

B. Landform Alteration/Visual Quality

Existing Conditions

a) Existing Landform

The existing topography of the project site is dominated by steep north/south-trending ridgelines and small finger canyons of Peñasquitos Creek immediately east of I-15 at Scripps Poway Parkway (Figure 4B-1). Runoff from the entire site drains northerly into Peñasquitos Creek. Scripps Poway Parkway was graded and constructed in 1992 and bisects the project site in an east-west direction. 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 (see Figure 4B-1). Dirt roads traverse several of the ridgelines both north and south of the parkway, but the majority of the site is undisturbed.

Elevations on the project site range from approximately 1,000 feet above MSL atop the ridgeline near the southern boundary to approximately 410 feet above MSL in the bottom of a small tributary drainage of Peñasquitos Creek at the northwestern corner of the site next to I-15. Elevations drop dramatically from the southern boundary to Scripps Poway Parkway with gentler slopes existing from the parkway to the northern property line. Overall, the site topography is steep and rugged, and approximately 40 percent of the site consists of slopes in excess of 25 percent gradient. Figure 4A-3 illustrates the areas of 25 percent slope with more than a 50-foot elevation differential on the site.

b) Existing Visual Character

The existing character of the project site is that of rugged, generally undisturbed land within the urbanized I-15 corridor (see Figure 2-4). Along the I-15 corridor, the project site is north of Mira Mesa and Scripps Ranch and south of Sabre Springs and Rancho Peñasquitos. Surrounding properties include single-family residential development downslope to the east, a water tank reservoir and land which has been brushed and partially graded for residential development to the south, undisturbed land to the north toward Poway Road and Peñasquitos Creek, and I-15 and dedicated open space in the Mira Mesa community planning area to the west.

FIGURE 4B-1

Areas previously disturbed by approved grading



c) Views of the Project Site

The project site is highly visible from I-15 both because of its close proximity and the steep topography which rises abruptly east from the freeway. The undisturbed hillsides, ridgelines, and ravines are a prominent component of the viewshed for travelers on southbound I-15 from distances up to approximately two miles (i.e., Ted Williams Parkway). Northbound views are shielded by the existing cut slopes along the east side of the freeway and views of the northern portion of the property, including Scripps Poway Parkway, do not occur until almost the Mercy Road/Scripps Poway Parkway interchange. Photograph 4B-1 depicts a view of the property from the I-15/Scripps Poway Parkway interchange looking southeast. The location of this photograph and the other photographs referenced below are shown in Figure 4B-2.

Less prominent views of the site include the steep hillsides and roadway cut slopes which are visible for eastbound and westbound travelers along Scripps Poway Parkway (Photographs 4B-2, 4B-3, and 4B-4). Additionally, private views of the property from the existing residential areas within Scripps Ranch North to the east (Photograph 4B-5) are of the ridgeline along the eastern border. Views of the site from residential areas to the south are screened by the intervening topography at the southern boundary (Photograph 4B-6).

Landform Alteration/Visual Quality Issues

1. How would grading and future development of the proposed project alter public views? Is the grading sensitive to the existing topography?
2. How would the project's brush management requirements affect visual quality on- and off-site?

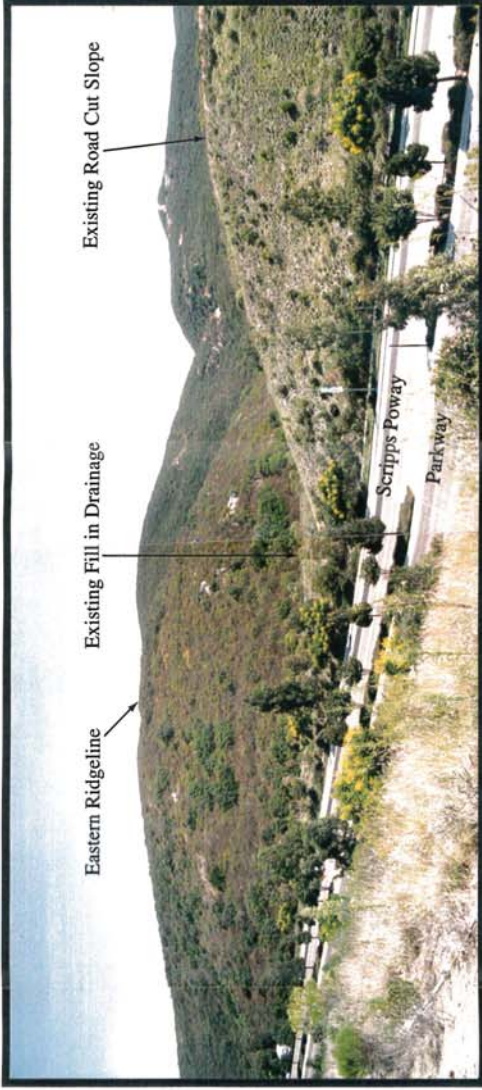
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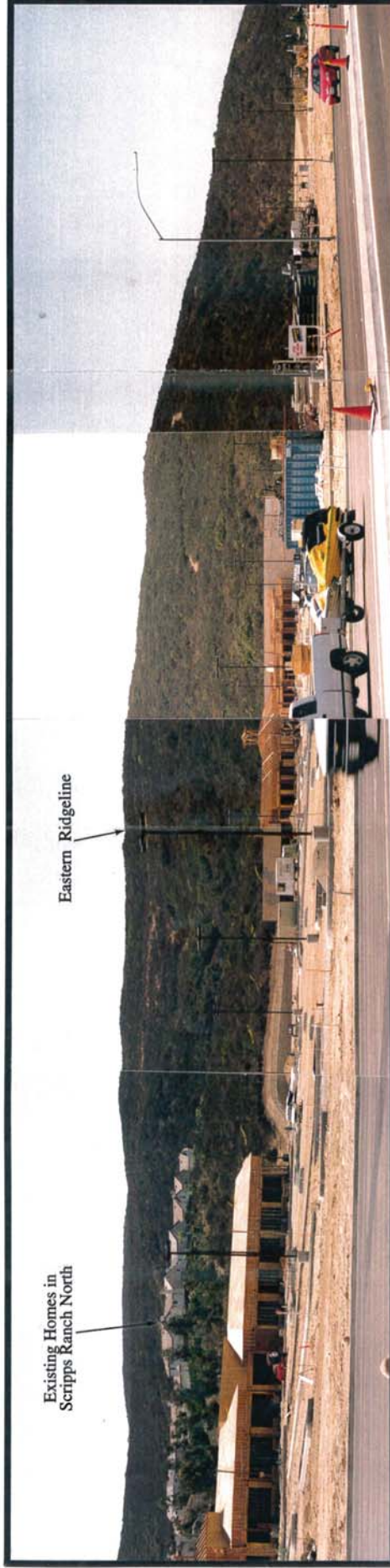
Impacts

a) Landform Alteration

The areas proposed to be graded are generally consistent with the Miramar Ranch North Community Plan Land Use Plan (see Figure 3-1). For the area south of Scripps Poway Parkway, the two ridgelines extending from the southern boundary would be cut for the



PHOTOGRAPH 4B-1
Looking Southeast at Project Site from the North Side of Scripps Poway Parkway



PHOTOGRAPH 4B-2
Looking Southeast to the Project Site from Scripps Poway Parkway



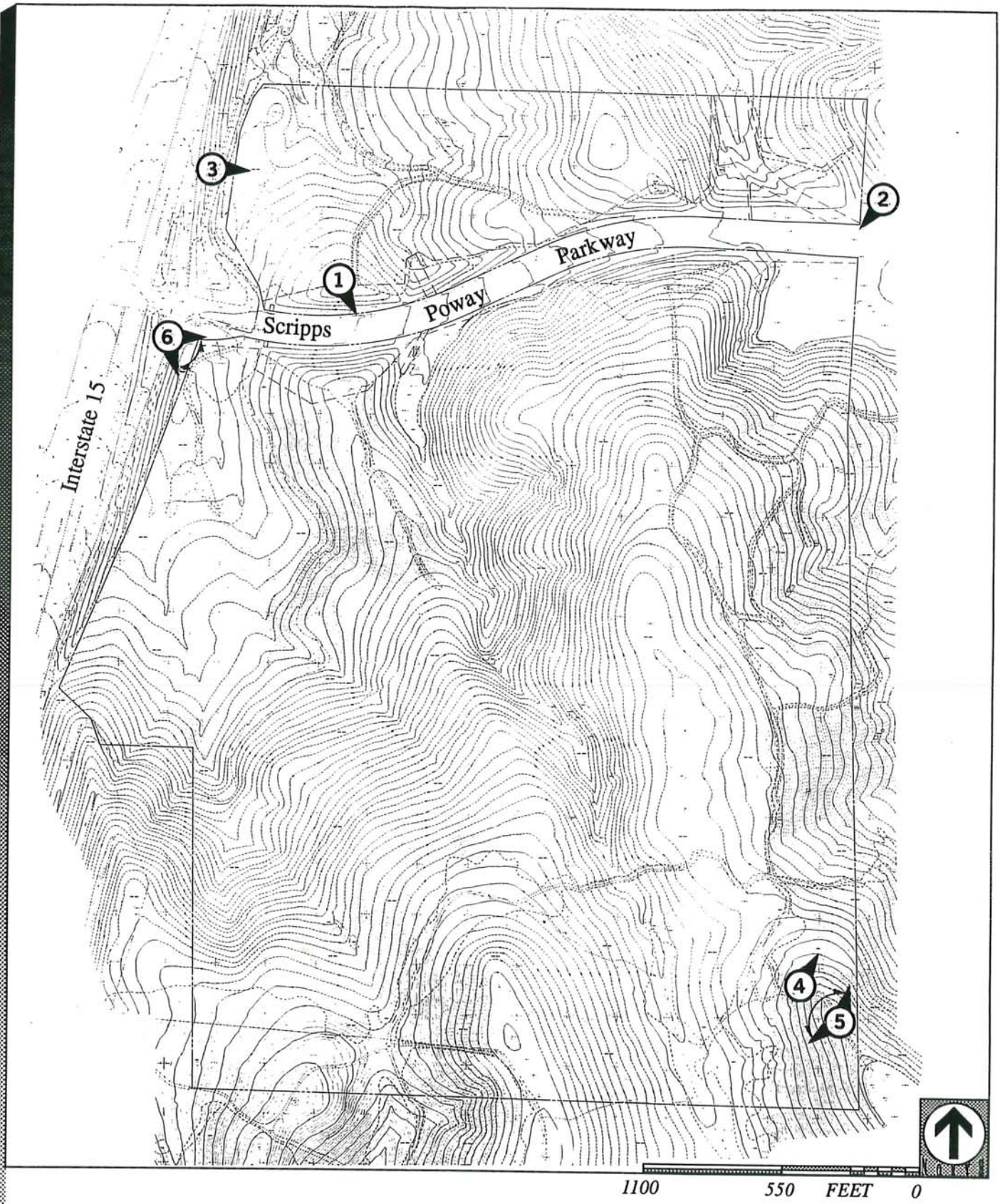
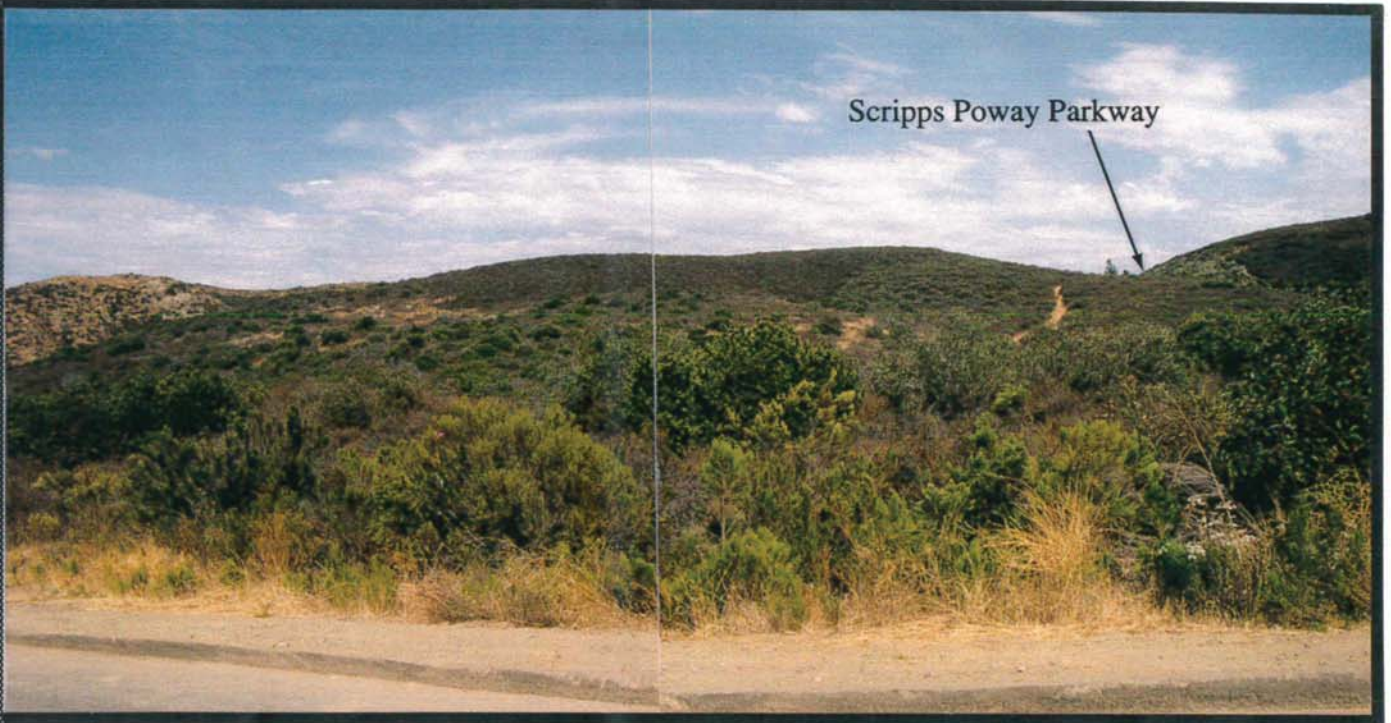
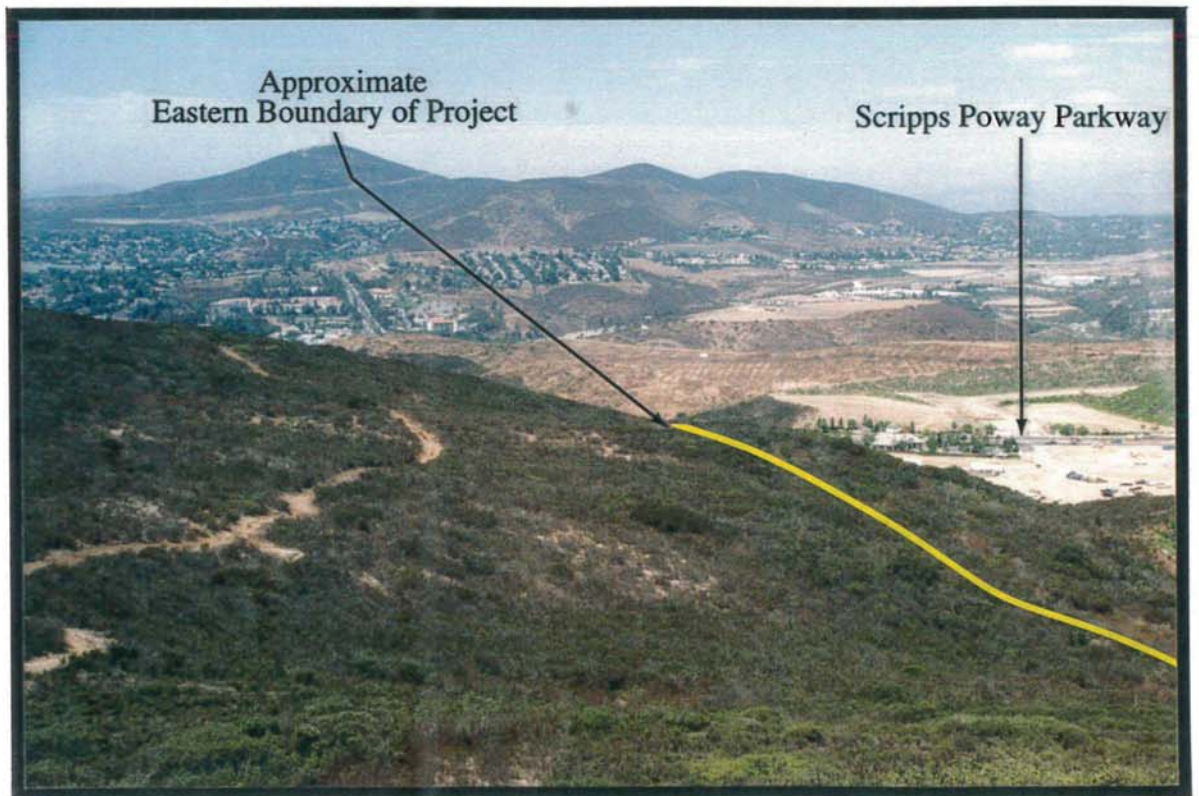


FIGURE 4B-2

Photograph Location Map



PHOTOGRAPH 4B-3
Looking East to Northern Portion of Project Site from Bicycle Path North of Scripps Poway Parkway



PHOTOGRAPH 4B-4
Looking North along Eastern Project Boundary



PHOTOGRAPH 4B-5
Northwest View of Project from Southern Boundary near Reservoir





PHOTOGRAPH 4B-6
View from Interstate 15 Northbound Off-Ramp/Scripps Poway Parkway Intersection, Looking Southeast



single-family lots and the relatively flat area near the I-15/Scripps Poway Parkway interchange would be filled to create the industrial pads. Grading south of the parkway is also proposed for Street X, which provides access to the eastern ridgeline which would be developed with single-family lots. North of the parkway, the two existing knolls, one of which has already been partially cut to construct the roadway, would be cut to create the commercial center and the multi-family pad. The material generated from the cutting of the two knolls would then be placed in the small tributary drainage to create the park-and-ride lot.

The total site grading would entail approximately 2,389,000 cubic yards of cut and fill balanced on-site, resulting in approximately 14,903 cubic yards per graded acre. Approximately 160.3 acres (66 percent of the 242.1-acre site) would be disturbed by grading, with 80 acres remaining as undisturbed open space. The grading would result in manufactured slopes in excess of 25 percent over approximately 46.1 acres or 19 percent of the property.

The Scripps Gateway tentative map includes 17 manufactured slopes that would exceed 30 feet in height to accommodate the residential pads, roadways, and commercial/industrial lots. The majority of the manufactured slopes would be at a 2:1 ratio. However, the TM indicates slope ratios that would range from 1.5:1 to 4:1. The proposed 1.5:1 slopes only occur in areas where slopes are underlain by bedrock. The proposed grading would eliminate three of the five manufactured slopes that were created for the construction of Scripps Poway Parkway in 1992. These slopes would be replaced by portions of commercial area, and the multi-family pad on the north side of Scripps Poway Parkway. Figure 4B-3 depicts the location of the manufactured slopes over 30 feet in height.

PCD

The PCD area covers two undisturbed knolls and a drainage swale north of Scripps Poway Parkway. The commercial pad varies from 540 to 460 feet in elevation and would be graded to produce an 8.8-acre pad varying in elevation from 510 to 480 feet in elevation trending east to west. North of this pad, a variable 40- to 60-foot-high fill slope descends to an open space lot and drainage swale below.

The multi-family residential area is on a hilltop ranging from 540 feet to 630 feet in elevation. Grading would result in a 7.6-acre pad sloping east to west from elevation 580 to about 560 feet. There would be an approximate 50-foot-high fill slope separating the multi-family residential pad from the commercial/park-and-ride pad and open space area to the west. There would also be a 10- to 20-foot-high fill slope fronting Scripps Poway Parkway approximately 3,400 feet between the road entrances to the commercial/park and ride and multi-family residential area.

Manufactured slope over 30' in height

FIGURE 4B-3



Total grading for the PCD would cover 21.9 acres with 311,000 cubic yards of balanced cut and fill. Maximum height of cut slope is 35 feet and the maximum fill slope would be 75 feet in height. Approximately 6.0 acres of manufactured slopes in excess of 25 percent slope would result.

PID

The PID area encompasses two drainage swales, a knoll, and the lower flanks of the dominant ridges to the south and east. Elevations range from 460 feet to 578 feet. Along the PID's western boundary is the northbound I-15 off-ramp to Scripps Poway Parkway; there has also been previous grading along the northern PID boundary for Scripps Poway Parkway. The PID grading plan calls for 3 pads and 6 lots.

At the entrance along Street A, a knoll will be cut to create a 3.7-acre pad (lot 6) approximately 550 to 535 feet elevation, which is 40 feet above Scripps Poway Parkway. This pad will utilize the existing manufactured slope along Scripps Poway Parkway, and manufactured slope to the east and west of 30 to 40 feet in height. South of this pad is a 3.4-acre pad (lot 1) that will be cut into the sideslopes and balanced to a finished elevation between 560 to 570 feet. Between these two lots is the PID entrance road from Street A. The upper pad will have a 40-foot-tall transitional fill slope along the entrance road and the other remaining pad to the west. There will also be a 50- to 70-foot cut slope along the upper pad's southern boundary to articulate with the sideslopes to the south.

The remaining area of the PID to the west of these two pads will be filled to create a large, 18.8-acre pad (4 lots) with elevations from 530 feet to 490 feet trending south to north to match the grade of Scripps Poway Parkway and the off-ramp intersection.

Total grading will encompass 37.4 acres and require 453,000 cubic yards of cut and fill. After grading, there will be 18.0 acres with manufactured slopes in excess of 25 percent grade. The maximum height of a cut slope will be 50 feet and the maximum height of a fill slope will be 40 feet.

PRD

The PRD will result in the grading for 309 single-family residential lots, internal circulation streets, and Street X which intersects Street A at a cul-de-sac and ascends the ridgeline.

