streets rather than open space. This accounts for eight acres of the difference in open space area in the current plan relative to the development proposal.

The PRD converts 24 acres of natural open space to transition open space and slopes greater than 30 feet. These areas would be graded slopes within or adjacent to the PRD development envelope. The graded slopes would be revegetated per the Landscape Technical Manual and brush management requirements and maintained as open space. Once revegetated with native plantings, these areas would be functionally equivalent to natural open space outside the brush management zones and transition open space within the PRD and brush management zones.



LEGEND:

-  PLANNING AREA BOUNDARY
-  MUNICIPAL BOUNDARY
-  NATURAL OPEN SPACE
-  TRANSITION
-  SLOPES > 30'
-  SPECIAL OPEN SPACE RESERVE
-  SPECIAL BIOLOGICAL STUDY
-  OPTIONAL WILDLIFE CATCHMENTS
-  PARK AND PARK OPEN SPACE

ACRES OF OPEN SPACE

Natural	710
Transition	124
Slopes > 30'	86
Parks/Fields	43
TOTAL	963

Source: City of San Diego 1991

FIGURE 4A-2
Miramar Ranch North Community Plan
Open Space System with Project Location

The remaining eight acres would be used within the PRD development area. This would result in a net loss of eight acres of open space relative to the community plan.

The community plan designates a natural open space corridor between the proposed commercial/park-and-ride site and the multi-family residential development north of Scripps Poway Parkway and has the commercial area extending from Scripps Poway Parkway to the northern project boundary. The project proposes that this corridor would be a narrower manufactured slope consistent with the designation transition area and reconfigures the commercial area to extend more along the frontage with Scripps Poway Parkway. The change would provide 8.5 acres of open space north of the commercial/park-and-ride area; this lot and the reconfiguration of open space would provide a buffer to the MHPA situated to the north. A 7.3-acre open space lot within the MHPA east of the multi-family residential is also provided. The open space provided would be predominantly natural with transition manufactured slopes that would be revegetated. Two wildlife water catchments are designated as optional features for the open space system within the project site. One detention basin, which could function as a catchment, is proposed for the project in the central canyon open space south of Scripps Poway Parkway.

Significance of Impacts

The construction of the two-lane street bisecting the center of the project site south of Scripps Poway Parkway is not shown within the open space system in the community plan; however, the road is included in the conceptual site plan for the Development Agreement. The road was originally not of a facility classification (i.e., collector or above) to appear as a separate facility in the community plan. The road and associated grading would not be consistent with the designation as natural open space provided for in the community plan open space system and would result in a significant unmitigated impact.

The PRD would increase the development area into 8 acres of open space and convert 24 acres from natural open space to transition open space. Conversion of 8 acres of designated open space to development area would be inconsistent with the community plan and a significant land use impact. Conversion of natural open space into graded slopes would be a temporary significant impact. Once revegetated, these areas would be functionally equivalent to the community plan open space designation.

Also, the commercial area of the PCD extends into community plan-designated natural open space north of Scripps Poway Parkway. This is not consistent with the community plan but would not be considered a significant land use impact, as it provides an open space buffer to the MHPA which the existing community plan layout does not.

Mitigation, Monitoring, and Reporting

No mitigation for the impact of the road and intrusion of residential lots into natural open space is available. Partial mitigation of these impacts would require approval of the Reduced Landform Impact Alternative. This alternative is discussed in the Alternatives chapter. Under the proposed project this would be a significant unmitigated impact.

3) Issue

What effect would the proposed project have on the visual quality and community character?

Impacts

The Miramar Ranch North Community Plan addresses community character in its Community Design Element and Commercial, Industrial, and Residential Elements. The Scripps Gateway project's PCD and PID developments are given explicit mention in terms of design goals. Some of these goals include:

- Guidelines for creating a community atmosphere similar to Scripps Ranch, emphasizing a wooded naturalized landscape, the eucalyptus tree motif, earth, pastel and wood tones in construction and a similar grading concept.
- The overall ranch atmosphere should be one of a naturalized environment, punctuated by structured, relatively urban areas. Large areas of the community should be left as undisturbed open space or forested with eucalyptus and other naturalized trees.
- Promote the sensitive development of the Mercy Interchange area as an attractive gateway to the community.
- The key to developing the gateway in a harmonious fashion is the careful design of the individual projects in relation to Scripps Poway Parkway . . . buildings could be placed near the roadway, offset by a wide landscaped strip, with parking largely tucked behind and out of sight. Additional measures to achieve a harmonious appearance could include a consistent landscaping motif or selected tree; standard signing, street furniture and street lighting; harmonious building and paving materials, a selected architectural style; and a similar building height or massing of different heights. Roofscapes on all projects should be as clean as possible, since they are visible from other developments above.