Grading for Streets A and X beyond the entrance to the PID will result in two cut slopes of 40 to 70 feet in height and two fill slopes of 40 to 130 feet in height. These slopes will be contoured and blended to meet the adjoining natural slopes. The 130-foot fill slope will have a planting shelf included mid-slope for landscaping and drainage.

The residential pad areas would be cut from the ridgeline with fill slopes to accommodate pads and streets. There would be two discrete pads with 13 lots total at the northern portion of the ridgeline ranging in finish elevation from 713 to 740 feet. This pad area would have manufactured slopes of 45 feet in height below the pad and 35 to 70 feet above the pad. Above this pad are daylight cut pad areas along the western face of the ridge south to the central drainage swale that do not require manufactured slopes along the ridgeline.

The drainage swale in the center of property above the cul-de-sac at the Street A and Street X intersection would require extensive grading below the ridgeline to accommodate the proposed street and residential pad locations. Manufactured fill slopes of up to 130 feet would be required, which will be contoured and blended to meet the adjoining natural canyon faces. These slopes will have benches at 50-foot elevations along their faces and will be landscaped. The fill slope continues from the central drainage swale to the western property boundary and varies from 30 to 70 feet in height, with the bench separation where 50-foot heights are exceeded.

Along the eastern portion of the ridgeline, the residential lots would require extensive fill slopes typically exceeding 50 feet in height and ranging up to 100 feet. Again these manufactured slopes will be contoured, blended, and have a bench separation at 50-foot height intervals. These slopes are not visible from I-15, but a portion would be visible from Scripps Poway Parkway and adjacent residential development. The remaining residential areas will be a series of pads of various sizes with grade separations from adjoining pads or streets of less than 30 feet.

Grading for the PRD will encompass 101.0 acres of the site with 1,625,000 cubic yards of balanced cut and fill. The grading will result in manufactured slopes in excess of 25 percent grade covering 28.1 acres. The maximum height of a cut slope would be 80 feet and of a fill slope, 130 feet.

b) Visual Quality

Much of the proposed development described above, particularly the single-family homes, would be visible from the southbound lanes of I-15. As such, the visual character of the site would shift from that of generally undisturbed, steeply sloping open space within the I-15 corridor to developed land with single-family homes, commercial center, and industrial buildings. While these uses would be consistent with other developed areas in the I-15 corridor (e.g., Scripps Ranch, Sabre Springs, and Rancho Peñasquitos), the proposed development would be highly visible from public viewing corridors (I-15 and Scripps Poway Parkway) and would alter the existing visual appearance of the site. Figure 4B-4 provides a simulated aerial oblique view of the project development and grading.



Source: Rick Engineering Company 1998

FIGURE 4B-4
Simulated Oblique Aerial View of the Project

PCD

The PCD would be visible from I-15 and Scripps Poway Parkway. I-15 is approximately at grade to the commercial portion and the back of the commercial buildings and roofs would be plainly visible. The PCD contains requirements for placement and screening of appurtenances, architectural treatment of rooflines, a unifying perimeter landscape palette of trees and shrubs, and signage which would reduce the potential for unsightly development. The multi-family portion of the PCD is above grade from I-15. The manufactured slope on the western face of the slope of the pad would be visible. Landscaping would be used to reduce the visual impact of the manufactured slopes. Along Scripps Poway Parkway, landscape and streetscape elements to unify the commercial area and to provide a cohesive appearance with existing themes in the commercial areas to the east would be employed.

The PCD and multi-family residential area would also be visible from the open space area north of the project site. Although located atop of a knoll, the grading of the PCD site would allow for the visibility of the proposed site from the open space lot and drainage swale north of the pad. Views from this site will be that of a revegetated manufactured fill slope, ascending towards the northern border of the commercial pad. On the pad, along the perimeter, will be a barrier fence or wall and rooflines of the buildings. The PCD includes provisions for roof variation, so that there is not a continuous roofline across the site. The landscape plan would also provide plantings to soften the appearance of the manufactured slope and perimeter fence or wall.

PID

The large lower pad for the PID would be below the grade of the freeway travel lanes and at grade to the on-ramp intersection with Scripps Poway Parkway. The upper pads would have internal manufactured slopes visible from the freeway and an existing 40-foot-high slope fronting Scripps Poway Parkway. The landscape concept plan calls for a perimeter planting of trees along the western PID boundary abutting the freeway on-ramp; an entry statement area of landscaping and signage at the Street A/Scripps Poway Parkway intersection; and a gallery of riparian tree planting from the Street A/Scripps Poway Parkway entrance south along the eastern edge of the PID to the cul-de-sac and intersection with Street X. This gallery would lead up the drainage swale to the cul-de-sac, which would be landscaped and enhanced with interpretive streetscape design.

PRD

The west- and north-facing hillsides and ridgelines will be visible from I-15, Scripps Poway Parkway and existing private residential development to the west across I-15. The easterly facing sideslopes and ridgeline are only visible from portions of Scripps Poway Parkway and adjoining residential development on the other side of the canyon to the east.

The PID will provide a lower foreground view. Above the PID would be a band of naturally vegetated hillsides with residential development along the ridgelines. Street X and the lower residential pad would appear as the only graded areas inserted along the hillside view (Figure 4B-5). The manufactured slopes for these features would be prominent changes to the viewshed. The manufactured slopes will be contoured, blended and include a bench separation at 50-foot intervals for landscape plantings. Street theme trees will be planted leading up from the cul-de-sac along Street X and continue within the manufactured slope area. Above the Street X and residential pad, additional residential development areas are daylight cut to the ridgeline along a 3,400-foot stretch and there are no manufactured slopes in the viewshed (Figure 4B-6). This pattern is then changed with a 1,000-foot separation along the ridgeline with a road but no residences. Below the road length is the central drainage swale, which will have large manufactured slopes but will be contour graded and extensively landscaped to match the cul-de-sac entry area below. The remaining curvilinear portion of the ridgeline to the west will have residences along the edge and manufactured slopes of 30 to 70 feet in height.

The design of the residential and street ridgelines include grading and creation of fill and cut slopes that follow the natural terrain and are blended to create the visual appearance of natural slopes. Rear yards along the ridgeline have been further modified to incorporate a brow design, which creates the visual effect of a continuous more natural looking edge at the rear of the lots instead of a stair-stepped series of angular lines. The site plan has broken the pattern of homes into smaller groupings, varied the rear setback and angle of the homes to the rear slope, and provided areas along the ridgeline with vista points with roads but no residences along the ridgelines.

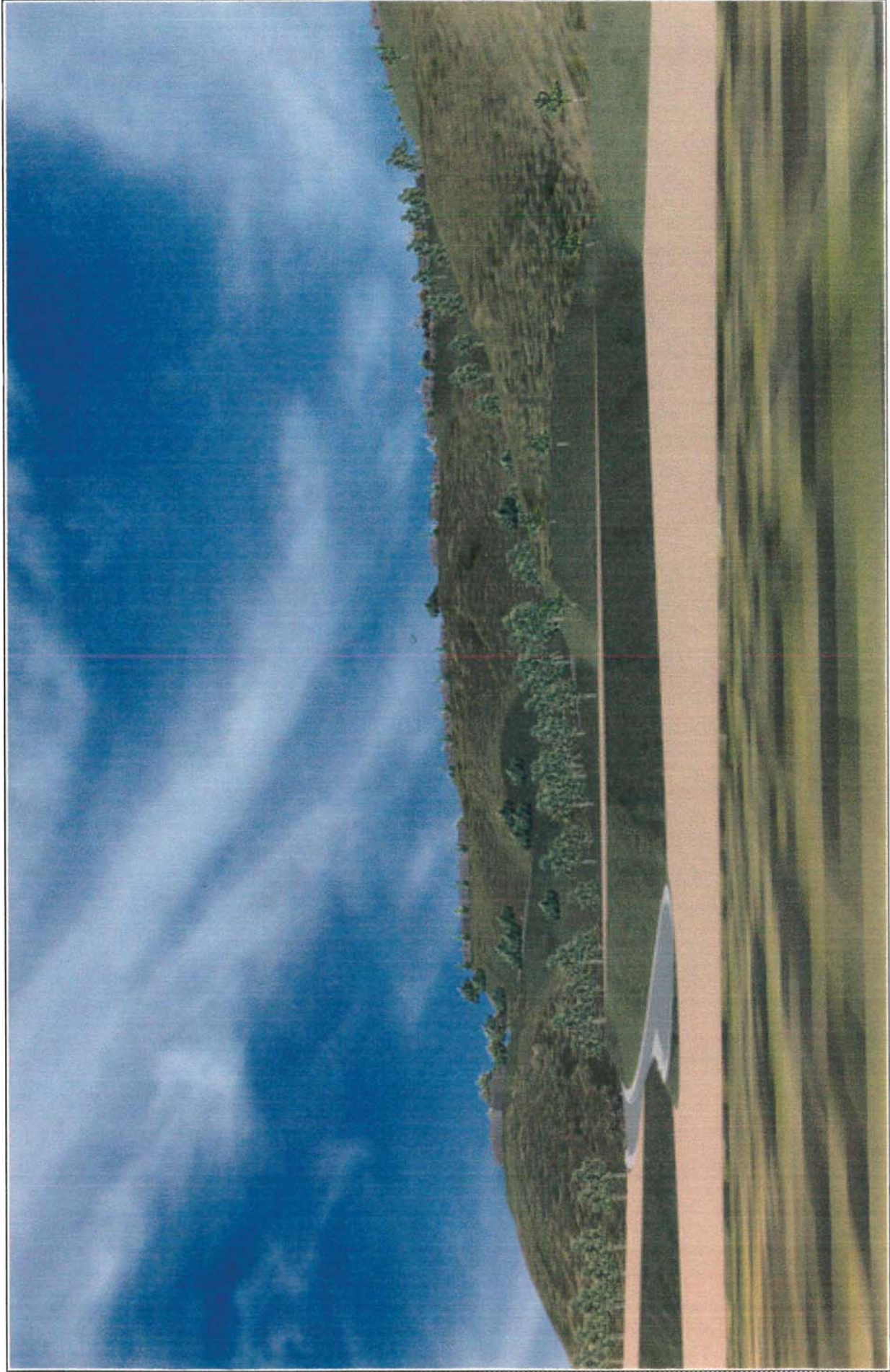
Significance of Impacts

a) Landform Alteration

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 14,903 cubic yards of grading per graded acre. This is considered a significant direct and cumulative landform alteration impact.

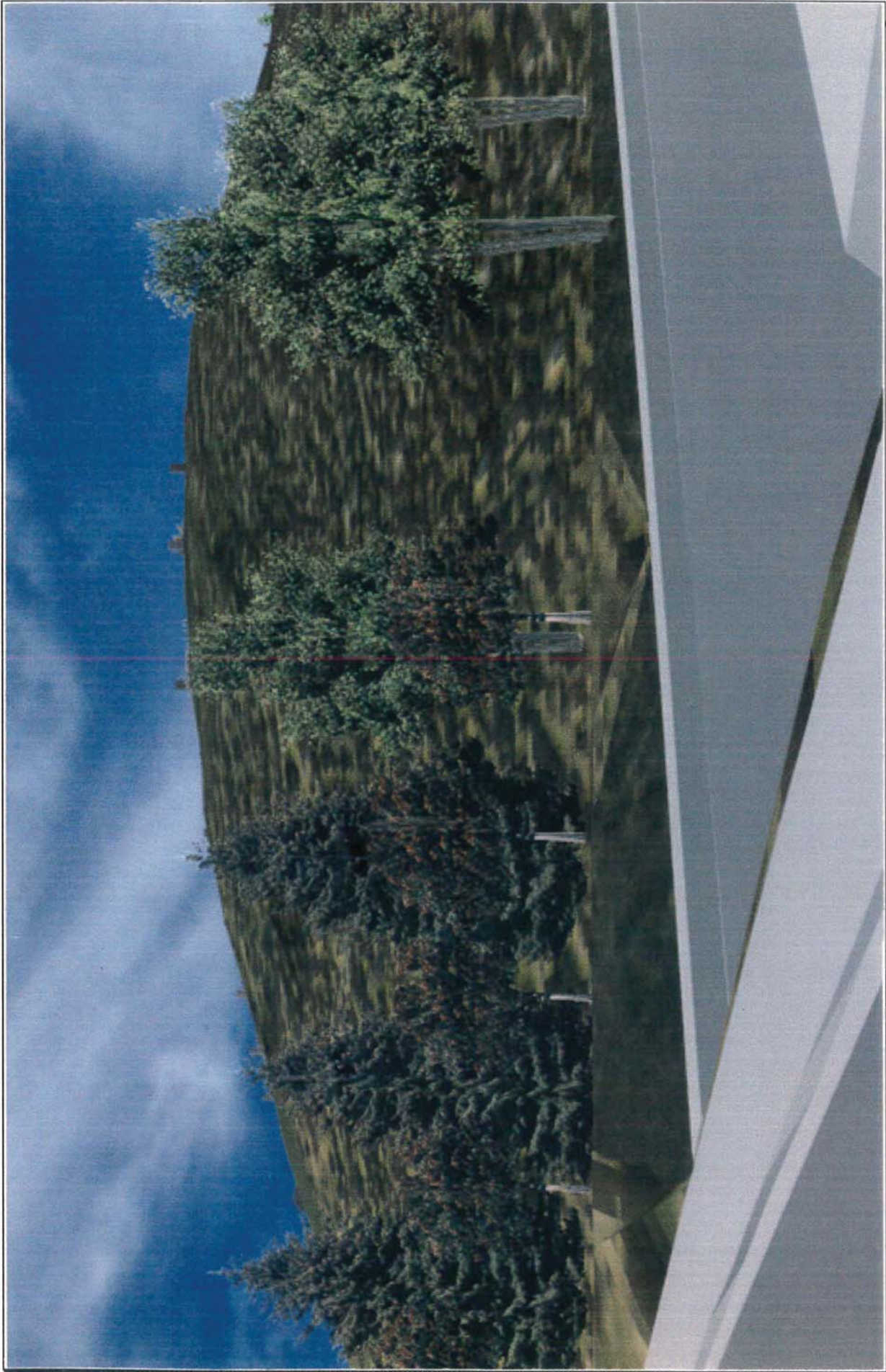
b) Visual Quality

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 (Rancho Peñasquitos and Scripps Ranch). This impact to visual quality would, therefore, be considered directly and cumulatively significant and unmitigated.



Source: Rick Engineering Company 1998

FIGURE 4B-5
Simulated View of the Project from Scripps Poway Parkway /I-15 Northbound Off-Ramp



Source: Rick Engineering Company 1998

FIGURE 4B-6

Simulated View of the Northerly Ridge of the PRD from Scripps Poway Parkway

Mitigation, Monitoring, and Reporting

a) Landform Alteration

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) 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.

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.

b) Visual Quality

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.

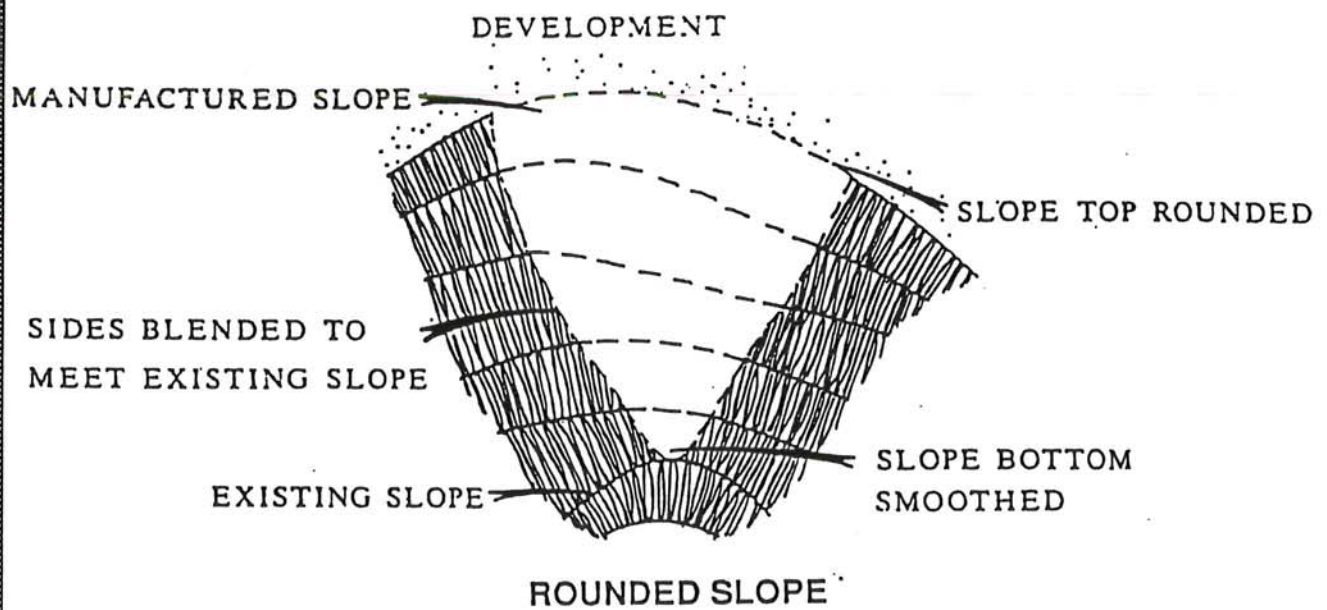
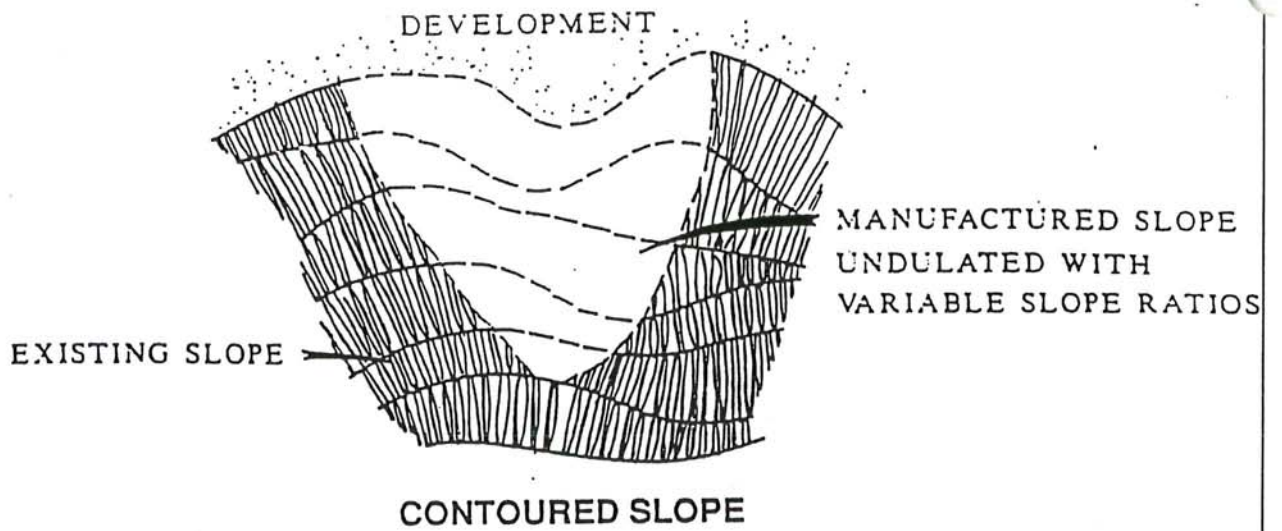


FIGURE 4B-7

Sensitive Grading Techniques

2) Issue

Would compliance with the City's brush management program result in visual impacts?

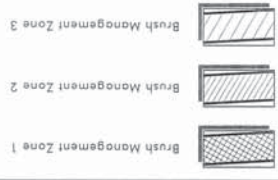
Impacts

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. Brush management is typically accomplished by pruning and thinning of native plants, revegetation with non-native plants, or a combination of the two. In no case should hillsides be left devoid of vegetation, because this would lead to soil erosion.

The proposed Scripps Gateway TM would implement the brush management requirements cited in the City's Landscape Technical Manual by creating three fuel modification zones. While zone 1 would occur on the residential building pad, zones 2 and 3 would be natural open space adjacent to the edge of development on a portion of the TM. Figure 4B-8 illustrates the brush management zones for the project.

The brush management plan for the project indicates that the three zones would work together to provide a transition between the undisturbed native vegetation and the landscaped yards of future homeowners. Zone 1, closest to the houses and totally on private property, would be landscaped with ornamental and non-native plants plus natives which can survive being irrigated during the summer months. The depths of Brush Management Zones 2 and 3 would be 40 feet. Zone 2 would be comprised of existing native vegetation which has been pruned and thinned selectively (approximately 50 percent) by hand plus the introduction of low-growing, fire-retardant shrubs and ground covers that are visually compatible with the native vegetation. In some cases, Zone 2 would be on manufactured slopes that would be planted with low-growing, fire-retardant native shrubs and ground covers, according to the specifications provided in the Landscape Technical Manual. These plant species would be noninvasive where required by the Landscape Technical Manual. Zone 3, adjacent to the undisturbed open space areas, would be an area where the existing native vegetation is pruned and thinned by hand in a way to preserve the natural appearance and reduce the fuel load (percentage of vegetation thinned varies from 40-60 percent, depending on location). Viewers looking at these zones would see a gradual change from the dark undisturbed vegetation to the more predominantly green and lush appearance of the ornamental landscaping of zone 1 and the private yards. This is visually acceptable and less disruptive than stark contrasts in lines between native/non-native or undisturbed/cleared areas which are often viewed as firebreaks on ridgetops in undeveloped areas.

FIGURE 4B-8



Source: Rick Engineering Company 1998



As shown on Figure 4B-5, the vast majority of brush management proposed for Scripps Gateway would take place within disturbance associated with the project grading. Approximately 6.7 additional acres beyond the limits of grading would be disturbed by the brush management for the project. These excesses are generally minor in extent as they are small in area and consist mostly of zone 3 management efforts—selective pruning and thinning of native vegetation while preserving natural appearance.

Significance of Impacts

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.

Mitigation, Monitoring, and Reporting

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.

C. Biological Resources

Biological surveys were conducted by Pacific Southwest Biological Services, Inc. between August 1989 and June 1992 to determine the type, current condition, and extent of biological resources on the entire 242.1-acre property. The biological surveys included searches for any rare, endangered, threatened, or sensitive plant or animal species having the potential for occurrence on the property. Surveys for coastal California gnatcatcher were conducted in 1989, 1990, 1992, and 1995 following protocols established by the U.S. Fish and Wildlife Service. A biological technical report is provided as Appendix B.

The biological technical report included in this EIR (see Appendix B) reflects the data compiled at the time the survey was completed (1992). The native vegetative communities distribution on-site were updated in 1997. The acreages provided for in this EIR have been updated based upon the 1997 data. Directed searches for the quino checkerspot butterfly (*Euphydryas editha quino*) were conducted by RECON during the 1998 flight season over the entire property.

Existing Conditions

Scripps Gateway comprises approximately 242.1 acres of land and is located within the Miramar Ranch North community planning area. Interstate 15 is adjacent to the western property boundary; Scripps Poway Parkway runs east-west through the northern third of the property. The relatively rugged terrain which dominates the site includes predominantly north-, east-, and west-facing slopes with elevations ranging from approximately 410 feet above MSL in the northwestern portion of the site, to approximately 1,000 feet above MSL in the southern portion of the site. A major drainage bisects the property from south to north. A small riparian area also occurs east of the freeway on-ramp. There is no perennial surface water on the site. South of this area is a disturbed non-native grassland which has been brushed in areas where beehives historically have been placed. At the upper elevations near the southern boundary is a perennial non-native grassland with signs of historical disturbance.

Soils on the property are San Miguel-Exchequer rocky silt loams (U.S. Department of Agriculture [USDA] 1973). The underlying geology is Jurassic Santiago Peak Volcanics overlain with Eocene Marine sediments (Kennedy and Peterson 1975).

Several natural vegetation communities occur on the property, although the greatest diversity occurs in a burn area and along several disturbed areas (such as trails and Scripps Poway Parkway).

Public access to the property is limited, although a number of trails occur throughout the property. Extensive residential development to the east has reduced the utility of this area as a wildlife corridor.

a) Vegetation

Five distinct vegetation categories were delineated on the Scripps Gateway property: southern mixed chaparral, Diegan sage scrub, perennial non-native grassland, southern willow scrub, and disturbed lands. Two minor subcategories of mule fat scrub and annual non-native grassland also have been mapped for the site and are discussed under the willow scrub and disturbed categories, respectively. All of the vegetation communities are mapped (Figure 4C-1) and are described in detail below. A complete list of plant species observed on-site is provided in Appendix B.

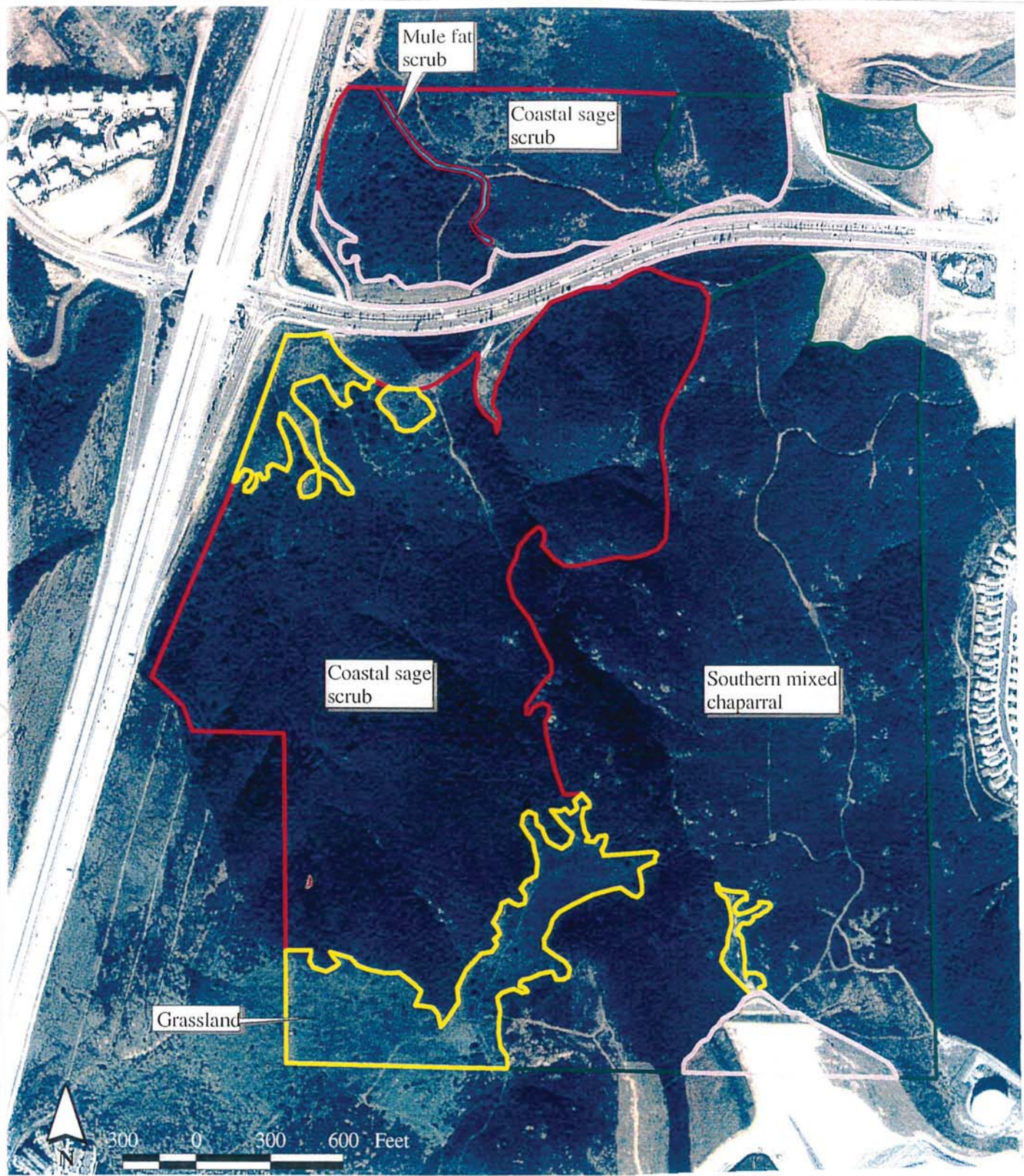
Southern Mixed Chaparral (100.8 acres)

A chaparral dominated by chamise (*Adenostoma fasciculatum*) occupies most of the terrain at the higher elevations in the eastern portion of the site. The northern portion of this vegetation is extremely thick and has not burned in a number of years; it has reached a mature stage which tends to eliminate diversity and particularly the growth of an annual understory. At one locale an almost pure stand of Ramona lilac (*Ceanothus tomentosus*) eight to ten feet in height has replaced the chamise. In the southeast, fire has opened up the habitat allowing a greater diversity of plants within the understory. Mild disturbance on the periphery of the Scripps Poway Parkway cut slopes has enabled some native annuals to pioneer.

Elsewhere are scattered toyon (*Heteromeles arbutifolia*) and San Diego mountain mahogany (*Cercocarpus minutiflorus*) with occasional holly-leaf redberry (*Rhamnus ilicifolia*) and scrub oak (*Quercus dumosa*). Along the trails grows skunkweed (*Navarretia hamata*) with its dank odor and in areas of rocky outcrop are found giant stipa (*Stipa coronata*) and the primitive Bigelow's spike-moss (*Selaginella bigelovii*) which occurs in tight crevices where competition from other plants is minimal. Wavy soap plant (*Chlorogalum parviflorum*) is common, occupying limited openings in the shrub cover. Understory includes slope semiphore (*Mimulus brevipes*), golden daisy (*Chaetopappa aurea*), large-flower phacelia (*Phacelia grandiflora*), and at the highest elevations, Indian warrior (*Pedicularis densiflora*), a species uncommonly found this close to the coast. Common chaffweed (*Anagallis minimus*) was found on a "bald" in shallow soils. The showy Indian pink (*Silene laciniata*) is uncommon on shaded slopes.

Diegan Coastal Sage Scrub (101.0 acres)

The Diegan phase of coastal sage scrub is represented on-site by a woody phase which is transitional to chaparral. Aside from the most xeric hillsides where coastal sage (*Artemisia californica*) predominates, a mix of other shrubs such as black sage (*Salvia*



Photography: Aerial Photobank CVSD97-1198 1/18/97

- Coastal sage scrub
- Disturbed
- Grassland
- Mule fat scrub
- Southern mixed chaparral

FIGURE 4C-1
Vegetation

mellifera), lemonadeberry (*Rhus integrifolia*), laurel-leaf sumac (*Malosma laurina*), and coast monkey flower (*Diplacus puniceus*) is present.

A small stand of golden ear-drops (*Dicentra chrysantha*), which is normally found only on recent burns, occurs at one locale. Here it has been stimulated into growth by a different mechanism. A disturbed trail had been mechanically widened within the previous year and the *Dicentra* occurred on the periphery of this recent disturbance.

Limited rock outcrops were generally laden with cotton fern (*Cheilanthes newberryi*) growing in crevices. Wood fern (*Dryopteris arguta*) is an occasional element within shaded and more mesic locales, while goldback fern (*Pityrogramma triangularis*) is well established along embankments.

Diversity of annuals is noticeably elevated in the ecotonal habitats where the sage scrub intermingled with a perennial non-native grassland. These include the aptly named caterpillar phacelia (*Phacelia cicutaria*) with its insect-shaped flowering cymes and cudweed aster (*Corethrogyne filaginifolia* var. *virgata*) which flowers late in the season.

Non-native Grassland (3.7 acres) and Annual Non-native Grassland (13.2)

This habitat occupies the lowland areas abutting the freeway fill slopes. Purple needlegrass (*Stipa pulchra*) with its distinctive, long awns is the characteristic species. Also preferring the more mesic conditions is blue-eyed grass (*Sisyrinchium bellum*) with its iris-like leaves and deep purple-blue flowers. A portion of the west-facing slope of the adjacent hill is also primarily non-native grassland.

A second non-native grassland is found on the west-facing slopes near the southern boundary. Habitat quality is considered excellent. It grades into a more disturbed area in the extreme southwestern corner which ranges off-site to the south. Common species found here are blue dicks (*Dichelostemma pulchella*), along with owl's clover (*Orthocarpus purpurascens*), great basin linanthus (*Linanthus liniflorus* ssp. *pharnaceoides*), golden stars (*Bloomeria crocea*), and on clay lenses, red-seed plantain (*Plantago rhodosperma*).

Southern Willow Scrub/Mule Fat Scrub (0.24 acre)

Crossing the project site is a small riparian area which includes scattered San Diego sagewort (*Artemisia palmeri*). This drainage eventually feeds into Peñasquitos Creek where this sensitive shrub is particularly well represented. Also seen are Coulter's horseweed (*Conyza coulteri*), Mexican tea (*Chenopodium ambrosioides*), willow smartweed (*Persicaria lapathifolium*), mariposa rush (*Juncus dubius*), mule fat (*Baccharis glutinosa*) and black willow (*Salix gooddingii*). The horseweed mentioned above is relatively uncommon in San Diego County, but shows up more frequently in similar riparian situations in western Riverside County.

Disturbed Lands (24.3 acres)

This area is concentrated around Scripps Poway Parkway where construction crews were putting the finishing touches in May 1992 to roadcuts and fills which push eastward through the center of the property, splitting a north/south ridgeline. Exotics planted along this road include Indian hawthorn (*Rhaphiolepis indica*), acacia, purple rock-rose (*Cistus villosus*), and gazania.

b) Flora

One hundred and ninety-one species of plants were found on the Scripps Gateway property, of which 45 are non-native invasive elements (see Appendix B). Very heavy recent development of this region, including the vast Miramar Lake projects to the east, which were commencing grading during the March 22, 1990 survey (and ongoing in May 1992) have had severe impacts on floral diversity for the region. In general, biological open space is being limited in the area to steep slopes where diversity is generally limited. The variety of native plants on-site underscores the wide spectrum of species in this region's native flora.

c) Wildlife

The site consists of mature chaparral on the hillsides and ridgetops and Diegan sage scrub with a minor open non-native grassland element on the lower, westerly portions of the site. The chaparral on-site is mature, tall, and virtually impenetrable. However, a fire break road and Scripps Poway Parkway have allowed access into this habitat. The chaparral does not have a very diverse fauna, but does provide cover for secretive species of larger mammals such as the bobcat (*Lynx rufus*).

The Diegan sage scrub habitat type supports a more diverse fauna than the chaparral. The open and varied nature of the vegetation, including small non-native grassland openings, supports a number of lizards, mammals, and birds. The California gnatcatcher (*Poliophtila californica californica*) is restricted to this habitat type. It is estimated that over 70 percent of this habitat type has been destroyed in San Diego County due to agricultural clearing and urbanization. Other species identified in these areas include mule deer (*Odocoileus hemionus*), coyote (*Canis latrans*), mountain lion (*Felis concolor*), and bobcat.

A complete list of all wildlife species observed on the property is presented in Appendix B.

Amphibians

The xeric nature of the site is such that the garden slender salamander (*Batrachoseps pacificus major*) and Pacific chorus frog (*Pseudacris regilla*) are the only species

expected to occur. These amphibians would be expected to occur within the minute willow thicket or in dense chaparral habitats. However, no amphibians were observed on-site.

Reptiles

Seven species of reptiles were observed on-site: western fence lizard (*Sceloporus occidentalis*), western whiptail (*Cnemidophorus tigris*), granite spiny lizard (*Sceloporus orcutti*), southern alligator lizard (*Elgaria multicarinata*), red diamond rattlesnake (*Crotalus ruber*), orange-throated whiptails (*Cnemidophorus hyperythrus beldingi*), and the San Diego coast horned lizard (*Phrynosoma coronatum blainvillei*). The granite spiny lizard inhabits rocky outcrops scattered throughout the chaparral, while the remainder of the reptiles are more widespread within all habitats found on-site.

Birds

Nineteen species of birds were observed during the survey, comprising the common avifauna found in such habitats (see Appendix B). The diversity is representative of the homogeneity of the property and seasonal timing of the surveys. Additional migrants would be expected during other seasons. Species present include the scrub jay (*Aphelocoma coerulescens*), Bewick's wren (*Thryomanes bewickii*), Anna's hummingbird (*Calypte anna*), turkey vulture (*Cathartes aura*), California thrasher (*Toxostoma redivivum*), house finch (*Carpodacus mexicanus*), rufous-sided towhee (*Pipilo erythrophthalmus*), southern California rufous-crowned sparrows (*Aimophila ruficeps canescens*), and the California towhee (*Pipilo crissalis*, formerly known as the brown towhee). A cover of California quail (*Callipepla californica*) was flushed on the site, as well.

The most sensitive birds found on the property were California gnatcatchers (*Polioptila californica*), which occurred on the more open stretches of sage scrub on the periphery of the perennial non-native grassland areas. Three adult birds were observed in 1989, comprising a breeding pair and a solitary male. These birds were not found in 1990 or in 1992. A solitary male was located within the project in 1995 and a pair was observed in the southern portion of the site, though their habitat area extends off-site.

Sensitive birds occurring or potentially occurring on the site are discussed below.

Mammals

Nine species of mammals were detected on-site (see Appendix B). The more commonly occurring species include coyote, desert cottontail (*Sylvilagus audubonii*), pocket gopher (*Thomomys* sp.), deer mice (*Peromyscus* sp.), and woodrat (*Neotoma* sp.). The distinctive tracks of a mountain lion were found along a trail. These prints were found adjacent to mule deer tracks. Mule deer are the primary prey of mountain lions.

Found in the fine dust along a trail were tracks tentatively identified as a ringtail (*Bassariscus astutus*). These secretive animals, like their cousins the raccoons, seem to prefer habitat near watercourses, but can be found in a variety of habitats. While rarely seen, these mammals are probably more prevalent than reports indicate, although there is little hard data to substantiate this claim.

Invertebrates

The quino checkerspot butterfly is federally endangered. This butterfly occurs in open, dry areas in low foothills, mesas, and lake margins. Adults emerge from mid-January through April. The species was not observed during any of the surveys; however, *Plantago erecta* (one of its larval host plants) occurs on the Scripps Gateway property in six locations within the site, both north and south of Scripps Poway Parkway. Directed weekly searches per the U.S. Fish and Wildlife Interim Guidelines were conducted by RECON in 1998 during the flight season. No checkerspot butterflies were observed. The site is not located in close proximity to any currently known locations of the butterfly, which has most recently been observed in the southeast portion of the county in Marron Valley and the eastern area of Otay Mesa.

d) Sensitive Resources

Sensitive Vegetation

The Tier II Diegan phase of inland sage scrub vegetation once covered vast, uninterrupted tracts of land in coastal San Diego County. Extensive coastal, urban development, and agriculture has removed more than an estimated 70 percent of the original habitat (Unitt 1984). Much of the remaining Diegan sage scrub has been fragmented into isolated "islands" of native vegetation which slowly degenerates as urban pressures result in escalating secondary impacts. High quality Diegan sage scrub habitat, tied into contiguous relatively undisturbed large blocks of natural open space, is becoming quite rare in coastal San Diego County, from Oceanside south to the Mexican border.

Riparian areas have always been at a premium in southern California owing to the arid nature of the climate and the relatively low rainfall totals. Substantial historic loss of riparian woodland within this century is well documented and few of San Diego County's coastal creeks and rivers have escaped major impacts from reservoir, residential, industrial, and agricultural developments. The site supports two disjunct areas of southern willow scrub and mule fat scrub, totaling less than 0.3 acre. Both are relatively poorly developed.

Riparian areas and other wetlands are highly productive and, as a group, diverse communities. These areas are federally and state regulated under Section 404 of the Clean Water Act and Section 1600 et seq. of the California Fish and Game Code.

Perennial non-native grassland is a Tier IIIB upland habitat that has experienced a severe decline in total acreage in San Diego County over the last 150 years. Impacts initially were the result of severe overgrazing during drought years, resulting in the degradation of perennial non-native grasslands, ultimately converting many to disturbed annual non-native grasslands. More recently, urbanization has claimed the level valley terrain favored by *Nassella lepida* and its non-native grassland cohorts. Mid-sized stands of perennial non-native grassland, such as found on-site, are of sufficient size to merit significance as a sensitive habitat.

Sensitive Plant Species

The proposed project site features an impressive number of sensitive plant species, and should be considered atypically “rich” in such resources. Sensitive plant species which were observed within the project area or could be expected to occur based on habitats present are listed in Tables 4C-1 and 4C-2. Those plants not identified on Table 4C-1 as “observed” were specifically searched for and not found. Sensitive species with very limited geographic ranges (narrow endemic species) were not observed within the project area. Approximately 50-60 California spinebush (*Adolphia californica*) were noted on a ridge just east of the freeway and south of Scripps Poway Parkway. This population is considered of moderate significance. An estimated 30 shrubs were removed by the construction of Scripps Poway Parkway following the initial August 2, 1989 survey date. An additional 7-10 shrubs grow in a tributary drainage. Additional plants likely occur at scattered locales in the dense sage scrub.

Approximately 150-200 San Diego sagewort shrubs (*Artemisia palmeri*) occur in a drainage in the site’s primary drainage. This population is considered of moderate significance on a regional basis. Scripps Poway Parkway has substantially altered the distribution of this plant on-site. Upstream colonies were eliminated, but some siltation downstream has allowed for a substantial colony to develop. Approximately 10-15 plants are also now growing at the edge of a new fill south of Scripps Poway Parkway on a shaded slope.

Several San Diego barrel cacti (*Ferocactus viridescens*) were found on a ridge just east of the termination of Mercy Road in 1989. This population of 5-7 plants was subsequently removed during grading for Scripps Poway Parkway. Western dichondra (*Dichondra occidentalis*) is common in rocks on the extreme southern boundary, with the population extending off-site. A burn on the highest knoll revealed numerous additional plants during the 1992 census. Scattered throughout chaparral and sage scrub, the ground-covering prostrate ashy spike-moss (*Selaginella cinerascens*) is extraordinarily common in coastal San Diego County. Its presence on-site is not considered biologically significant.

TABLE 4C-1
SENSITIVE PLANT SPECIES OBSERVED (*) OR WITH THE POTENTIAL FOR OCCURRENCE

Species	State/Federal Status	CNPS List	CNPS Code	Comments
<i>Acanthomintha ilicifolia</i> San Diego thorn mint	CE/PE	1B	2-3-2	Chaparral, coastal sage scrub, valley and foothill grassland/clay soils; MSCP covered
<i>Adolphia californica</i> * California spinebush	--/--	2	1-2-1	Chaparral
<i>Artemisia palmeri</i> * San Diego sagewort	--/--	2	2-2-1	Coastal sage scrub
<i>Ceanothus verrucosus</i> Wart-stemmed lilac	--/--	2	1-2-1	Chaparral; MSCP covered
<i>Chorizanthe procumbens</i> var. <i>albiflora</i> * Prostrate spineflower	--/--	4	1-2-2	Chaparral, pinyon and juniper woodland
<i>Comarostaphylis diversifolia</i> ssp. <i>diversifolia</i> Summer holly	--/--	1B	2-2-2	Chaparral
<i>Dichondra occidentalis</i> * Western dichondra	--/--	4	1-2-1	Chaparral, cismontane woodland, coastal sage scrub, valley and foothill grassland
<i>Dudleya variegata</i> Variegated dudleya	--/--	1B	1-2-2	Chaparral, coastal sage scrub; MSCP covered
<i>Ferocactus viridescens</i> * San Diego barrel cactus	--/--	2	1-3-1	Chaparral, coastal sage scrub, valley and foothill grassland; MSCP covered
<i>Iva hayesiana</i> San Diego marsh-elder	--/--	2	2-2-1	Chaparral
<i>Muilla clevelandii</i> San Diego golden star	--/--	1B	2-2-2	Chaparral, coastal sage scrub, valley and foothill grassland, vernal pools MSCP covered
<i>Ophioglossum californicum</i> (= <i>Ophioglossum lusitanicum</i> ssp. <i>californicum</i>) California adder's-tongue fern	--/--	4	1-2-2	Clay mesa soils

**TABLE 4C-1
SCRIPPS GATEWAY
SENSITIVE PLANT SPECIES
OBSERVED (*) OR WITH THE POTENTIAL FOR OCCURRENCE
(continued)**

Species	State/Federal Status	CNPS List	CNPS Code	Comments
<i>Quercus dumosa*</i> Coast scrub oak	--/--	1B	2-3-2	Coastal chaparral
<i>Selaginella cinerascens*</i> Ashy spike-moss	--/--	4	1-2-1	Chaparral, coastal sage scrub
<i>Viguiera laciniata</i> San Diego sunflower	--/--	4	1-2-1	Chaparral, coastal sage scrub

NOTE: See Table 4C-2 for explanation of sensitivity codes.