The conceptual PCD and PID for the project address these concerns, seeking to establish a consistent design theme that establish an introduction to urban forms that are carried out through the plan area. Architectural forms, coverings, roof treatments; building siting, bulk, and scale; relation to streetscape; landscaping; signage; pedestrian orientation; hardscape; location of parking; and other issues are included in the PID and PCD guidelines. The gateway PID and PCD development along Scripps Poway Parkway is separated visually from the PRD by a broad band of natural open space hillsides. These overall design concepts are consistent with the Community Design Element goals of the community plan.

The PRD establishes architectural and landscape guidelines for the single-family residential development to maintain a sense of continuity with other residential development in the community plan area. The PRD would require daylight cuts of the hilltop on the southern boundary and the north/south-trending ridge along the eastern boundary of the property. These cuts would result in manufactured transition slopes to the open space hillsides below and would be visible from I-15. While a visual impact, they are consistent with grading to accommodate residential development in other portions of the community plan area and would not be out of character with the newly developing community. Lots along the edge of the PRD area that are visible from I-15 and Scripps Poway Parkway are specifically addressed by the PRD with respect to landscape, architectural treatment, bulk, and scale, and the site plan features both rear yard and side yard exposures to vary the form and pattern of the structures along the canyon edges. The project provides for sensitive grading techniques (e.g., contouring of slope faces, blending of slopes with natural landforms, variation in heights of slopes) to avoid repetitive flat slopes at unnatural angles to the surrounding natural terrain.

The extension of Street X from the easterly ridge across the hillside and down to Street A and the PID entrance provides a connection from the Scripps Poway Parkway streetscape to the residential development above, and is shown in the conceptual site plan attached to the Development Agreement. It is designed as a two-lane serpentine access road rising along the hillside that is intended to provide a sense of entrance and identity for the residential neighborhood above. It requires substantial grading with manufactured slopes of exposed hard rock up to 130 feet in height that would be visible from I-15 and Scripps Poway Parkway. The provision of local residential street access north to Scripps Poway Parkway is necessary, as the traffic from the PRD would otherwise have to use residential streets to the south of the project for access. While feasible from a circulation standpoint, the neighborhoods to the south would have reduced freedom of access to the local street network and a "busier" neighborhood character. The road across designated open space areas with substantial hillside modifications would have significant visual impacts, however.

Significance of Impacts

The PCD, PID, and PRD would be consistent with the community plan goals for community design. While substantial landform modification would be necessary, and adverse visual impacts would result, the development would be consistent with other development within the community plan area and would not result in adverse impacts to community character. The extension of Street X, and the fill slope in the canyon in the center of the site, however, would have significant direct visual impacts. Visual impacts from the extension of Street X would be reduced by the proposed entry theme landscape concept of riparian trees along the drainage to the interpretive cul-de-sac entry and plantings of street theme trees on graded sideslopes leading to the residential area. Visual impacts from the manufactured slopes in the canyon and along the edge of the uplands in the western portion of the site would be reduced by sensitive grading techniques (contouring, blending, and providing benches down the slope to allow for larger landscape plantings). The visual impacts would still be significant and unmitigated.

Mitigation, Monitoring, and Reporting

Measures incorporated into the PCD, PID, and PRD for the project would reduce the direct visual impacts from development and establish a consistent theme of community character. Impacts would remain significant, however. No additional mitigation is available for the visual impacts from the extension of Street X and the manufactured slope in the canyon in the central portion of the site. Additional reduction of these impacts would require approval of the Reduced Landform Impact Alternative presented in Chapter 7. Impacts would remain significant and unmitigated with the reduced landform concept.