**TABLE 4C-2
SENSITIVITY CODES**

FEDERAL CANDIDATES AND LISTED PLANTS

- FE = Federally listed, endangered
- FT = Federally listed, threatened
- FPE = Federally proposed endangered
- FPT = Federally proposed threatened
- C1 = Enough data are on file to support a proposal for the federal listing
- C1* = Enough data are on file to support a proposal for federal listing, but the plant is presumed extinct
- C2 = Threat and/or distribution data are insufficient to support federal listing
- C2* = Threat and/or distribution data are insufficient to support federal listing; plant presumed extinct
- C3a = Extinct
- C3b = Taxonomically invalid
- C3c = Too widespread and/or not threatened

STATE LISTED PLANTS

- CE = State listed, endangered
- CR = State listed, rare
- CT = State listed, threatened

CALIFORNIA NATIVE PLANT SOCIETY

LISTS

- 1A = Species presumed extinct.
- 1B = Species rare, threatened, or endangered in California and elsewhere. These species are eligible for state listing.
- 2 = Species rare, threatened, or endangered in California but which are more common elsewhere. These species are eligible for state listing.
- 3 = Species for which more information is needed. Distribution, endangerment, and/or taxonomic information is needed.
- 4 = A watch list of species of limited distribution. These species need to be monitored for changes in the status of their populations.

R-E-D CODES

R (Rarity)

- 1 = Rare, but found in sufficient numbers and distributed widely enough that the potential for extinction is low at this time.
- 2 = Occurrence confined to several populations or to one extended population.
- 3 = Occurrence limited to one or a few highly restricted populations, or present in such small numbers that it is seldom reported.

E (Endangerment)

- 1 = Not endangered
- 2 = Endangered in a portion of its range
- 3 = Endangered throughout its range

D (Distribution)

- 1 = More or less widespread outside California
- 2 = Rare outside California
- 3 = Endemic to California

A single prostrate spineflower (*Chorizanthe procumbens* var. *albiflora*) was noted near the southern summit. Its presence on-site is not considered botanically significant. Coast scrub oak (*Quercus dumosa*) is clustered near the top of the highest knoll. It is also present at unmapped locales elsewhere within the chaparral.

In addition, the following sensitive plant species are known from the area, but were not found directly on-site.

A major population of San Diego thorn mint (*Acanthomintha ilicifolia*) occurs approximately one mile northeast of the Scripps Gateway property. It occurs on a slope and plateau perhaps 100 yards southeast of the existing water reclamation plant. A second small site occurs 50 yards further to the east alongside a footpath. A third small site was reported west of the existing plant, but could not be reconfirmed (RECON 1981). The habitat covers up to an acre in area and numerous *Acanthomintha* were noted on the slope as well as the flatter terrain at the foot of the slope (north of the trail which traverses this site). This species was not found during a spring survey of the Scripps Gateway property. Suitable habitat is extant in perennial non-native grassland below the high knoll in the southern portion of the site, but this species could not be located. Presence here in limited numbers would not be surprising.

Substantial numbers of San Diego marsh-elder (*Iva hayesiana*) occur on the sandy banks of Peñasquitos Creek east of the freeway. Habitat for San Diego marsh-elder occurs throughout Peñasquitos Creek. A previous survey (RECON 1981) noted San Diego golden stars (*Muilla clevelandii*) on a hillside off-site and northeast of the Scripps Gateway property. San Diego sunflowers (*Viguiera laciniata*) are potentially present in low numbers within the sage scrub. It occurs in similar habitat just off-site to the north.

Several additional plants have been recorded from the vicinity. *Dudleya variegata* is known from hillsides northeast of the area surveyed. Several additional sensitive plants are known from the area and were sought but not found on-site. *Ceanothus verrucosus* may occur in limited numbers in the impenetrable chaparral of the area and is potentially present on-site. *Comarostaphylis diversifolia* which is found nearby in Sycamore Canyon may also occur as isolated trees within the chaparral. *Ophioglossum lusitanicum* ssp. *californicum* is a cryptic fern which may occupy vernal moist locales on-site.

Sensitive Wildlife Species

Six sensitive species have been observed on-site, including the federally listed threatened species coastal California gnatcatcher, and three MSCP-covered species:

San Diego coast horned lizard
California rufous-crowned sparrow
California gnatcatcher

Phrynosoma coronatum blainvillii
Aimophila ruficeps canescens
Polioptila californica californica

Mountain lion	<i>Felis concolor</i>
Turkey vulture	<i>Cathartes aura</i>
Red Diamond Rattlesnake	<i>Crotalus exsul</i>

Three California gnatcatchers were observed on the site during the first 1989 survey, but their presence was not detected on subsequent visits in 1990 and 1992. In 1995, a solitary male was noted south of Scripps Poway Parkway and a pair was observed to move up from an off-site area to the south in response to taped calls. Suitable habitat occurs along the western portion of the site and while nesting use of this area is not currently occurring, habitat should be considered suitable for occupancy by this species.

The San Diego coastal horned lizard was noted on-site. A single northern red diamond rattlesnake was found on-site in Diegan sage scrub and others are likely to occur throughout the site.

Turkey vultures are an uncommon wide-ranging species, and are found in many undeveloped regions of the county; one was seen soaring high above the site. This species nests only infrequently in the county and nesting is poorly understood. This species' presence on the site is not considered to be significant.

Tracks of a single adult mountain lion were observed on-site near tracks of Mule Deer during 1989. Subsequent widespread mass grading to the east has reduced the likelihood this species will continue to hunt the site on a regular basis.

The status of all sensitive animal species that were observed during the surveys are listed in Table 4C-3. Table 4C-3 also indicates sensitive animal species which could potentially inhabit or use the project site area, but were not observed. The potential to occur is based on the project location, climate, known range of the species, and previous recorded observations. Those animals not identified in Table 4C-3 as "observed" were specifically searched for and not found. These species include orange-throated whiptail (*Cnemidophorus hyperythrus beldingi*), coastal rosy boa (*Lichanura trivirgata roseofusca*), San Diego ringneck snake (*Diadophis punctatus similis*), coastal sage sparrow (*Amphispiza belli belli*), grasshopper sparrow (*Ammodramus savannarum perpallidus*), northwestern San Diego pocket mouse (*Perognathus fallax fallax*), San Diego desert woodrat (*Neotoma lepida intermedia*), ringtail cat (*Bassariscus astutus*), and quino checkerspot butterfly.

Although not directly observed, tracks tentatively identified as belonging to a ringtail were observed along a trail in the southeastern portion of the site near a rocky outcrop. Additionally, stick nests likely belonging to the San Diego desert woodrat were found at several locales throughout the site. However, without trapping it is impossible to determine if the nests actually belong to this species or to the more common dusky-footed woodrat (*Neotoma fuscipes*).

TABLE 4C-3
SENSITIVE WILDLIFE SPECIES OBSERVED (†) OR EXPECTED TO OCCUR

Species	Status	Habitat
<u>Reptiles</u>		
Orange-throated (= orangethroat) whiptail <i>Cnemidophorus hyperythrus beldingi</i>	CSC, SDC, MSCP	Chaparral, coastal sage scrub with coarse sandy soils and scattered brush.
Coastal rosy boa <i>Lichanura trivirgata roseofusca</i>	SDC	Brushland habitat with boulders.
Red diamond rattlesnake† <i>Crotalus ruber ruber</i>	CSC	Desert scrub and riparian habitats, coastal sage scrub, open chaparral, grassland, and agricultural fields.
San Diego horned lizard <i>Phrynosoma coronatus blainvillii</i>	CSC, SDC, MSCP	Chaparral, coastal sage scrub with fine, loose soil; partially dependent on harvester ants for forage.
<u>Birds</u>		
Turkey vulture (breeding) † <i>Cathartes aura</i>	SDC	Open fields, grasslands, rocky cliffs. Spring and fall migrant, winter visitor, rare summer resident.
Coastal California gnatcatcher† <i>Poliopitila californica californica</i>	FT, CSC, SDC, MSCP	Coastal sage scrub, maritime succulent scrub. Resident.
Bell's sage sparrow <i>Amphispiza belli belli</i>	CSC, SDC	Chaparral, coastal sage scrub. Localized resident.
Grasshopper sparrow (breeding) <i>Ammodramus savannarum</i>	SDC	Tall grass areas. Localized summer resident, rare in winter.

TABLE 4C-3
 SENSITIVE WILDLIFE SPECIES OBSERVED (†) OR EXPECTED TO OCCUR
 (continued)

Species	Status	Habitat
<u>Birds (cont.)</u>		
California rufous-crowned sparrow <i>Aimophila ruficeps canescens</i>	CSC, MSCP	Coastal sage scrub grassland; resident.
<u>Mammals</u>		
Northwestern San Diego pocket mouse <i>Perognathus (= Chaetodipus) fallax fallax</i>	CSC	San Diego County west of mountains in sparse, disturbed coastal sage scrub or grasslands with sandy soils.
San Diego desert woodrat <i>Neotoma lepida intermedia</i>	CSC	Coastal sage scrub and chaparral.
Ringtail <i>Bassariscus astutus</i>	CFP	Cliffs, rocky ravines, chaparral communities.
Mountain lion† <i>Felis concolor</i>	CFP, MSCP	

Status Codes

Listed/Proposed

FT = Listed as threatened by the federal government

Candidate

C2 = Category 2 candidate for federal listing (taxa which existing information indicates may warrant listing, but for which substantial biological information to support a proposed rule is lacking)

Other

CFP = California fully protected species

CSC = California Department of Fish and Game species of special concern

SDC = City of San Diego Resource Protection Ordinance "Sensitive Species" (Sensitive Species List 1, 8, 91)

Peñasquitos Canyon Wildlife Corridor

Although the property is currently undeveloped, the construction of Scripps Poway Parkway as a six-lane major road has substantially restricted access for terrestrial wildlife to and from Peñasquitos Canyon. As residential development has been approved for areas bordering the site to the south and east, the project site south of Scripps Poway Parkway would become an insular habitat even if it remained undeveloped. The productivity of isolated habitat in developed areas is uncertain; relevant factors include the size of the habitat relative to the habitat requirements of various wildlife species; availability of appropriate habitat within the area for forage; availability of cover for refuge; lack of restrictions to movement to off-site areas; opportunities for predation; and minimization of intrusions from noise, light, glare, or human presence.

e) Planning and Regulatory Considerations

Wetland habitat is regulated by both state and federal agencies and it is considered a sensitive habitat type due to cumulative losses in California. The regulatory importance of wetland habitats derives from the fact that approximately 95 percent of these habitat types which once occurred in California have been removed by agriculture, flood management, urbanization, and mineral extraction activities. This has resulted in the adoption of federal and state level regulatory actions to conserve riparian woodlands, riparian scrub, and freshwater marshes as important wetlands resources, including requirements for compliance with conservation guidelines of Section 1600 of the CDFG Code and Section 404 of the Clean Water Act. Impacts to the stream channel on-site require a streambed agreement with the CDFG and a 404 permit from the USACE.

Wetlands on-site include areas mapped as mule fat scrub/disturbed wetlands. However, the technical definition of “waters of the U.S. and adjacent wetlands” employed by the USACE under Section 404 of the Clean Water Act may involve additional areas within the floodplain of drainages on-site. The jurisdiction of the USACE over “waters of the U.S.” includes deposition of fill in “waters of the U.S.” plus adjacent wetlands.

Modifications of streambeds are subject to the California Fish and Game Code, Sections 1600-1603, and will require an agreement with the CDFG, whose policy of no net loss of wetlands makes mitigation necessary.

f) Natural Community Conservation Planning

Begun in response to the state’s Natural Community Conservation Act of 1991 (NCCP), the NCCP program is aimed at the long-term conservation of the state’s native animal and plant species and their habitats, in areas large enough to ensure their continued viability while also allowing compatible and appropriate development. The coastal sage scrub NCCP Process Guidelines were prepared by the CDFG and the California Resources Agency in November 1993. The Guidelines explain the roles of local, state, and federal

government, and describe how the planning process will shift in focus from the regional to the subregional level. Implementation of this process is a joint responsibility of the USFWS, CDFG, and local jurisdictions formally enrolled in the program, including the City of San Diego. The MSCP is considered functionally equivalent to the NCCP.

g) 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 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 "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.

In August 1996, the Draft MSCP Plan and related resource documents 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. 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).

Using the MSCP Plan as a framework plan, subarea plans may be prepared by local general-purpose agencies. The City of San Diego has prepared a subarea plan to guide implementation of the MSCP Plan within its corporate boundaries. The subarea plan is intended to guide land uses and preserve management.

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 became 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.

The property was assessed for its habitat values, resources sensitivity, and value as a corridor for wildlife connecting other MHPAs. It was determined that only the north-eastern parcel was suitable to be included within the MHPA. Therefore, the MHPA land use adjacency guidelines apply to future development in the PCD, as described and evaluated in Land Use, Chapter 4.B. Also, any narrow endemic species listed in the Subarea Plan would require special consideration with respect to project development and open space design.

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

The City Council has approved but has not formally adopted a revised Environmentally Sensitive Lands Ordinance. The Biology Guidelines (City of San Diego 1997) will assist in implementing the ordinance and provide standards for the determination of impacts and mitigation measures under CEQA. They will 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 habitat tiers and the location of the impacted area and proposed mitigation lands relative to the MHPA. Narrow endemic species are also defined and appropriate mitigation measures are identified for areas within and outside the MHPA.

Biological Resources Issues

1. What sensitive species or habitats would be directly or indirectly affected by the proposed project?
2. What impact would the project's brush management plan have on biological resources on-site?
3. Would the project affect the long-term conservation of biological resources?

1) Issue

What sensitive species or habitats would be directly or indirectly affected by the proposed project?

Impacts

a) Direct Impacts

Table 4C-4 summarizes project impacts to habitats on-site.

Diegan Coastal Sage Scrub

Grading for the project, primarily the PID, commercial area of the PCD, and ridgelines of the PRD west of the central drainage will impact 52.6 acres of Tier II Diegan sage scrub and retain 47.4 acres in open space. The impacted habitat includes previously recorded locations for California spinebush, and reduction in habitat for California gnatcatcher, California rufous crowned sparrow, northern red diamondback, and coastal horned lizard.

The open space habitat will be located on hillsides to the south and west of the PID area (approximately 29 acres) and the open space lot north of the PCD area (approximately 7.5 acres) in the northwest corner of the site (Figure 4C-2). The larger area of open space south and east of the PID is bisected by Street A. Other fragmented patches include an approximately 8-acre patch of Diegan sage scrub across Street X to the north and two smaller patches. These patches are from 100 to 300 feet in depth and probably would not be considered viable for wildlife.

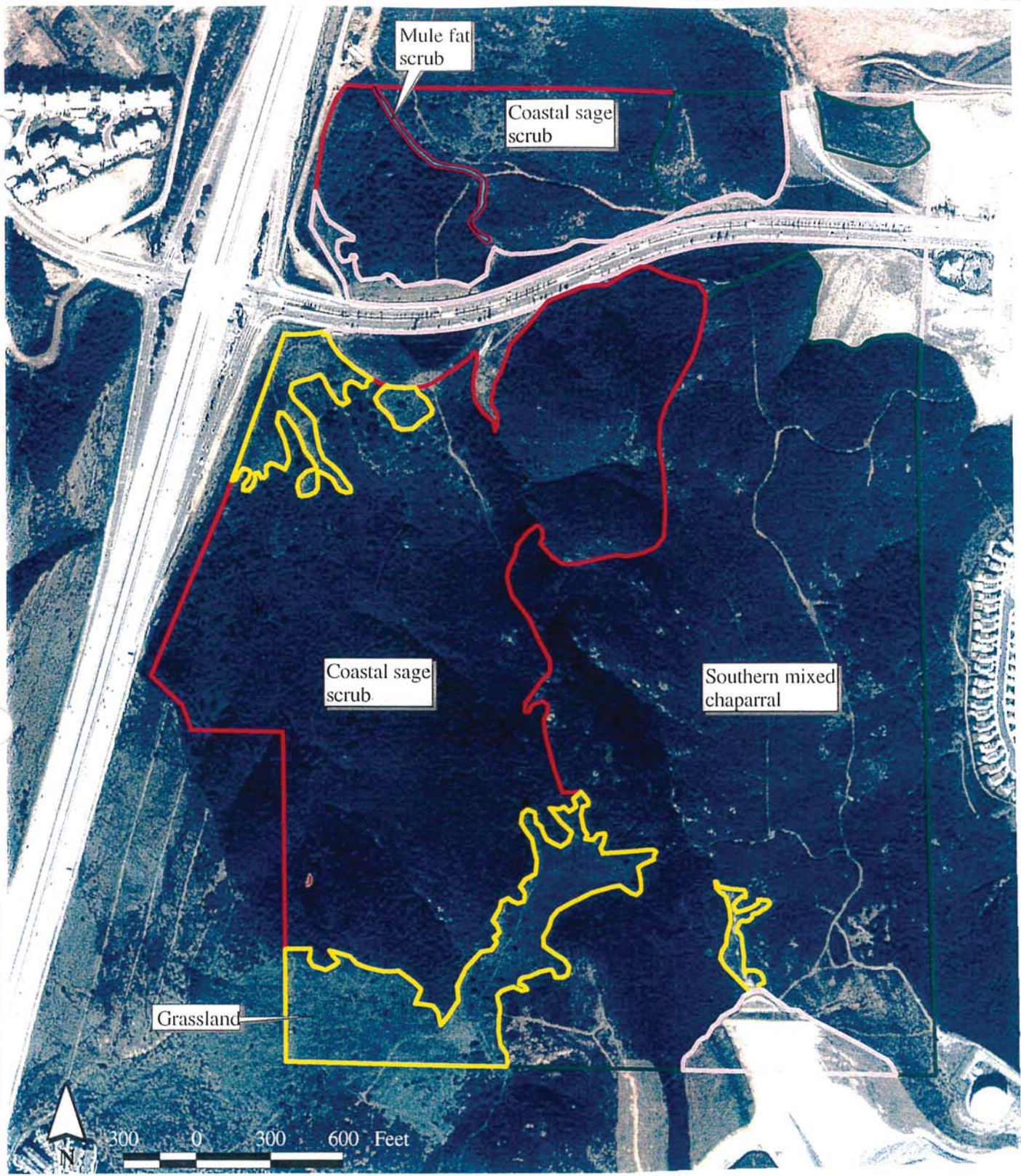
Southern Mixed Chaparral

The project will directly impact 73.6 acres of Tier IIIA southern mixed chaparral, primarily from grading for residential development in the southern and eastern portions of the site and the multi-family residential area on the north side of Scripps Poway Parkway. Southern mixed chaparral includes a patch of coastal scrub oak and provides habitat for northern red diamond rattlesnake, coastal horned lizard, and small mammals.

Approximately 25.1 acres of southern mixed chaparral will be conserved in open space. An approximate 10-acre area adjoins coastal sage scrub habitat in the south-central portion of the site and continues around the sideslopes of the ridge along the eastern edge of the project in narrowing bands. The open space lot in the northeast corner of the site also contains a patch of southern mixed chaparral habitat that adjoins additional habitat off-site to the north.

**TABLE 4C-4
IMPACTS TO HABITATS**

Species	Graded	Brush Management	Open Space
Coastal sage scrub	52.6	4.4	43.7
Southern mixed chaparral	73.6	2.1	25.1
Southern willow scrub/ Mule fat scrub	0.15	0.0	0.1
Grassland	16.9	0.0	0
Disturbed	17.2	0.1	6.9
TOTAL	160.45	6.6	75.8



Photography: Aerial Photobank CVSD97-1198 1/18/97

- Coastal sage scrub
- Grassland
- Mule fat scrub
- Southern mixed chaparral

FIGURE 4C-1
Vegetation

Southern Willow Scrub/Mule Fat Scrub

North of Scripps Poway Parkway a drainage swale with mule fat and southern willow scrub trends northerly and off-site. This swale bisects the parcel and has already been disturbed by construction of Scripps Poway Parkway. Due to access to Scripps Poway Parkway and internal vehicle circulation requirements for the commercial development within the PCD, fill to a limited portion of this swale is unavoidable. Approximately 0.15 acre would be impacted by grading and drainage improvements for the PCD in the northwest corner of the site. The continuation of this drainage will be conserved in open space (approximately 0.1 acre).

Jurisdictional Waters

The northern property contains a USGS delineated blue-line intermittent stream through the central part of the site. This ephemeral drainage does not include any wetlands, riparian or other aquatic habitat values south of Scripps Poway Parkway. However, discharge of fill into jurisdictional waters will be reviewed by the U.S. Army Corps of Engineers in determining whether to issue a permit for the fill under Section 404 of the Clean Water Act.

Non-native Grassland

Approximately 16.9 acres of Tier IIIB non-native grassland and annual grassland in the southern upland portion of the site will be graded for the PRD.

Disturbed

Approximately 24.3 acres of disturbed grasslands will be impacted by development across the site.