4) Issue

Would the proposed project be consistent with the provisions of the Hillside Review Ordinance? Does the project incorporate the grading and design techniques outlined in the Hillside Design and Development Guidelines?

Impacts

As shown in Figures 4A-3 and 4A-4, 96.8 acres of the property have slopes which exceed 25 percent and have a 50-foot elevation differential. Of these, 46.1 acres would be graded for site development.

The general development areas were determined in the community plan and Development Agreement. The development plan concentrates grading for development in defined

FIGURE 4A-3

25% or greater natural slopes of 50' or greater height

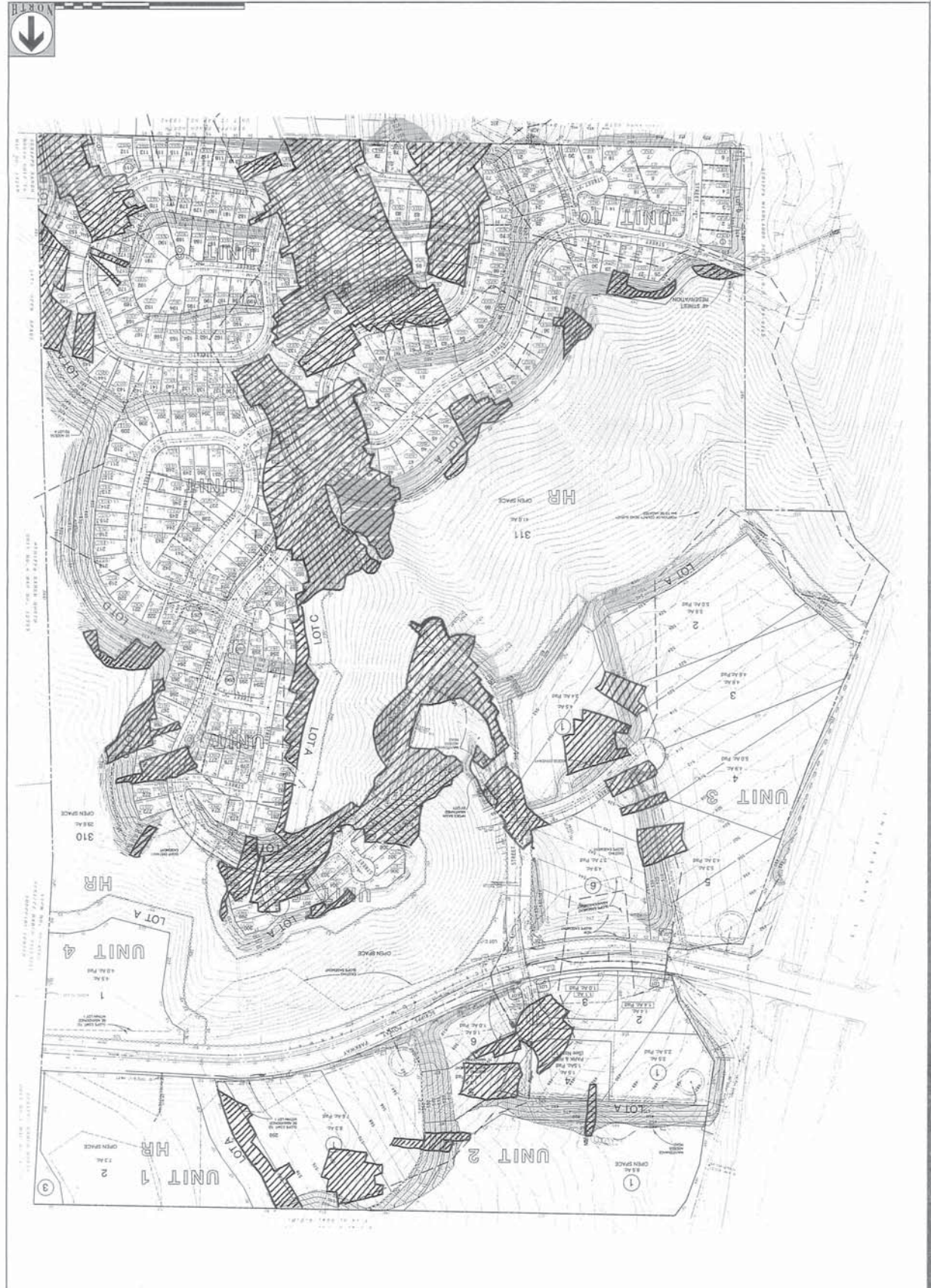


FIGURE 4A-4
 25% or Greater Slopes
 Impacted by the Project

25% or greater slopes to be impacted



700
 350
 FEET
 0



areas and maintains natural hillsides between uses and adjoining off-site open space areas. Transitional slopes within these development areas and articulating with natural open space would be subject to the grading and design techniques outlined in the Hillside Design and Development Guidelines.