Open Space

A total of approximately 75.8 acres would be preserved on-site as public and private natural open space. Open space lots shall be offered for dedication or easements shall be placed over those lots that are not accepted for dedication. This would include 43.7 acres of Diegan coastal sage scrub, 25.1 acres of southern mixed chaparral, and 0.1 acre of mule fat scrub. The proposed on-site conservation of habitats in open space would preserve each of the areas where coastal California gnatcatchers have been sighted and populations of other sensitive plant and animal species. Planting of ornamentals, off-road-vehicle activity, grading, brushing, or placement of structures, except for hiking or equestrian trails, bike paths, interpretive signing, or other improvements designated by the City's Parks and Recreation Department, shall be precluded from these areas. Long-term management of the open space dedicated to the City would be the responsibility of the homeowners association.

Significance of Impacts

Impacts to coastal sage scrub, southern mixed chaparral, non-native grassland, and mule fat/southern willow scrub would be considered significant. With implementation of the following mitigation measures, direct impacts to biological resources would be reduced to below a level of significance. These measures would also reduce to below a level of significance the project's incremental contribution to loss of upland habitats and biological resources. However, cumulatively significant impacts associated with the loss of wetlands and non-native grassland habitats, when considered on a regional level, would not be mitigated to below a level of significance.

Mitigation, Monitoring, and Reporting

Mitigation for impacts to coastal sage scrub and other sensitive habitats would be provided by conservation of like-quality off-site habitat at ratios specified in the City Biology Guidelines as described below.

Diegan Coastal Sage Scrub

Under current City policies, take of 52.6 acres of Tier II coastal sage scrub would be mitigated by acquisition and conservation of Habitat Tiers I, II, III, or III A/B at a ratio of 1:1 if the habitat is within the MHPA or 1.5:1, if the habitat is outside the MHPA. This would require acquisition of 52.6 acres of habitat inside the MHPA or 78.9 outside the MHPA.

Southern Mixed Chaparral

Under current City policies, take of 73.7 acres of Tier IIIA southern mixed chaparral would be mitigated by acquisition and conservation of tier I, II, or III habitat at a ratio of 0.5:1, if inside the MHPA or 1:1 ratio if outside the MHPA. This would require acquisition of 36.9 acres of habitat if inside the MHPA or 73.7 acres of habitat outside the MHPA.

Non-native Grasslands

Under current City policies, take of 16.9 acres of Tier IIIB non-native grasslands would be mitigated by acquisition and conservation of Tier I, II, or III habitat at a ratio of 0.5:1, if inside the MHPA or 1:1 ratio if outside the MHPA. This would require acquisition of 8.5 acres of habitat if inside the MHPA or 16.9 acres of habitat outside the MHPA.

Option 1. 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.

Option 2. 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.

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:

- 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 habitats or other habitats acceptable to the City of San Diego.

Southern Willow Scrub/Mule Fat Scrub

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, prior to the issuance of any grading permits for the PCD, a riparian restoration plan would be prepared and approved by the City, USACE, and CDFG. A 1601 streambed alteration agreement from CDFG and a 404 permit from the USACE would be required. The riparian restoration plan shall be consistent with the City's Landscape Technical Manual (City of San Diego 1989) and Appendix B of the Biology Guidelines and include at a minimum the following elements:

Conceptual Riparian Restoration Plan

I. PREPARATION

Salvage and Grading: Prior to grading areas where riparian or wetland resources would be impacted, sensitive plant species and other appropriate native plant material (young willows and other easily transplantable target species) will be salvaged wherever possible, for relocation to appropriate habitat in preserved open space. Sensitive plant species to be salvaged include San Diego marsh elder and spiny rush. Salvage efforts shall be planned and monitored by the project biologist.

Prior to grading, the approved grading limits shall be clearly marked by the project biologist and construction supervisor, to minimize inadvertent impacts to existing native habitats. The biologist shall periodically monitor grading during project construction. Heavy equipment shall not be driven or stored in wetland habitats. These vehicles can compact soil and can leak fluids (e.g., oil) that would pollute the site.

Weed Control: Competition from invasive non-native plant species can be a serious problem in the reestablishment of native vegetation in wetland areas. Once non-native species have become established, they often maintain their presence and densities over many years, resulting in a reduction in the establishment and productivity of native species. Weed eradication measures taken prior to the commencement of planting are the most effective method for control of invasive non-native species.

For this reason, selected restoration areas currently dominated by weedy species such as star thistle (*Centaurea* spp.), cardoon (*Cynara cardunculus*), tree tobacco (*Nicotiana glauca*), pepper tree (*Schinus molle*), giant reed (*Arundo donax*), and tamarisk (*Tamarix* spp.) shall be subject to an intensive weed eradication program prior to planting. Weedy species to be removed shall be identified by the project biologist, who will monitor the weed eradication program. Wherever possible, weedy vegetation should be removed by hand or mechanical device.

Soil Fertilization: Direct fertilization with nitrogen or phosphorous-based chemical fertilizers has been shown to favor exotic species over native plants in many sites throughout southern California, as many species native to arid regions have evolved under low nutrient conditions. Chemical fertilization will not be used in this restoration plan.

Mycorrhizal Inoculation: An important association exists between a variety of fungi and the roots of many plant species, including riparian woodland species. These fungi (mycorrhizae) aid in the uptake of limited supplies of nutrients and water. The introduction of an appropriate inoculum of mycorrhizal fungi plays an important role in the initial and long-term success of a restoration project. Target woody species are therefore at a competitive disadvantage without their associated mycorrhizal fungi.

Riparian species tend to be ectomycorrhizal (fungus grows on the outside of the root), with spores of the necessary fungal species being abundant in the litter of mature habitats and can therefore be cultured without a host.

Soils, as well as plants, are affected by the absence of mycorrhizal fungi as the hyphae of these fungi are an important component of soil structure; there is little prospect of reestablishing normal soil structure until these fungi are naturally or artificially introduced. The restoration areas should therefore be planted with mycorrhizal container stock (plants grown in appropriately inoculated soil). Use of these plants improves transplant success, competitive ability against weeds, growth, and aids in the reestablishment of soil structure. Mycorrhizal inoculated plants can now be obtained from native plant growers.

II. PLANTING DESIGN

This planting design outlines the steps required for the creation of riparian and other wetland habitats. As the goal of the mitigation plan is to restore/enhance habitat, physical structure, as well as species composition was considered in the design. Plant densities, arrangement, and hydroseed mixtures shall be designed to approximate the plant species composition of the existing habitat on-site. All native species found within riparian and other wetland habitats on the Scripps Gateway and Peñasquitos Creek may be considered, with final selection based upon species requirements, site characteristics, and commercial availability. It should be noted, however, that no biological function shall be compromised due to lack of commercial availability.

Plant Densities, Arrangement, and Species Composition: Riparian restoration areas will be planted with container stock of native riparian species (Table 4C-5) to achieve the shrub densities as specified in the Final Plan. Container stock of riparian understory species will be planted between the trees and shrubs. Species should be mixed to avoid large, single species-dominated areas. All riparian species should be planted from one-gallon container stock. Any salvaged specimens of spiny rush and San Diego marsh-elder should be incorporated into wetter portions of the riparian mitigation areas, under the direction of the project biologist. After container stock have been planted, the riparian restoration areas will be hydroseeded with native riparian species (Table 4C-6).

The hydroseed mix will consist of a mixture of seeds of species found on-site and composed, where feasible, of locally collected seed. The hydroseed mixture is intended to serve two purposes. Some materials will establish quickly as a nurse crop to reduce potential erosion and weed problems. The vegetation established from hydroseed will also attract insects and other wildlife to the site early in the restoration effort and add organic matter to the soil.

**TABLE 4C-5
PLANT SPECIES LIST FOR
SCRIPPS GATEWAY RIPARIAN MITIGATION**

Species	Container Size
Red willow (<i>Salix laevigata</i>)	1-gallon
Arroyo willow (<i>Salix lasiolepis</i>)	1-gallon
Mule fat (<i>Baccharis salicifolia</i>)	1-gallon
Mugwort (<i>Artemisia douglasiana</i>)	1-gallon
San Diego marsh elder (<i>Iva haysiana</i>)	1-gallon

**TABLE 4C-6
HYDROSEED MIX FOR WILLOW RIPARIAN REVEGETATION AREAS**

Species*	% Purity/Germination	Pounds/Acre
<i>Anemopsis californica</i> yerba mansa	N/A	1.0
<i>Artemisia douglasiana</i> Douglas mugwort	10/50	2.0
<i>Artemisia palmeri</i> San Diego sagewort	15/50	2.0
<i>Baccharis salicifolia</i> mule fat	2/20	3.0
<i>Haplopappus venetus</i> coast goldenbush	2/40	1.0
<i>Juncus acutus</i> spiny rush	90/40	1.0
<i>Juncus mexicanus</i> Mexican rush	N/A	1.0
<i>Oenothera hookeri</i> yellow evening primrose	98/75	1.0
<i>Typha latifolia</i> tall cattail	60/50	1.0
TOTAL		13.0

*If any species are not available, consult project biologist for substitutions.

N/A = % purity/germination not available.

Any sensitive riparian and other sensitive plant species salvaged from the impact areas will be planted in appropriate areas of the mitigation site by methods and during appropriate timeframes specified in the final plan. Salvaged willow trees will be planted in wet areas of the site along with any salvaged spiny rush and San Diego marsh elder.

III. SOURCES OF PLANT MATERIALS AND LEAD TIME

Sources: The use of nonindigenous native plant materials in restoration programs can result in problems which include failure to survive or establish, displacement of indigenous taxa or genotypes, hybridization with indigenous genotypes, introduction of inappropriate taxa, and the unintentional introduction of other organisms, including pathogens and pests. As a result, plant materials to be used in this restoration plan should be derived from materials local to the mitigation site whenever feasible. Because indigenous genotypes are not readily available commercially, advanced planning is required to revegetate with such materials. Sources for cuttings and seeds can be obtained from existing vegetation on-site, especially from proposed impact areas. Custom site-specific plant material collections will require the use of qualified nursery personnel.

Lead Time: It generally takes one year from the date of plant material collection (i.e., cuttings) to produce one-gallon container stock provided collections are made at the appropriate time of year (winter prior to bud break). Seeds for hydroseeding, if collected on-site, should be collected the year previous to the implementation of the hydroseeding effort (depending on the species, seed collection is conducted from spring through summer).

IV. INSTALLATION

For native riparian/wetland plants, the best survival rates occur when planting of container stock is completed in the spring (April-May) in order to take advantage of the wetter soils without the risk of flood losses from winter rains. The same is true for riparian hydroseeding applications provided supplemental irrigation is provided.

A 120-day establishment period shall be required. Maintenance visits shall be conducted on a weekly basis through the plant establishment period by the project biologist. All plants must be checked for survivability and replaced as determined by the project biologist. One hundred percent of all dead container stock shall be replaced prior to the close of the 120-day plant establishment period. Plant replacement shall be included in a performance bond with the dollar amount to be specified in the riparian restoration/enhancement plan.

V. IRRIGATION

The goal of this native restoration portion of the landscape plan is the creation of habitat that is self-supporting and will persist over long periods of time without human involvement. A permanent irrigation system is therefore not necessary for this portion; temporary drip and spray systems, consistent with the City's Landscape Technical Manual will suffice. Irrigation frequencies and durations should be determined by the landscape contractor in consultation with the project biologist. Irrigation should continue until plant establishment has been verified by the landscape contractor and the project biologist.

All container stock should be planted in the spring and will require supplemental watering through the spring, summer, and fall. A temporary, overhead irrigation system will be installed and used sparingly to encourage establishment of the hydroseeded species.

VI. EROSION CONTROL

During the establishment period the project biologist and landscape contractor will evaluate the restoration areas for existing and incipient erosion problems. The following erosion control standards should be met:

- All gullies shall be repaired, seeded, and mulched, and the source of the erosive flow redirected or dissipated;
- All rill and sheet erosion areas shall be repaired, seeded, and mulched; and
- All bare areas capable of eroding shall be seeded and mulched using native hydroseed mix.

VII. MAINTENANCE AND MONITORING

Maintenance and monitoring of the restoration sites will be required after installation in order to ensure habitat establishment and determine compliance with mitigation requirements from the permitting agencies. Responsibility for the maintenance will be specified in the plan. Maintenance will be performed at the direction of the project biologist.

Maintenance: The maintenance program has several goals: operation and maintenance of temporary irrigation systems; qualitative evaluation of the plantings and identification of vandalism problems; determination of plant survival; and control of competitive non-target vegetation.

The temporary irrigation systems (spray and drip) should be checked on a regular basis until plant establishment has been determined by the landscape contractor in consultation

with the project biologist. Upkeep and operation of the irrigation systems according to a watering schedule coordinated with the project biologist will be the responsibility of the landscape maintenance contractor.

A visual inspection of all plant materials will be made by the project biologist monthly for the first year after planting. The landscape contractor will be responsible for taking corrective actions recommended by the project biologist to remedy any significant pest, disease, watering, or other problems observed during these inspections. Any such problems which may interfere with the restoration area meeting survival and height requirements should be considered significant.

Vandalism issues will be dealt with by the landscape contractor in coordination with the project biologist. Corrective and preventative actions could include fencing, placement of vehicle barriers, posting of signs, and supplemental planting of vegetation barriers of poison oak (*Toxicodendron diversilobum*), rose (*Rosa californica*), and blackberry (*Rubus ursinus*).

The above-described visual inspections conducted by the project biologist can also be used to determine plant survivorship. Any losses of container stock within 90 days of installation will be replaced in-kind by the installation contractor. After 90 days, any losses in excess of 10 percent for the first year will be replaced in-kind by the landscape contractor unless it has been determined by the project biologist that use of another species and/or stock size would better achieve the restoration goals. Thereafter, plant materials will be checked as part of the monitoring program presented below. Replacement plantings will be done by the landscape contractor each spring as necessary to achieve an acceptable survival rate for years 2-5.

Weedy, non-native vegetation will be removed as required to prevent adverse competition with the restoration materials. Species to be removed include (but are not limited to) tamarisk, giant reed, tree tobacco (*Nicotiana glauca*), castor-bean (*Ricinus communis*), pepper tree (*Schinus* spp.), eucalyptus (*Eucalyptus* spp.), and pampas grass (*Cortaderia* spp.). Additional species to be removed may also be identified by the project biologist. Weeding should occur monthly for the first year. After the first year, weeding frequency will be determined by the project biologist, and will essentially be on an as-needed basis, for the remainder of the monitoring period. Weeding should be done by hand and no herbicides used, unless specified by the project biologist for troublesome species such as giant reed and tamarisk. In such circumstances, herbicide shall be "painted" on the freshly cut stem of the weed during the active growing season of the weed species. The use of herbicide shall be conducted by a licensed contractor and the herbicide will not be applied in such a way that it contacts non-target species.

Monitoring: A habitat monitoring program spanning at least five years will be conducted by the project biologist in conjunction with the maintenance program. The monitoring

program is intended to document the progress of the habitat restoration as well as to fulfill the requirements of any permit conditions. The monitoring program is designed to gather information on the success of plant establishment and habitat development and to recommend any remedial actions. Annual reports for submittal to the pertinent regulatory agencies will also be prepared.

Monitoring will be conducted by a biologist with experience in the preparation and implementation of restoration programs and commence with the site preparation, continuing through the five-year post-installation period. The monitoring program will emphasize qualitative and quantitative assessments of the status of the restoration program. April and October inspections are timed to occur at the beginning and end of the growing season as these months are more biologically appropriate for monitoring than scheduled times based on arbitrary elapsed time periods from a planting date that could be delayed. In October, the plants will have achieved their year's height growth and cover, and will be evaluated quantitatively with transects; in April, the plants can be evaluated qualitatively during the active growing season.

Qualitative assessments will involve a general overview of the restoration site to determine effectiveness of irrigation, weed eradication programs, and general development of the target habitat. Plant and animal species lists will be generated during each qualitative assessment.

Performance Criteria: Performance standards shall be specified in the final riparian restoration/enhancement plan. The performance standards shall specify a percentage survivorship per year for each of the five years for all planted container stock, areal percent cover for overstory trees, shrubs, and seeded species and a mean height for willows.

Quantitative analysis shall consist of measurements using belt transects one meter wide. Measurements within the transects will include height, cover, and survival of all target vegetation; these measurements will be evaluated against the milestones presented in Table 4C-5. Survival rates will be determined four times during the first year and during the transect visits of subsequent years. The inventory taken at each of these visits will include species and estimates of survivorship for all plants established from container stock, and presence of any species not included in the original planting/hydroseeding. New stock will be installed as necessary to ensure 90 percent survival for year one and 80 percent survival (based on original number planted) at the end of the monitoring program.

Documentation: A total of five progress and five annual reports will be submitted upon completion of the transect work and the subsequent data analysis for each year of monitoring. The applicant shall make these reports available to permitting agencies (City, CDFG, and USACE).

Progress reports detailing the results of the qualitative assessments of the condition of the mitigation plantings shall be prepared and submitted to the Environmental Review Manager and resource agencies within 30 days of the field surveys in the spring. These reports will include information on problems with irrigation, pests, vandalism, mortality, and weeds which have been identified during the qualitative inspections conducted throughout the five-year monitoring period. Proposed remedial actions will also be discussed as a part of these reports.

Annual technical reports describing the results of the quantitative assessment of the habitat restoration and the progress of the development of the riparian/wetland habitat in relation to the success criteria and control site shall be submitted within 30 days of the yearly assessments in the fall. Details of any necessary replacement plantings will be included. The fifth annual report will summarize the results of the entire mitigation implementation, thereby providing the agencies with a basis for comprehensive evaluation of the mitigation project.

The applicant shall demonstrate compliance with mitigation conditions to the satisfaction of the permitting agencies and the City's Environmental Review Manager.

At the end of the fifth year (or sooner if success is achieved and accepted by the resource agencies and Development Services Department), a final report will be submitted to the agencies and the City of San Diego Development Services Department evaluating the final status of the riparian restoration/enhancement project. The report will make a determination of whether the requirements of the mitigation program have been achieved. At that time, if the mitigation program has not met the performance standards specified in the final riparian restoration/enhancement plan, the applicant must consult with the resources agencies and Development Services Department. This consultation will take place to determine whether the mitigation effort is acceptable. The applicant understands that failure of any significant portion of the mitigation site may result in a requirement to replace or revegetate that portion of the site and extensions to the long-term maintenance and monitoring period.

2) Issue

What impact would the project's brush management plan have on biological resources on-site?

Impacts

As shown on Figure 4B-8, the vast majority of brush management proposed for Scripps Gateway would take place within disturbance associated with the project grading. Approximately 6.6 additional acres beyond the limits of grading would be disturbed by

the brush management for the project, including 4.4 acres of southern mixed chaparral and 2.1 acre of coastal sage scrub. These excesses are generally minor in extent as they are small in area and consist mostly of zone 2 and 3 management efforts—selective pruning and thinning of native vegetation while preserving natural appearance.

Significance of Impacts

Impacts to native habitats from brush management outside the grading envelope are considered impact neutral and not significantly adverse, as they occur primarily in zones 2 and 3, where selective thinning and pruning would be required.

Mitigation, Monitoring, and Reporting

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.

3) Issue

Would the project affect the long-term conservation of biological resources?

Impacts

a) Development within the MHPA

The proposed project would include a parcel within the MHPA. This parcel is located in the northeast corner of the project site.

b) Narrow Endemic Species

No narrow endemic species were identified during the surveys.

c) **Movement of Wildlife**

The property is bounded on the west by the I-15 transportation corridor, on the south by pending residential development, on the east by a narrow open space canyon and is bisected by Scripps Poway Parkway. The majority of the property is constrained from providing wildlife movement between MHPA areas or other undeveloped areas of habitat by these features. The project will provide naturally vegetated open space on the sideslopes which may provide temporary cover, foraging areas or refuge for small avian species, and habitat for small mammals and reptiles.

d) **Land Use Adjacency**

As discussed in the Land Use section of the EIR, 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.

e) **Special Conditions of Coverage**

No special conditions of coverage apply other than land use adjacency guidelines.

Significance of Impacts

The project site includes one parcel in the northeast corner of the project site designated as being 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 biological mitigation for uplands, discussed above. No adverse impacts to the long-term conservation of biological resources would result.

Mitigation, Monitoring, and Reporting

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. The landscape plans for the PCD and PRD also include use of native vegetation adjacent to the MHPA and provisions for transplantation of sensitive plants (e.g., adolphia, barrel cactus, scrub oak or spinebush) from the graded areas to conserved open space. 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 site development approvals are sought for the commercial and multi-family developments.

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 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.

D. Noise

Existing Conditions

a) Regulatory

The community noise equivalent level (CNEL) is a 24-hour A-weighted average sound level [dB(A)] from midnight to midnight obtained after the addition of 5 decibels (dB) to sound levels occurring between 7:00 P.M. and 10:00 P.M. and 10 dB to the sound levels occurring between 10:00 P.M. and 7:00 A.M. A-weighting is a frequency correction that often correlates well with the subjective response of humans to noise. The 5 dB and 10 dB penalties added to the evening and nighttime hours account for the added sensitivity of humans to noise during these time periods.

Impacts to future sensitive receivers were evaluated in relation to the noise level standards promulgated in the City of San Diego Progress Guide and General Plan (City of San Diego 1978), the City Noise Abatement and Control Ordinance, and the California Noise Insulation Standards (Title 24).

The City's exterior noise level standard for both single- and multi-family residential noise-sensitive areas is 65 CNEL. Noise-sensitive residential interior spaces also have an interior standard of 45 CNEL. The noise section of the City of San Diego Planning Department's Significance Determination Guidelines for CEQA (City of San Diego 1994) states that:

Exterior noise levels would be considered significant if projected traffic forecasts (year 2010) would result in noise levels exceeding 65 dB(A) CNEL at exterior usable areas.

Interior noise levels for hotels, motels, and dwellings other than detached single-family dwelling units, are regulated by the Building Inspection Department. Noise insulation for these structures is required so that interior noise levels do not exceed 45 dB. Therefore, interior noise levels for these structures would not be considered significant under CEQA . . .

Since single-family detached residences are not presently covered by the City Noise Ordinance, interior noise levels for single-family homes which exceed 45 dB would be considered significant.

Additionally, the City's exterior noise level standard for professional and office buildings is 70 CNEL. The exterior noise level standard for commercial retail, wholesale, shopping

centers, industrial manufacturing, and so on is 75 CNEL. However, there are no exterior noise standards for commercial land uses by zoning designation.

Typically, exterior usable areas are considered backyards and recreational areas in residential developments, and outdoor dining and passive recreational areas in commercial/industrial developments. Often these areas can be shielded from noise by locating buildings between those areas and the noise source. However, since exact building plans or locations are unavailable at this level of planning, exterior usable areas were considered the entire building pad areas.

For single- and multi-family residences, the City of San Diego assumes that standard construction techniques will provide a 15-decibel reduction of exterior noise levels to an interior receiver. With this criteria, standard construction could be assumed to result in interior noise levels of 45 CNEL when exterior sources are 60 CNEL or less. When exterior noise levels are greater than 60 CNEL, consideration of specific construction techniques is required.

b) Ambient

Figure 4B-1 shows the existing topography for the project site. One 22-minute, one 14-minute, and three 15-minute measurements were taken around the project site on Monday, October 16, 1995, between the hours of 2:30 P.M. and 5:30 P.M. to determine the existing noise conditions. Figure 4D-1 shows the locations of the measurements. These locations were chosen to obtain existing noise levels in the vicinity of the future residential areas and adjacent to I-15 in order to characterize the existing noise environment. The noise measurement data is contained in Appendix C, Attachment 1.

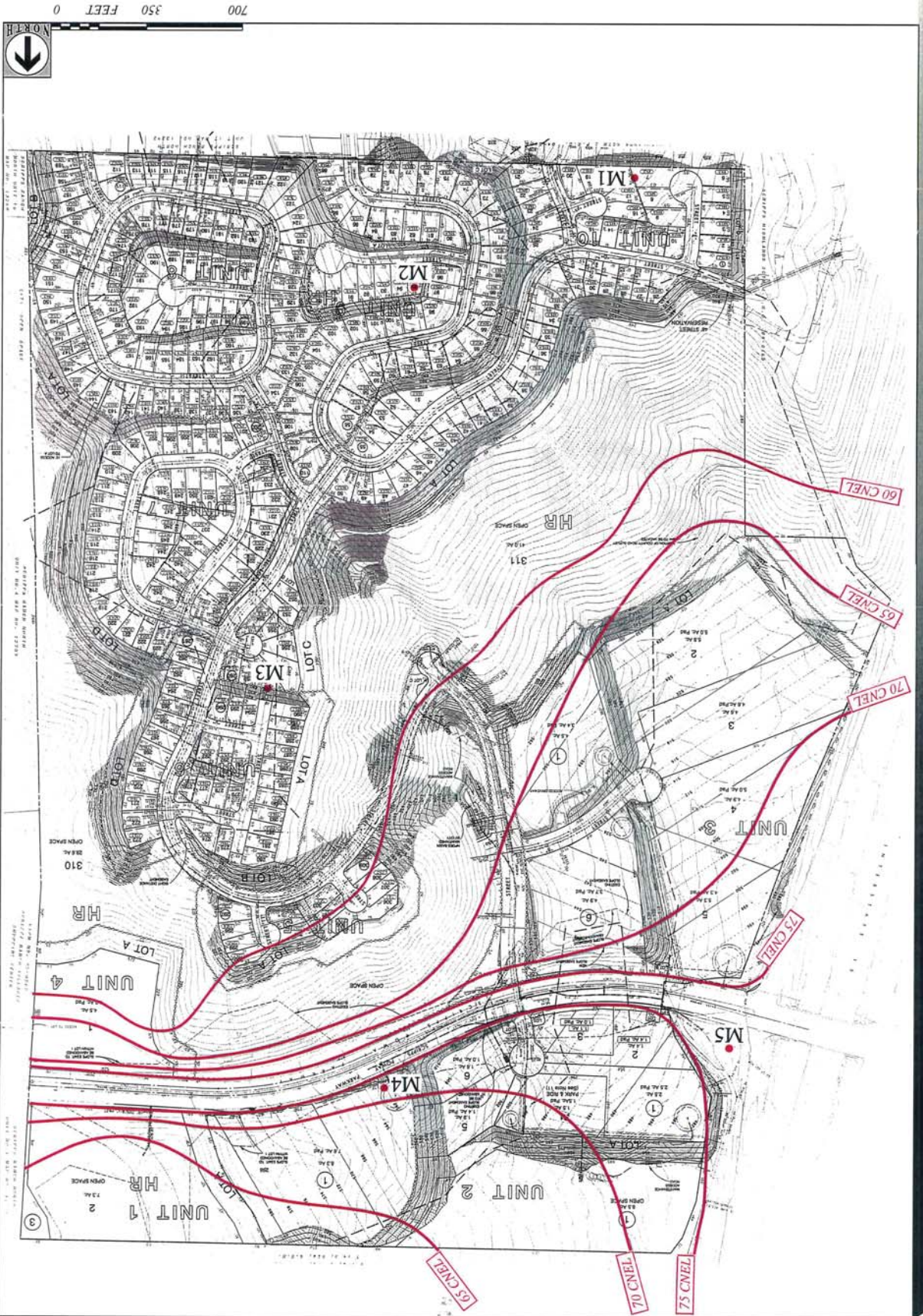
Measurement location M1 is located near the top of the ridge at the project boundary in the southwest portion of the project site, approximately 1,500 feet from the center of I-15. Interstate 15 is the predominant noise source at this location and is only visible to the north, being blocked from view by the knolls and ridges to the west and south. Other occasional noise sources at this location are jets from Naval Air Station (NAS) Miramar. Although the freeway was not visible in this direction, much of the freeway noise was observed to come from the southwest, the visible portion of the freeway to the north being too far away to add appreciably to the noise levels. During the 15-minute measurement period, the average noise level was 52.0 dB(A). Traffic volumes were not counted during this measurement interval.

Measurement location M2 is located near the top of the ridge in the south-central portion of the project site, approximately 2,200 feet from the center of I-15. Interstate 15 is the predominant noise source at this location and is only visible to the north and northwest, being blocked from view by the knolls and ridges to the west and south. Occasional jet noises were also heard at this location. During the 15-minute measurement period, the

Future Noise Contours
Without Mitigation

FIGURE 4D-1

Noise measurement location



average noise level was 56.3 dB(A). Traffic volumes were not counted during this measurement interval.

Measurement location M3 is located at the top of the ridge in the east-central portion of the project site, approximately 2,300 feet from the center of I-15. Interstate 15 is the predominant noise source at this location, which is visible to the north and west. During the 15-minute measurement period, the average noise level was 59.3 dB(A). Traffic volumes were not counted during this measurement interval.

Measurement location M4 is located along Scripps Poway Parkway adjacent to the future multi-family building pad. The predominant noise source at this location was traffic on Scripps Poway Parkway. During the 22-minute measurement period, the average noise level was 71.2 dB(A). Traffic volumes on Scripps Poway Parkway were counted for an equivalent 15-minute period during the 22-minute noise measurement interval. The counts were 494 cars, 3 motorcycles, 6 medium trucks, and 4 heavy trucks. Traffic was observed to be approximately evenly split between east- and westbound traffic.

Measurement location M5 is located along Scripps Poway Parkway and the northbound I-15 on-ramp adjacent to the future commercial building pad (commercial lot 1), approximately 350 feet from the center of I-15. This location is below all of the roadway grades. Traffic-generated noise at this location comes from both I-15 and Scripps Poway Parkway. During the 14-minute measurement period, the average noise level was 69.0 dB(A). Traffic volumes on Scripps Poway Parkway were counted for a 10-minute period; however, volumes were not counted on I-15. The Scripps Poway Parkway counts were 332 cars, 2 motorcycles, 2 medium trucks, and no heavy trucks. Again, traffic was observed to be approximately evenly split between east- and westbound traffic.

Noise Issue

1. Would the proposed project expose future residents to noise levels which would exceed maximum allowable noise levels?

1) Issue

Would the proposed project expose future residents to noise levels which would exceed maximum allowable noise levels?

Impacts

Mapping for I-15 in the project vicinity was obtained from the California Department of Transportation (Caltrans). Mapping for Scripps Poway Parkway was obtained from Rick Engineering Company.

Future traffic volumes for I-15 and Scripps Poway Parkway were obtained from Series 8 growth forecasts prepared by the San Diego Association of Governments (SANDAG) and provided by the City of San Diego (Qasem, pers. com. 1995). Ultimate buildout traffic volumes for I-15 are projected to be 254,000 average daily traffic (ADT) south of Scripps Poway Parkway and 244,000 ADT north of Scripps Poway Parkway. Ultimate buildout traffic volumes for Scripps Poway Parkway are projected to be approximately 70,000 ADT.

The average vehicle speed for I-15 was assumed to be 55 miles per hour (mph). Scripps Poway Parkway is specified as a six-lane prime arterial in the community plan. For this analysis with a traffic volume of 70,000 ADT, an average vehicle speed of 35 mph was assumed.

Traffic distribution (daytime/evening/nighttime split) for I-15 was assumed to be 77/10/13 percent based on information provided in a San Diego ground transportation system noise contour report (Swing 1973). Traffic mix data (percent cars/medium trucks/heavy trucks) for I-15 were based on the percentages of trucks recorded in 1993 north and south of Scripps Poway Parkway (Caltrans 1994).

Noise levels were modeled for a series of ground-floor receivers located throughout the project area to determine the location of specific noise contours. Ground-floor receivers were placed at a height of five feet above the ground level. Noise levels were calculated for a daytime hour, an evening hour, and a nighttime hour. These hourly predictions were then combined for an estimated CNEL at each receiver.

Figure 4D-1 shows the future noise contours without mitigation over the project site due to traffic generated noise on I-15 and Scripps Poway Parkway. From this figure it can be seen that future noise levels potentially exceed 70 CNEL for the commercial pad north of Scripps Poway Parkway (lots 1 through 6 of Unit 2 of the PCD) and the PID area south of Scripps Poway Parkway, but would remain below 75 CNEL. The commercial area on the eastern boundary (lot 1 of Unit 1 of the PCD) would be below 70 CNEL. Future noise levels potentially exceed 65 CNEL on the multi-family lot (lot 1 of Unit 1 of the PCD). Predicted future noise levels will remain below 65 CNEL for all of the single-family homes in the project, although noise levels potentially exceed 60 CNEL for some of the homes.

General Construction Noise

The City of San Diego has a clearly defined noise ordinance that sets specific limits on construction activities. It includes time limitations on allowable activities and a noise performance standard on equipment operated in proximity to residential land uses. No general construction may occur on Sundays, on specific holidays, or from 7 P.M. to 7 A.M., except in an emergency or for individual home improvement projects. No construction activity may cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels for more than 8 hours during any 24-hour period. Compliance with this ordinance will limit most construction noise impacts to weekday daylight hours.

Temporary construction noise impacts vary markedly, because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by site clearing and grading, then by foundation construction, and finally by building construction. The earth-moving (grading) activities are the noisiest sources during construction, with equipment noise ranging from 70 to 95 dB(A) at 50 feet from the source. As a general rule, noise decreases by 6 dB for each doubling of distance for a flat site (no topography). Therefore, noise levels from quieter construction noise sources are expected to be below 75 dB(A). However, noise levels from the louder construction equipment may still be above 75 dB(A) 500 feet from the source. Including site topography may provide "terrain shielding," thus reducing noise levels from those indicated above.

Construction noises are expected to occur during daylight hours on weekdays, when residential noise sensitivity is generally lower than during morning and evening hours and on weekends. Nocturnal noise-generating construction activities are expected to occur only as emergency operations are necessary. Construction will be phased over time, thereby reducing the length of time that any single location would be impacted. Although construction noise impacts may be intrusive, they are generally considered below significant levels because of the progressive construction of the project. No single location will experience long-term construction noise impacts.

Blasting and Rock Crushing

According to the geotechnical report prepared for the project, blasting will likely be required for most hard rock excavations deeper than 10 to 20 feet. Cretaceous-aged granitic rock occurs throughout the site, predominately in the proposed PRD and open space area in the southern portion of the project. Blasting involves three primary steps: (1) drilling holes in the rocks for placing the explosives, (2) detonating the explosives, and (3) processing the fractured rock.

Holes are drilled into the rocks using a drill rig. Noise measurements made during similar drilling operations indicate that the average noise levels at a distance of 50 feet will be approximately 89 dB(A) (RECON 1989). Since noise from a point source typically attenuates at the rate of 6 decibels for every doubling of distance, an average sound level (L_{eq}) of 75 dB(A) will occur at approximately 250 feet from the source. Any intervening topography will provide additional attenuation.

Modern blasting procedures are quite precise in their methodology and effects. Charges are carefully controlled and placed to limit effects, such as excessive fracturing of rock, noise and vibration, and fugitive dust. Very small charges are inserted into many drill holes to fracture the rock. Upon detonation, the ground in the immediate vicinity rumbles slightly and a dull "thud" is heard.

Once the rock has been fractured, it will be processed for use elsewhere on the site. A portable crushing unit will be utilized to crush the rock into appropriate sizes. Based on a noise technical study prepared for portable crushing units, the average hourly noise level at 50 feet is assumed to be 88 dB(A) (RECON 1997). Therefore, as with the drilling operations, an hourly noise level of 75 dB(A) will occur at approximately 250 feet from the crushing unit.

Maximum noise levels are associated with the drilling and crushing operations. Detonation of the explosives is not expected to be significant. The areas potentially requiring blasting occur primarily in the north-central portion of the project site, away from existing sensitive receivers. Therefore, no significant impacts to existing sensitive receivers are anticipated.

If sensitive receivers are located near these activities, the crushing unit should be placed at least 250 feet from the sensitive receiver to limit daytime hourly noise levels to 75 dB(A). Additionally, activities associated with blasting and rock processing operations will be restricted to the daylight hours on weekdays to further minimize potential impacts to area receivers. Where intervening topography breaks the line-of-site from the operations to a sensitive receiver, potential noise impacts will be further reduced due to the increased attenuation.

Since blasting operations will only occur during site grading, any potential noise impacts are of a short-term nature. Therefore, noise impacts associated with blasting activities and rock processing are not anticipated to be significant.

a) PCD

At this stage of planning, the exact commercial uses of the seven commercial lots have not been determined. Should professional or office buildings be placed here, the noise levels would exceed the City's 70 dB(A) CNEL standard on lots 1 through 6 of Unit 2,

but are anticipated to remain below 70 CNEL on lot 1 of Unit 4. Should other commercial uses be proposed the noise impacts would not be significant.

Future noise levels on the multi-family lot (lot 1 of Unit 1) could exceed 65 CNEL at first-floor sensitive receivers, which is the City's exterior noise standard for this land use. Noise levels were modeled for 11 receivers on the building pad as indicated in Figure 4D-2. First-floor receivers were placed at 5 feet above the ground level; second-floor receivers were placed at 15 feet above the ground level. Table 4D-1 provides the future first-floor predicted hourly noise levels and the calculated CNEL at these receivers without mitigation. Table 4D-2 provides the unmitigated future hourly noise levels and calculated CNEL at the second-floor receivers.

b) PID

The PID calls for uses allowable under the M-IP or SR zones. These have a maximum 75 CNEL allowable at the lot lines. The exterior ambient noise levels do not exceed this threshold. Single-family residential development to the south and east is sufficiently buffered by the open space lot such that noise generated from the PID would not cause noise levels to sensitive receptors to exceed 65 CNEL. Adverse impacts are not anticipated.

c) PRD

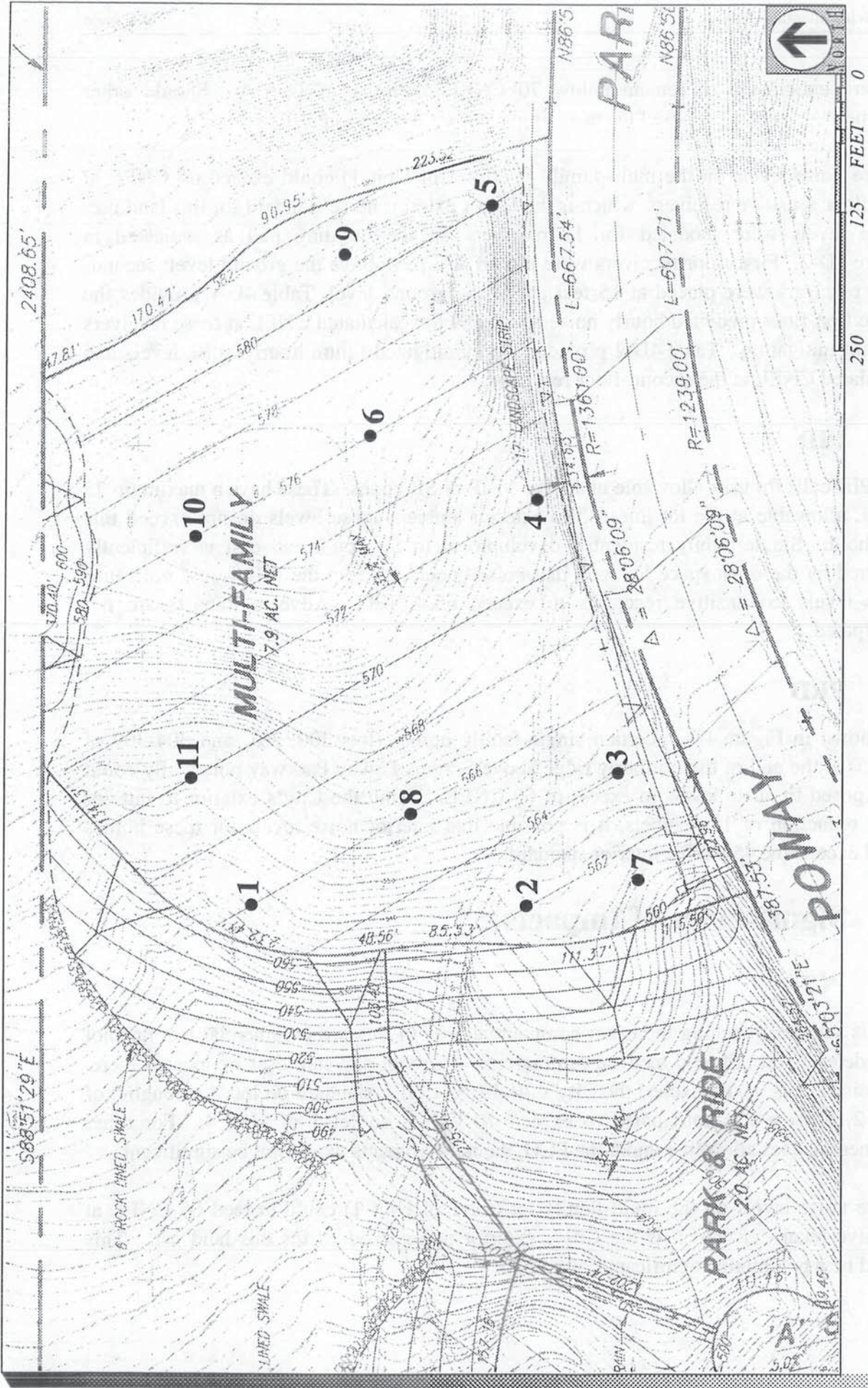
As shown in Figure 4D-1, certain single-family homes (lots 300, 301, and 304-309 of Unit 5) at the end of the northerly ridge above Scripps Poway Parkway potentially could be exposed to noise levels in excess of 60 CNEL. Using the City's exterior to interior noise reduction of 15 decibels, it is possible that interior noise levels for these homes could exceed the 45 CNEL interior standard.

Significance of Impacts

a) 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 of Unit 2, but are not anticipated to exceed 70 CNEL on lot 1 of Unit 4. For other commercial uses allowable under the PCD, the noise impacts would not be significant.

Future noise levels on the multi-family lot (lot 1 of Unit 1) 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.



● Noise receptor location

FIGURE 4D-2

Modeled Noise Receptor Locations

**TABLE 4D-1
FUTURE FIRST-FLOOR NOISE LEVELS WITHOUT MITIGATION
[dB(A)]**

Receiver	L _{eq} (1)			CNEL
	Day	Evening	Night	
1	66.5	63.3	60.0	68.3
2	67.0	63.5	60.5	68.8
3	67.8	62.2	61.2	69.4
4	69.1	62.9	62.4	70.6
5	69.4	63.1	62.7	70.8
6	64.3	59.8	57.7	65.9
7	67.2	62.8	60.6	68.9
8	64.0	60.2	57.5	65.8
9	64.8	60.0	58.2	66.4
10	63.7	60.2	57.2	65.5
11	63.3	59.9	56.8	65.1

**TABLE 4D-2
FUTURE SECOND-FLOOR NOISE LEVELS WITHOUT MITIGATION
[dB(A)]**

Receiver	L _{eq} (1)			CNEL
	Day	Evening	Night	
1	66.9	63.7	60.4	68.7
2	67.6	63.6	61.1	69.4
3	70.8	65.0	64.1	72.3
4	70.7	64.3	64.0	72.1
5	70.2	63.9	63.5	71.6
6	65.8	61.0	59.2	67.4
7	70.4	65.1	63.8	72.0
8	66.4	62.7	59.9	68.2
9	66.0	61.0	59.4	67.6
10	64.7	61.1	58.2	66.5
11	66.8	63.6	60.3	68.6

b) PID

Future noise levels would not exceed 75 CNEL; therefore, impacts are not considered significant.

c) PRD

Lots 300–309 of Unit 5 may be exposed to exterior ambient noise levels above 60 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.

Mitigation, Monitoring, and Reporting

a) Grading and Construction

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. to 7 P.M. Monday through Saturday (except legal holidays as specified in Section 21.04 of the Municipal Code).

b) Project Occupancy

It shall be a condition of the PCD that any proposed exterior usable areas associated with professional and office buildings be placed adjacent to the sides of the buildings opposite the roadways such that these areas will be shielded from noise by the buildings.