The project proposes to use sensitive grading techniques on transitional slopes to preserve and enhance the aesthetic qualities of the site and provide harmonious transitions from manufactured to natural slopes. These techniques include contour grading to provide more natural appearing, undulating slopes that avoid flat surfaces or large exposures of the same shape and slope height, and blending of contours where they articulate with natural hillsides to provide more natural appearing transitions. As the grading would occur in areas of hard rock, bare rock faces may be left exposed. Visually these bare rock faces provide contrast to the vegetated hillsides. The site plan includes cul-de-sacs, stub-out streets, and building setbacks across the ridgeline to create a variety of rear yard and side yard alignments fronting the viewshed from I-15. Landscaping of manufactured slopes, where stable soils may be retained, is also proposed. The landscaping would be done in accordance within the community design theme for the PCD and PID; and where transitional to natural open space in the PRD area, utilize more native vegetation types to blend with the undisturbed hillsides subject to City Landscape Technical Manual and brush management requirements. Storm water runoff in developed areas would be directed to drainage systems to avoid runoff over manufactured slope faces to reduce siltation and erosion potential. These techniques are consistent with the Hillside Design and Development Guidelines.

Significance of Impacts

The project site plan and grading and landscaping plans are consistent with the intent of the Hillside Design and Development Guidelines. Therefore, no significant impacts would occur.

Mitigation, Monitoring, and Reporting

No significant land use incompatibility with the HR Ordinance has been identified; therefore, no mitigation is required.

5) Issue

How is the project consistent with the City of San Diego's Multiple Species Conservation Plan (MSCP) subarea plan?

Impacts

a. Multiple Species Conservation Plan/Natural Communities Conservation Plan (NCCP)

The property was considered in the regional MSCP which was developed to implement the goals of the state NCCP and the federal Endangered Species Act. The City of San Diego has adopted a Subarea Plan which delineates the boundaries of the MHPA or core natural habitat areas to be conserved along with connecting corridors for species covered under the MSCP. The property south of Scripps Poway Parkway and the PCD area is outside of the MHPA; however, the PCD is adjacent to portions of the MHPA north of the property in Peñasquitos Creek.

The MSCP provides for land use adjacency guidelines for projects adjacent to the MHPA to reduce or avoid indirect impacts to the MHPA. The guidelines address the following:

Drainage

All new and proposed parking lots and developed areas in and adjacent to the MHPA must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA. The PRD includes a retention basin as a source reduction measure for pollutants in runoff from streets and hardscape that would ultimately be discharged to the north into Peñasquitos Creek and the MHPA. The PCD requires that additional runoff control and pollutant source reduction Best Management Practices be applied to runoff from the commercial and multifamily areas. The open space lot north of the commercial area also provides a 300-foot filter strip for runoff discharged to Peñasquitos Creek.

Lighting

Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and or methods to protect the MHPA and sensitive species from night lighting. Lighting within the PCD, including both the commercial area and the multifamily area would be shielded to avoid casting glare to off-site areas. Landscaping on slopes surrounding the commercial and multifamily area would be landscaped to provide further shielding from project lighting to areas to the north of the site.

Noise

Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas, and any

other use that may introduce noises that could impact or interfere with wildlife utilization of the MHPA. Excessively noisy uses or activities (exceeding 65 CNEL) adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species. During construction, a temporary noise barrier would be erected along the northern boundary of the PCD as a short-term noise reduction measure. The commercial area would incorporate a barrier fence or wall around the rear of the buildings and the buildings would be sited such that the parking and entrances face to the south and east, away from the MHPA. There would also be a 300-foot-deep open space lot separating the PCD from the MHPA. The multi-family area would also have a barrier fence or wall around its perimeter facing the MHPA. Recreation areas for the multi-family development would be screened from the open space by the residential structures.

Barriers

New development adjacent to the MHPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the preserve boundary to direct public access to appropriate locations and reduce domestic animal predation. The PCD specifies appropriate access restrictions from the rear of the commercial area including fencing or walls. The multi-family area would incorporate a barrier fence or wall and landscaping around the perimeter adjoining the MHPA.

Invasives

No invasive non-native plant species shall be introduced into areas adjacent to the MHPA. The landscape guidelines incorporated into the PCD and PRD include restrictions upon planting of invasives.

Brush Management

New residential development located adjacent to and topographically above the MHPA (e.g., along canyon edges) must be set back from the slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zones 2 and 3 will be incorporated into one zone and may be located within the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. In the PCD area, brush management for the commercial and multi-family area is wholly within the developed pad areas.

Grading/Land Development

Manufactured slopes associated with site development shall be included within the development footprint for projects within or adjacent to the MHPA. The grading for the PCD would not extend off-site into the MHPA.

b. City Biology Guidelines and the Proposed Environmentally Sensitive Lands Ordinance

The project will impact sensitive biological resources and must mitigate for those impacts as described in the guidelines. For mitigation of impacts to sensitive resources located outside the Subarea Plan MHPA, the City Biology Guidelines state that:

The purchase or dedication of land with equal or greater habitat value can be considered as a method of mitigation. Impacts within the City of San Diego must be mitigated within the City of San Diego's jurisdiction, preferably within the MHPA.

"Mitigation Banks" are privately or publicly held lands that sell mitigation credits instead of fee title for habitat areas on which a conservation easement has been placed. . . . Purchase of areas of "credits" from an established bank can be acceptable, as long as the required acreage is subtracted from the remaining credits in the bank and is not available for future projects. All banks must have provisions approved for long term management, be part of a regional habitat preserve system and upon request provide an updated record of the areas credits purchased from the bank and those that are remaining.

New mitigation banks must be established pursuant to the "Official Policy on Conservation Banks" (California Resources Agency 1995) and the "Supplemental Policy Regarding Conservation Banks within the NCCP Area of Southern California" (USFWS 1996). In general, the purchase of credits from mitigation banks located outside of the City of San Diego's jurisdiction will not be allowed (City of San Diego 1997:15-16).

The project will impact sensitive biological resources as detailed in the Biological Resources Section 4C. The project applicant proposes to mitigate these impacts by utilizing credits from a conservation easement entered into with the U.S. Fish and Wildlife Service and California Department of Fish and Game for portions of the Daley Ranch in Escondido. The Conservation Easement, dated January 1997, specifies that the area of the county the project is located in is eligible for utilization of the credits for mitigation of project impacts and the available credits are suitable in quantity and kind to be used as mitigation for project impacts. The Conservation Easement was prepared under the guidelines for mitigation banks specified above and meets the conditions for mitigation banks, including being located within an NCCP preserve. However, because the mitigation bank is located outside the City of San Diego's jurisdiction, use of these credits would not be consistent with the MSCP and City Biology Guidelines.

Significance of Impacts

The PCD for the project incorporates measures to minimize indirect impacts to the adjacent MHPA consistent with the MSCP Land Use Adjacency Guidelines. No significant adverse impacts would result.

Use of credits for biological impacts from a mitigation bank located outside the jurisdiction of the City of San Diego is not consistent with policies for mitigation contained in the MSCP and City Biology Guidelines. This would be a significant and unmitigated adverse land use impact.

Mitigation, Monitoring, and Reporting

Prior to issuance of any grading permits for the PCD, the PCD Design Guidelines shall be reviewed and approved by the Environmental Review Manager to ensure compliance with the MSCP Land Use Adjacency Guidelines to minimize impacts from drainage, lighting, noise, access control, invasive plants, brush management, and grading.

Mitigation for the inconsistency with the MSCP and City Biology Guidelines would require the applicant to obtain suitable habitat at a location within the jurisdiction of the City of San Diego. Options to comply with the MSCP and City Biology Guidelines are discussed as options 2 and 3 under the biology mitigation options in Section 4C of the EIR.