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 useable areas within the residential uses shall not exceed 65 CNEL for exterior useable areas. 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.

It shall be a condition of the PCD that no exterior usable areas be placed adjacent to the entrance of the multi-family lot.

As conditions of approval for the PCD, appropriate notice shall be given to all purchasers, lessees, and renters of properties within residential areas where exterior noise levels may exceed 60 CNEL.

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, 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.

The measures shall be noted as environmental mitigation on the building plans. The cost of implementing these measures shall be the responsibility of the applicant.

E. Geology/Soils/Erosion

A soil and geologic investigation of the property was conducted by Geocon Incorporated in 1992. The scope of the investigation included a review of published and unpublished geotechnical literature pertinent to the site area, a review and analysis of aerial photographs, geologic field reconnaissance, preparation of a 100-scale soils and geologic map, and geotechnical analysis of the site. The scope of services included excavation of 42 exploratory backhoe trenches and a seismic refraction survey consisting of 16 seismic traverses. The following discussion is based on this report, which is bound as Appendix D of this EIR.

Existing Conditions

The site was found to be underlain by the Cretaceous-aged granitic rock, Jurassic-aged rock of the Santiago Peak Volcanics, the Eocene-aged Stadium Conglomerate and Pomerado Conglomerate, and Quaternary-aged surficial landslides, alluvium, slopewash, topsoil, undocumented fill, and compacted fills. Geologic units pertinent to this study are mapped on Figure 4E-1. Each of the soil and formational types is described below, in order of increasing age.

a) Soils

Compacted Fill (Qcf)

Compacted fill soils are present on the site associated with the grading of Scripps Poway Parkway. These soils generally consist of gravelly to bouldery sands and sandy cobbles with clay. These fills were placed in conjunction with the observation and testing services of Geocon Incorporated associated with the ongoing Scripps Ranch North project to the east. The observation and testing of the fills have not been reported to date.

Caltrans Fill (Qctf)

Compacted fill soils associated with the grading of I-15 are present at the western boundary of the project. These soils generally consist of gravelly to bouldery sands and clays.

Undocumented Fill (Qudf)

Undocumented fill is present on the site as narrow strips associated with dirt roads and embankments and generally consist of loose silty to sandy clays and clayey sands with rock fragments.

Existing Geology
on the Property

FIGURE 4E-1

- Jsp Santajo Peak Volcanics
- Kgr Granite Rock
- Tst Stadium Conglomerate
- Tp Pomarado Conglomerate
- Qsw Slopewash
- Qal/Qst Alluvium/Shallow Landslide Debris
- Qct Compacted Fill
- Qudr Undocumented Fill
- Qcfr CALTRANS FILL

Source: GEOCON Inc. 1992



Topsoil (Unmapped)

The steeply sloping and elevated areas of the site are generally covered by loose topsoil. The topsoil was observed to consist primarily of silty to clayey sand with gravel and cobbles, having a maximum thickness of approximately three feet.

Slopewash (Qsw)

Slopewash soils occur along the canyon side slopes and in bowl-shaped areas within upper tributary canyons. The maximum anticipated thickness of these materials is approximately seven feet. In general, slopewash deposits consist of poorly consolidated, medium to highly expansive sandy gravelly clay or clayey gravel.

Based on results of the field investigation, it is estimated that the majority of the natural slopes on the site are blanketed with at least 2 to 3 feet of topsoil and/or slopewash. On Figure 4E-1, slopewash deposits have been mapped only in areas where topographic expression indicate thicknesses in excess of 3 to 4 feet.

Alluvium (Qal)

Alluvial soils occur within the drainage bottoms. The findings of the geologic investigation indicate an average depth of alluvium on the order of 3 to 7 feet. The thickest alluvial deposits were identified in the lower portions of tributary canyons. Alluvial materials encountered varied in composition from silty or sandy clay with varying amounts of gravel, to silty or clayey gravel with sand. The majority of alluvium appeared unconsolidated. Alluvium consisting primarily of clay typically exhibits high expansive characteristics.

Older alluvial soils were encountered beneath portions of (younger) alluvium. The older alluvium predominantly consisted of dense, silty sand with gravel, clayey gravel to silty sand, and extended to depths of at least 12 feet at some locations. Based on the visual observations, it appears that the older alluvium is in a consolidated condition.

Surficial Landslides (Qlsf)

The field reconnaissance and subsurface investigation conducted during this study indicate the presence of four surficial landslides in the south-central and southeastern portions of the site (see Figure 4E-1). These surficial landslides occur within proposed fill areas of the development and generally consist of loose to dense sands, clays, and cobbles.

b) Geologic Formations

Pomerado Conglomerate (Tp)

The Pomerado Conglomerate unconformably overlies the Santiago Peak Volcanics and granitic rock and was encountered in the higher elevations in the southern portion of the site. The Pomerado Conglomerate generally consists of dense, clayey, sandy gravel and cobble conglomerate with interbedded sandstones.

Stadium Conglomerate (Tst)

The Stadium Conglomerate, composed of very dense, silty to clayey sand and cobbles, is exposed at the northern-central portion of the site. This unit overlies the Santiago Peak Volcanics. A weathered contact zone may exist between these two units.

Santiago Peak Volcanics (Jsp)

Slightly to intensely weathered Santiago Peak Volcanics were found to underlie the site at varying depths. This formation consists of weakly metamorphosed volcanic rock that when exposed at the surface appears relatively dark colored. The metavolcanic rock typically grades from a weathered mantle consisting of sands and angular rock fragments of various sizes to a fresh, variably fractured bedrock with increasing depth.

Granitic Rock (Kgr)

Cretaceous-aged granitic rock of the Southern California Batholith occurs throughout the site (see Figure 4E-1). These rocks are exposed in light-colored bouldery outcrops on the higher slopes and ridges. The granitic materials are in various states of decomposition, depending on the intensity of fracturing, jointing, and exposure to weathering processes. For the purpose of this report, this unit is considered similar in characteristics to the metavolcanic rock as previously discussed under Santiago Peak Volcanics.

Groundwater

Surface water and subsurface perched groundwater was observed in the northeastern portion of the site (Trench No. 15). Groundwater or seepage was not observed or encountered in the other subsurface excavations performed for this investigation. Fluctuations in groundwater level, primarily seasonal, should be anticipated. It is possible that areas of localized seepage, perched groundwater, or wet soil may be encountered, particularly if grading is performed during or immediately after a period of extreme precipitation.

c) Geologic Hazards

Geologic Structure

Bedding within the Eocene-aged sediments is horizontal or nearly horizontal within the site limits. Regional relationships shown on published geologic maps of the area suggest a gentle dip toward the southwest. Locally, bedding dip direction can be expected to change depending on configuration of the ancient buried topography developed on the igneous rock units. Variably low- to high-angle depositional contacts are common between sedimentary formations and the underlying igneous rocks.

Structural conditions exhibited by the metavolcanic and granitic rock units are complex and highly variable. Fractures and joint sets observed in trench explorations, and in surficial exposures were typically steeply dipping, discontinuous features. Unfavorably oriented fractures or joint sets exposed during site grading could adversely affect slope stability.

Surficial Landslides

Surficial landslides were encountered in the southern portions of the site and consist predominantly of loose to medium dense sands, clays, and cobbles.

Faulting and Seismicity

A review of the previously referenced geologic literature indicates that there are no known active or potentially active faults at the site or in the immediate vicinity. No evidence of faulting was encountered during the investigation of the site. Minor inactive faults were observed within the metavolcanic rock in the cut slopes associated with the grading of Scripps Poway Parkway located in the northern portion of the site.

The Coronado Banks fault zone lies approximately 20 miles southwest of the site. This fault is considered to be seismically active, meaning that evidence exists for Holocene activity within this zone during the last 11,000 years (approximately). The Rose Canyon fault, located approximately 11 miles southwest of the site, is the closest active fault. The California Division of Mines and Geology has included portions of this fault within an Alquist-Priolo Fault Hazard Study Zone.

Regional active faults include the Elsinore fault zone and San Jacinto fault zone which lie approximately 30 miles and 50 miles to the northeast, respectively. In the event of a major earthquake on these or other faults in the southern California region, the site could be subjected to moderate to severe ground shaking. With respect to this hazard, this site is comparable to others in the general vicinity.

Soil Liquefaction Potential

Soil liquefaction is generally limited to granular soils located below the water table which are in a relatively loose, unconsolidated condition at the time of a large earthquake. Such conditions potentially exist on the property.

Erosion

Due to the moderate vegetative cover, and the presence of the erosion-resistant Stadium and Pomerado Conglomerates and igneous rocks, erosion potential over the majority of the property is considered to be low.

Geology/Soils/Erosion Issues

1. Are there unstable geologic or soil conditions on the site which would represent a constraint to development?
2. Would development of the site, including necessary brush management measures, result in adverse soil/erosion impacts?

1) Issue

Are there unstable geologic or soil conditions on the site which would represent a constraint to development?

Impacts

Approximately 162 acres would be graded to prepare 309 residential lots, 7 commercial lots, 6 industrial/business lots, 1 multi-family lot, and associated streets. The remainder of the property is to remain open space. Lower portions of the site along Scripps Poway Parkway would be developed by conventional cut-and-fill mass grading. Fill slopes for the project are planned at inclinations no steeper than 2:1 (horizontal:vertical). Cut slopes within sedimentary formational materials and the metavolcanic rock unit are planned at inclinations no steeper than 2:1. Hard rock faces along Street A may vary between 2:1 and 1.5:1.

The soils derived from excavations within the decomposed metavolcanic rock are expected to consist of low expansive, silty, coarse-grained sands and/or gravels with angular to subangular cobble to boulder-sized fragments and should provide adequate foundation support in either a natural or properly compacted condition. The exploratory trenches excavated for the geologic study, indicate that metavolcanic rock (and granitic

rock) occurs at relatively shallow depths in most areas. Additionally, resistant bedrock outcrops were observed at various locations across the site. Portions of the metavolcanic rock within the drainage bottoms is blanketed by alluvial deposits. Where excavations deeper than 2 to 16 feet are planned, or where bedrock outcrops are exposed at the surface, it should be anticipated that hard rock and/or large oversized boulders are likely to be encountered and that blasting and/or hydraulic breaking techniques may be required to facilitate efficient excavation and handling of the rock. Blasting/breakage will generate oversized material.

The results of the seismic refraction traverses for igneous rock indicate the potential for nonrippable floaters, ribs, and knobs to exist at depths generally below 3 to 7 feet throughout the cut areas in the higher elevation areas of the project. Seismic refraction traverse No. 2, which was located in the central portion of the site, indicates rippable velocities to depths of approximately 8 feet. Below approximately 8 feet, nonrippable velocities were encountered. It should be noted that the seismic refraction data constitutes an average of the subsurface conditions beneath each particular traverse. Nonrippable areas can occur in cut areas characterized as rippable or marginally rippable. Conversely, fracture patterns within the metavolcanic rock often provide rippable conditions where the seismic velocities indicate marginally to nonrippable conditions. Specific details of the seismic refraction survey are presented in Appendix D. In general, the seismic traverses reveal the presence of nonrippable hard rock at depths of 6 to 26 feet.

a) Seismicity

The residential development in the southern portion of the site is underlain by granitic and metavolcanic formations that would be cut to form level surfaces. Pomerado conglomerate also occurs in this area and has good shear strength and foundation-bearing capacity. The PID area is underlain by slopewash, alluvium, and other fills but would be extensively graded which would include remediation of any foundation-bearing problems. The PCD area is underlain by the Santiago Peak volcanic formation that would be cut and filled to form a level surface. Some blasting may be required. No unusual threats to health or safety would result from seismic events.

b) Soil Liquefaction

Since loose deposits would be removed and densified and subdrains would be installed to preclude the build up of a shallow groundwater condition, it is considered that the risk of seismically induced soil liquefaction at the project site is remote.

c) **Surficial Landslides**

The four surficial landslides found on the property are within proposed fill areas in the southern area of the site, overlying Pomerado Conglomerate. They are not considered to pose a significant risk to the proposed development because of anticipated remedial grading as recommended in the mitigation section of this report.

Significance of Impacts

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.

In general, the site is underlain by surficial soil units consisting of undocumented fill, topsoil, slopewash, terrace deposits, alluvium, shallow landslides, and geologic formational units. The surficial units that underlie the site are not considered suitable for support of fill, or structural improvements, and would require remedial grading. The presence of oversized boulders, marginally rippable to nonrippable volcanic rocks, and localized cemented zones within the Pomerado and Stadium Conglomerates would require some blasting. The specific soil conditions of the site and the excavation characteristics are described in detail in the geotechnical report, pages 15-36, in Appendix D of this EIR.

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.

Mitigation, Monitoring, and Reporting

No significant impacts were identified with the proposed project, and hence, no mitigation is required.

2) Issue

Would development of the site, including necessary brush management measures, result in adverse soil/erosion impacts?

Impacts

The disruption of the soil profiles by grading operations would result in the temporary exposure of subsoils to erosive forces of wind and water, thereby temporarily increasing susceptibility to erosion. Graded slopes and cut and fill operations could promote erosion if proper grading techniques are not utilized. Cut areas which expose the conglomeratic formational material are anticipated to exhibit very low to low erosion characteristics depending on the cementation and sand content of the formational material exposed.

The Hydrology/Water Quality section of this chapter describes in detail the BMPs and permits required for water quality and runoff.

A conceptual landscaping plan is proposed as part of the PRD. The landscaping plan calls for the permanent revegetation of areas disturbed by grading as soon as grading is completed. Stabilization of manufactured slopes and prompt revegetation within 30 days of completion of grading is also required by the City Grading Ordinance. Erosion and drainage control measures would be subject to approval by the Development Services Department.

As discussed in the Project Description section of this EIR, the City of San Diego Brush Management Program requires maintenance of an effective firebreak around all structures by removing and clearing away an area measuring 110 feet in width from any building or structure, while minimizing soil erosion. The proposed project complies with the requirements of this program. Brush management zones, as defined in the City of San Diego Brush Management Program and discussed in detail in the Project Description section of this report, would be implemented as part of the project.

Plant fuel load reduction is necessary for fire safety. Severe brush clearing measures can, however, destroy vegetative cover and root systems, damaging habitat, eliminating sensitive plant species or wildlife habitat, and increasing soil erosion. There are numerous ways to remove brush to reduce subsequent environmental impacts associated with brush management, which will be implemented with this project. The preferred method is the use of hand tools, axes, and chain saws for cutting back, trimming, thinning, and pruning. The existing root systems of the natural brush are critical in the control of erosion. This method preserves the root systems of established plants and reduces the amount of destruction to the habitat. It also eliminates the possibility of accidentally undercutting the toe of a slope and causing slope failure.

Significance of 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.

Mitigation, Monitoring, and Reporting

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.

F. Archaeological Resources

The project area, including the project site, has been subject to a number of archaeological and historic site surveys conducted in 1979, 1987, 1989, and 1990. The 1979 survey covered the entire Miramar Ranch North community planning area (Connors and Bull 1979). Visibility was described as good over the majority of the acreage. No cultural resources were located on the survey; however, an area of Cypress Canyon drainage was not surveyed "due to dense vegetation cover and restricted access to the area" (Connors and Bull 1979).

In 1987, site CA-SDI-10,780 was first recorded, most likely in the area not previously surveyed by Connors and Bull due to lack of accessibility, within the boundaries of the Scripps Gateway project site. The site was initially described as two milling stations and possibly an associated temporary camp (Pignolo 1987).

Additional testing of site CA-SDI-10,780 was performed by RECON in 1989. As a result of this testing, it was found that CA-SDI-10,780 represented a significant cultural resource as defined by CEQA Section 21083.2. Since the site was located in an area which was to be developed as a part of the Miramar Ranch North community planning area, data recovery excavations were completed at the site as mitigation for impacts from the development. The results of this research were presented in a separate technical report (Wade and Hector 1989).

Also in 1989, a complete field survey of the Scripps Gateway project site was conducted. However, dense vegetative cover on the flats located in the northwestern portion of the property, and in and around the drainages on the property, obscured visibility preventing an adequate survey of these areas. The results of this survey were the relocation of CA-SDI-10,780, identification of one additional prehistoric site CA-SDI-13,186, and one additional prehistoric isolate (a mano). The conclusions and recommendations of this field work were presented in a separate technical report (Scientific Resource Surveys, Inc. 1989). The property was revisited in 1990 to perform detailed evaluation of these additional resources. The technical report is provided in Appendix E of this EIR.

Existing Conditions

Record searches were conducted at the San Diego Museum of Man Archaeological Research Center and at the San Diego State University South Coastal Information Center in 1989. The literature review and records check revealed that a total of 37 prehistoric and historic site areas (including separate loci and isolates) were previously identified within a one-mile radius of the subject property. A summary of the site attributes provided by the records check and literature review indicated that in the region

prehistoric settlement and subsistence activities were patterned and, therefore, predictable. The prehistoric sites include lithic artifact scatters, temporary campsites, and specialized activity sites, such as vegetable resource gathering and processing locations.

Additionally, the records check revealed that one of the permanent use areas (CA-SDI-10,780) was located just within the eastern property boundary. No historic sites were recorded within the project boundaries. A summary of the previously recorded sites in and around the project area is provided in Appendix E.

A description of the two prehistoric sites determined from the records check and field surveys to lie within the proposed project boundaries follows.

a) CA-SDI-10,780

This site, located along the eastern boundary of the project site, was initially recorded in 1987 as two separate milling areas (Loci A and B) associated with a midden deposit which comprised a temporary camp site. The site was revisited in 1989 and an additional milling area (Locus C) and associated lithic scatter was located. The surface extent is about 100 meters by 40 meters (Wade and Hector 1989). A testing program was conducted at CA-SDI-10,780 in 1989 to determine the significance of the site (Wade and Hector 1989). Four 1x1-meter hand-excavated units, surface mapping, and collection of artifacts were conducted.

The recovery from the four test units revealed that a dense surface, to 10 centimeters subsurface, deposit of cultural materials existed at CA-SDI-10,780, Loci A and B. The deposit at Locus C contained significantly deeper and richer artifact and midden deposits. These deposits are associated with the milling features, and the density of artifact deposit in the excavation units correlated positively with the density of milling features on the adjacent bedrock. A variety of artifactual and faunal materials were recovered from the test excavations, including incised pottery, projectile points, and a bone tool.

Based on the results of the test phase, the site was demonstrated to represent more than a special-use milling area. Artifacts recovered represented what would be expected at a habitation site. The known settlement pattern in the vicinity of the site area was expected to consist of large habitation complexes surrounded by outlying special-use sites. Because the site appeared not to fit this expected pattern, it was determined that the site represented a unique, significant resource.

Since at the time proposed development of roads and structures in the area would result in the site being buried beneath approximately 60 feet of fill, the City of San Diego determined that this would not be site preservation and that mitigation through a data recovery program directed by a research design would be required to elaborate on the settlement pattern which the site actually represented. An additional ten 1x1-meter units

were excavated at the site to recover archaeological data important to the understanding of the site. Additional artifacts collected included debitage, projectile points, flaked and ground stone tools, pottery, bone, and shell fragments.

Based on the results of the investigations, it was found that the site represented an unusual site type for the Peñasquitos Creek drainage area and new ideas regarding the settlement system in the Late Prehistoric period were developed. As a result of the investigations, mitigation of impacts to site CA-SDI-10,780 from Miramar Ranch North were accomplished and no further measures related to prehistoric cultural resources at the site were required. The City reviewed and accepted the program in November 1992.

The location of CA-SDI-10,780 is now under Scripps Poway Parkway.

b) CA-SDI-13,186

This site was recorded in 1989 as a result of the 1989 survey of the Scripps Gateway project area. It was recorded as consisting of two loci: a rock feature in the form of a hunting blind (Locus A) and a bedrock milling slick (Locus B). A single felsite flake was found below the blind in a natural drainage ditch.

Two 1x2-meter units were hand excavated within the site. Both units were sterile. The site has been photographed and completely documented.

Archaeological Resources Issue

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?

1) Issue

To what extent would the proposed project, including off-site improvements, adversely affect prehistoric or historic archaeological resources, or areas of Native American concern?

Impacts

Mitigation of site CA-SDI-10,780 due to impacts from development of Miramar Ranch North was accomplished through excavations in 1989 (Wade and Hector 1989). The location of the site currently lies beneath Scripps Poway Parkway.

The isolated mano found during the 1989 survey has been collected and no longer will be impacted by development. However, site SDS-13,186 will be directly impacted by grading.

The dense vegetative cover on the flats in the northwestern portion of the property and in and around the natural drainages precluded an adequate survey of those areas. The existence of the cultural resources found on the property, as well as the additional sites recorded within a one-mile radius of the property, suggest that further resources may be exposed during brushing operations in those areas not adequately surveyed.

Significance of Impacts

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. Implementation of the following mitigation measure would reduce potential archaeological impacts to below a level of significance.

Mitigation, Monitoring, and Reporting

Prior to the issuance of grading permits, a qualified archaeologist shall field inspect areas of the site that the previous archaeological survey report identified as having limited surface visibility. Record of this inspection shall be submitted to and approved by the City Manager and shall include mapping of areas to be brushed and resurveyed prior to the issuance of grading permits. After brushing occurs a report summarizing the results of the cultural resource surveys shall be submitted for review and approval by the City Manager. Should additional cultural resources be exposed, additional mitigation measures in accordance with the City's "Guidelines for the Determination of Significance of Archaeological Sites" may be necessary.

Prior to the issuance of any grading permits or recordation of the first final map, the applicant shall provide verification that a qualified archaeologist and/or archaeological monitor have been retained to implement the archaeological construction monitoring program for CA-SDI-10,780. This verification shall be in the form of a letter from the

applicant to the Environmental Review Manager of the Land Development Review Division (LDR). All persons involved in the archaeological construction monitoring of this project shall be approved by LDR prior to the start of monitoring.

The qualified archaeologist shall attend preconstruction meetings to make comments and/or suggestions concerning the archaeological construction monitoring program and discuss plans with the engineer. The requirement for archaeological monitoring shall be noted on the grading plan.

The qualified archaeologist or archaeological monitor shall be present on-site full-time during grading.

In the event that unanticipated cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow evaluation of potentially significant cultural resources. The archaeologist shall contact LDR at the time of discovery. The significance of the discovered resources shall be determined by the archaeologist, in consultation with LDR. LDR must concur with the evaluation before grading activities will be allowed to resume. For significant cultural resources, a Research Design and Data Recovery Program shall be prepared and carried out to mitigate impacts before grading activities in the area of discovery will be allowed to resume. Any human bones of Native American origin shall be turned over to the appropriate Native American group for reburial.

All cultural materials collected shall be cleaned, catalogued, and permanently curated with an appropriate institution. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the area. Faunal material shall be identified as to species and specialty studies shall be completed, as appropriate.

A monitoring report and/or evaluation report, if appropriate, which describes the results, analysis, and conclusions of the archaeological monitoring program (with appropriate graphics) shall be submitted to and approved by the Environmental Review Manager of LDR prior to issuance of a certificate of occupancy. For significant cultural resources, a Research Design and Data Recovery Program shall be included as part of the evaluation report. A mitigation report for significant cultural resources, if required, shall be submitted to and approved by the Environmental Review Manager of LDR prior to issuance of a certificate of occupancy. The applicant shall notify LDR of the start and end of construction.

G. Hydrology/Water Quality

Existing Conditions

The project site covers approximately 242.1 acres within the San Diego hydrologic region. This region has a number of surface water problems originating from non-point sources. The 1972 amendments to the federal Water Pollution Control Act specifically require that non-point sources of water pollution be considered in the development of water quality management plans for both local and areawide planning. One problem common in most parts of the San Diego hydrologic region is that of excess siltation and turbidity. Highway construction, subdivision construction, and agricultural operations have exposed large areas to erosion. This erosion results in the transport of sediments into streams and eventually into reservoirs and coastal lagoons.

Another water quality-related problem has been the degradation of storm runoff from agricultural and urbanized areas as a result of contamination. Nitrogen contamination is of particular concern due to its eutrophic effect on water quality. Millions of pounds of nitrogen a year are transported in the surface waters of this hydrographic region. This contamination is from agricultural irrigation return, municipal wastewater treatment plant discharges, surface runoff, and municipal irrigation return. Nitrogen concentrations from urbanized areas are typically six times those of nonurban areas. Similarly, phosphorus is seven times as concentrated and biological oxygen demand is about five times as prevalent. Thus, the percentage of nitrogen and other types of contamination from surface runoff is expected to climb as urbanization of the region continues.

The Scripps Gateway project site is situated within the Poway hydrologic area of the Peñasquitos hydrologic unit. The Peñasquitos hydrologic unit is a triangular-shaped area of approximately 170 square miles. The 242.1 acres of the project site constitute approximately 0.2 percent of the hydrologic unit. There are no major streams in this unit, although it is drained by numerous creeks, which collect runoff from seasonal rainfall events in the watershed. The unit contains the Los Peñasquitos Lagoon. Miramar Reservoir, the major storage facility in this area, contains only imported Colorado River water. Mean seasonal precipitation in the vicinity of Scripps Gateway is 14 inches.

Los Peñasquitos Lagoon is located at the mouth of Peñasquitos Creek and consists of approximately 350 acres. Los Peñasquitos Lagoon is considered a valuable and highly sensitive coastal resource. The lagoon is composed of a tidal channel, salt marsh, mudflats, and salt ponds. These areas provide habitat to a variety of plants, animals, and aquatic life. The size of the lagoon is dependent upon the amount of fresh water draining into the lagoon and the amount of sedimentation present within the lagoon.

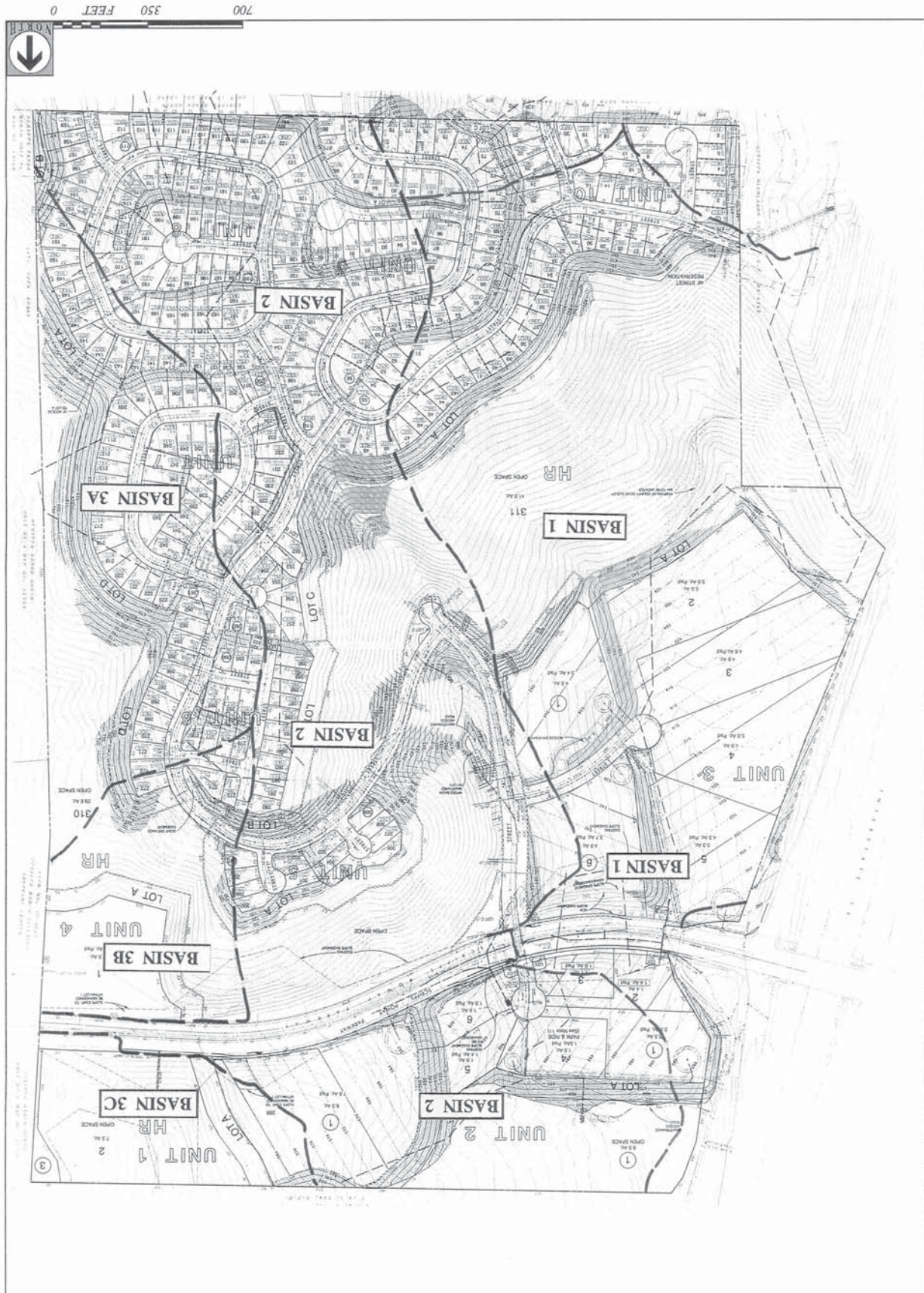
The mouth of the lagoon allows ocean water to enter the lagoon when the tide rises and circulates within the lagoon channels. The mouth becomes blocked if sediments accumulate. Over the years, the watershed of the lagoon has been increasingly developed both for agricultural and urban land usage. Increased siltation of lagoon tributaries as a result of human activity promotes more frequent closure of the lagoon mouth. Once the mouth has closed it can be allowed to reopen by natural scouring action created by runoff from winter storms, or it can be dredged open. When the mouth of the lagoon is blocked, no tidal circulation occurs and nutrients and pollutants from urban runoff accumulate. This results in periodic algal blooms, accelerated aquatic growth, mosquito breeding, and other effects associated with eutrophy.

Groundwaters in the basin are replenished by seasonal rainfall. Water quality in the inland plain areas of this hydrologic unit has been generally rated suitable to inferior for domestic purposes, with a high sulfate and total dissolved solids (TDS) contents. The marginal rating of groundwater for domestic purposes in the inland areas is generally due to the high TDS content. The groundwater within the unit is characterized by a high salt content due to the release of connate brine (e.g., water trapped within the spaces of the sedimentary rocks as they were formed) and to previous sewage disposal practices in the upstream portions of the watershed.

Within the Poway hydrologic area, the project is located in the Cypress Canyon drainage basin. Runoff from the project site drains to the north utilizing finger canyons of Cypress Canyon, which ultimately drains to Peñasquitos Creek. There are three main drainage subbasins on-site (Figure 4G-1). Basin 1 drains the westerly area of the site but also receives inputs from two adjoining areas off-site. The basin drains to a low point at the northwest corner of the PID at the intersection of Scripps Poway Parkway and the I-15 northbound ramp to eastbound Scripps Poway Parkway. This basin comprises a total of 144.6 acres (59.4 acres from off-site drainage) and has a 100-year storm discharge Q100 of 207 cubic feet per second (cfs). The central portion of the site comprises basin 2. It extends from the uplands at the far southern boundary northward across Scripps Poway Parkway including the swale cutting through the center of the property and encompassing most of the PCD parcels north of Scripps Poway Parkway. The total area for this basin is 159.8 acres (59 acres from off-site to the south) and the Q100 is 150 cfs. Basin 3 drains to three different drainage points off-site. Basin 3A drains the easterly sideslopes of the north-trending ridge, an area of 30.9 acres with a Q100 of 44 cfs. Basin 3B drains the north-facing sideslopes of the northerly ridge into the graded lot at the eastern project boundary south of Scripps Poway Parkway. This basin encompasses 15.2 acres with a Q100 of less than 23 cfs. Basin 3C (10.0 acres) drains the swale across Scripps Poway Parkway. The existing storm drain system is located along Scripps Poway Parkway and Basins 1 and 3B already drain into the system.

FIGURE 4G-1

Basin boundary



Applicable Ordinances and Regulations

Construction and operation of any project in the city of San Diego is required to comply with the Porter-Cologne Water Quality Control Act and the federal Clean Water Act. Conformance with these acts is established through compliance with the requirements of the State Water Resources Control Board's (SWRCB) National Pollutant Discharge Elimination System (NPDES).

Industrial, Commercial, and Construction Requirements

Construction and industrial and commercial activities are subject to the provisions of the State Board NPDES General Permits. Construction activities are covered by Order Number 92-08-DWQ General Permit Number CAS000002; industrial and commercial activities are covered by Order Number 91-13-DWQ General Permit Number CAS000001. Regulations set forth in the NPDES permit are enforceable by the Regional Board and the local municipality.

The industrial general permit covers 10 general categories of industrial and commercial facilities while the construction general permit covers construction activities greater than five acres. Industrial facilities covered by EPA's regulations and the general permits must prepare and implement a storm water pollution prevention plan (SWPPP) containing descriptions of potential sources which may contribute significant quantities of pollutants to storm water from the industrial facility or construction site as well as BMPs appropriate for the types and quantities of potential pollutants. In addition, both general permits require permittees to develop and implement monitoring and reporting programs. General permittees are required to evaluate whether storm water management practices are adequate or whether additional control measures are needed, as well as certify annually that they are in compliance with the general permit and their SWPPP. No individual project permit is issued.

Municipal Requirements

Runoff flowing across developed sites can pick up contaminants from landscaping and areas used by motor vehicles, such as parking lots, driveways, and streets. Pollutants from such areas can include oils, fuel residues, heavy metals (associated with gasoline), fertilizers, and pesticides. For compliance with the municipal storm water requirements, the San Diego Regional Board has issued a county-wide storm water and urban runoff pollution control management program for the protection of the water resources of the region. All incorporated cities in San Diego County (including San Diego), the San Diego Unified Port District, and the County of San Diego are permittees under Order No. 90-42, NPDES No. CA 0108758.

The order requires the permittees to be subject to the terms and conditions of the order, and to cooperate in the development and implementation of a comprehensive county-

wide storm water and urban runoff management program. The order requires the permittees to develop and implement programs to ensure that entities discharging storm water and urban runoff into storm water conveyance systems take steps to prevent, control, and reduce discharges of pollutants to waters of the United States. The requirements of the order include the following:

1. The permittees shall prohibit illicit/illegal discharges from entering into storm water conveyance systems.
2. The permittees shall develop, approve, sign, and submit a legally binding Implementation Agreement to the Regional Board. Any revisions to the Implementation Agreement shall be forwarded to the Executive Officer of the Regional Board within 30 days of approval by all the permittees.
3. The permittees shall develop and implement BMPs, including management practices, control techniques, and system design and engineering methods, and such other provisions as the Executive Officer determines appropriate for the control of pollutants to waters of the United States to the maximum extent practicable. The BMPs so developed, along with a time schedule for implementation, shall be submitted for the approval and/or modification by the Executive Officer of the Regional Board.
4. The permittees shall develop and implement storm water, urban runoff, and receiving water monitoring programs to evaluate discharges of pollutants from storm water conveyance systems to waters of the United States.
5. The permittees shall ensure that BMPs are implemented by entities discharging storm water and urban runoff to storm water conveyance systems within the area of jurisdiction of the permittees.

Implementation of the requirements of the order is accomplished through the issuance of areawide municipal storm water permits. Municipal storm water permits are issued by the San Diego Regional Board: the permit for San Diego is number 90-042. Municipal Storm Water Permits contain the following two requirements:

1. Prohibit Non-Storm Water Discharges

Municipalities must prohibit all illegal discharges and illicit connections to the storm water conveyance system.

2. Develop/Implement Comprehensive Storm Water Management Program

The second major permit requirement is the development and implementation of a comprehensive storm water management program. Ideally, this should be a single areawide cooperative program involving all municipal co-permittees. The comprehensive storm water management program must include development and implementation of the following five components:

A. Best Management Practices (BMP) Program

The most powerful municipal BMP is public education. Other examples include regulatory powers (i.e., ordinances) and land use planning.

B. Monitoring and Reporting Program

Wet weather monitoring programs require calculation of watershed pollutant loading and event mean concentrations. Mass emission, as well as single land use, stations are monitored.

C. Illicit Connection/Illegal Discharge Detection Program

Field screening is conducted during the dry season for the purpose of detecting illicit connections and illegal discharges to the storm water conveyance system. Municipalities are required to eliminate all identified illicit connections and illegal discharges as soon as possible, but no later than July 1995.

D. Storm Water Ordinance

The permit requires the adoption and enforcement of a storm water ordinance. Adequate legal authority is essential to an effective illicit connection/illegal discharge detection program.

E. Funding Source

A reliable funding source for program implementation is absolutely essential.

Hydrology/Water Quality Issue

1. How would the natural drainage system be altered and what drainage facilities would be required to control runoff?
2. Would the project result in degradation of water quality in Lake Miramar or the Los Peñasquitos Lagoon?

1) Issue

How would the natural drainage system be altered and what drainage facilities would be required to control runoff?

Impacts

Implementation of the Scripps Gateway project could affect the natural drainage system. This impact can take the form of increased runoff from rainfall, soil erosion and sedimentation from steep unprotected areas, runoff pollution, and drainage diversion. Runoff pollution impacts are discussed in detail below under Issue 2.

The development of natural areas often causes an increase in the amount of runoff as a direct result of creating impervious surfaces that prevent absorption of water into the ground. Impervious surfaces include paved streets, patios, driveways, and foundations for structures. It is estimated that with implementation of the proposed project, about 35 percent of the plan area would become impervious. An increased amount of runoff over the amount normally provided for in natural drainages and water bodies can cause flooding and water damage. Uncontrolled runoff on steep slopes and increased runoff velocity, especially on slopes with exposed soils or sparse vegetation, can cause erosion and increased sediment, which accumulates in streams and lagoons.

The natural and developed project area drains, and would continue to drain, northerly. The residential areas of the proposed project are located on the mesa tops in the southern and eastern portions of the property. Therefore, runoff to these areas is minimal. Runoff to the industrial areas in the western portion of the property originates on the steep slopes to the south and east, below the residential areas. These slopes are to be maintained as open space with natural vegetation.

Drainage to and from the proposed project site is via five distinct drainage basins within the area: basins 1, 2, 3A, 3B, and 3C (see Figure 4G-1). Table 4G-1 provides the existing

**TABLE 4G-1
SCRIPPS GATEWAY DRAINAGE RATES**

Drainage Basin	Drainage Rates*	
	Existing Q	Proposed Q
To off-site from Basin 1	217 cfs	266 cfs
From off-site from Basin 1	117 cfs	117 cfs
On-site Basin 1	92 cfs	129 cfs
To off-site from Basin 2	150 cfs	218 cfs
From off-site from Basin 2	61 cfs	27 cfs
On-site Basin 2	96 cfs	191 cfs
To off-site from Basin 3A	44 cfs	19 cfs
To off-site from Basin 3B	20 cfs	23 cfs
To off-site from Basin 3C	14 cfs	13 cfs

SOURCE: Rick Engineering Preliminary Drainage Study 1997.

*estimated for a 100-year event.

and proposed drainage rates for the on-site and off-site transport of water through the proposed drainage collection system.

Drainage from the PRD, PID, and PCD would be collected and discharged to the existing storm drain system at several locations along Scripps Poway Parkway. The drainage would then be transported west to the existing Caltrans 60-inch RCP. The current (undeveloped) Q100 discharge is 230 cfs; the proposed development would increase the Q100 to 279 cfs.

A retention/desilting basin conforming to the requirements of the NPDES would be installed at the central portion of the site in the existing swale. The volume of the retention basin would be 4.1 acre/feet and have a surface area of 21,600 square feet. The retention basin would capture water runoff from the PRD development and undeveloped slopes of basin 2. Pollutants and other materials transported from the PRD would settle and remain in the basin area. Overflow from the retention basin would be transported from Basin 2 through the drainage system and released into the open space north of the PCD and flow into Peñasquitos Creek. Q100 flows through the central swale of Basin 2 discharging off-site to the north and into Peñasquitos Creek would increase from 150 cfs to 218 cfs. An energy dissipating feature will be installed at the discharge point for this basin to prevent scouring of the natural drainage downstream.

The retention basin provides source reduction for pollutants entering Peñasquitos Creek. The PCD will need to provide additional source reduction measures for runoff collected and discharged into Peñasquitos Creek. These measures will be identified when development approvals are sought. The PCD and PID would have additional internal drainage collection systems which would connect to the storm drains. Development of the property as proposed was included in the overall design of the stormwater collection system and would not require new or updated facilities.

Significance of Impacts

Any increase in on-site runoff volumes associated with the proposed project is not considered significant on a direct basis due to its incremental nature. Incremental increases from this and other development within the Los Peñasquitos Creek watershed are considered to be cumulatively significant and unmitigated.

Mitigation, Monitoring, and Reporting

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

locations 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. If desiltation/detention basins are located outside the approved development footprint, additional environmental review may be required.

2) Issue

Would the project result in degradation of water quality in Lake Miramar or the Los Peñasquitos Lagoon?

Impacts

Potential impacts to water quality from the proposed development include erosion of exposed soils and associated sedimentation of natural drainages, construction-related contaminant discharge, and runoff of urban and horticultural pollutants into the natural drainage system. These effects are estimated in Table 4G-2 based upon factors from the Soil Conservation Service (U.S. Department of Agriculture 1993).

Development of the natural areas of the project site and the creation of impervious surfaces (paving and construction of roadways, parking lots, and building pads) would cause an increase in the amount of runoff. Not only the quantity but also the quality of the resulting runoff would be altered. Runoff flowing across these impervious surfaces and landscaping would contain pollutants such as oils, fuel residues, heavy metals (associated with gasoline), fertilizers, and pesticides which are typically associated with urban development. The pollutants would diminish water quality in streams and lagoons.

Urban runoff from the project site would not by itself carry enough pollutants to significantly degrade the water quality in Peñasquitos Creek or other downstream areas. However, development of the PRD, PID, and PCD, would contribute cumulatively with other projects in the watershed in affecting the water quality of this portion of the watershed. Implementation of pollution control devices and BMPs would help to lessen the cumulative effect.

a) Construction

Grading and construction activities could conceivably increase the potential for erosion and transport of material both within and downstream of the project site. Specifically, the removal of stabilizing vegetation cover in currently naturally vegetated steep drainages, creation of artificial slopes, and use of granular cohesionless fill all have the potential to generate erosion effects. Developed areas would be especially susceptible to erosion between the end of construction and the establishment of permanent landscaping. The

**TABLE 4G-2
ANNUAL EXPORT OF SEDIMENT, NUTRIENT, AND FRESHWATER**

Land Use (acres)	Sediment Load Factor	Sediment (ton/yr.)	Nutrient Load Factor	Nutrient (lbs./yr.)	Redirected Runoff Load Factor	Runoff (ac-ft/yr.)
Residential construction (60.7 acres)	2.6	157.8	3.0	182.7	4.0	20.2
Other construction (66.1 acres)	4.0	264.4	3.0	198.3	4.6	25.3
Construction Subtotal		422.2		381.0		45.5
Single-family residential (52.8)	0.2	10.6	25.0	1,320.0	7.3	32.2
Multi-family residential (7.9)	0.2	1.6	10.0	70.9	5.1	3.4
Commercial (14.2)	0.2	2.8	2.0	28.4	2.1	29.8
Industrial/Office (34.2)	0.2	6.8	8.0	273.6	4.6	157.3
Streets (17.3)	0.2	3.5	3.0	51.9	0.6	10.38
Project Subtotal		25.3		1,744.8		233.08
Current (242)	0.9	217.8	3.0	726.0	N/A	N/A

movement of sedimentary materials into on-site drainages and off-site into the San Dieguito River and Lagoon could produce significant impacts to surface water quality. The influx of such materials could temporarily increase the quantity of total solids and several individual organic and inorganic constituents.

Accidental spills or leaks of certain construction materials (e.g., vehicle fuels) could adversely impact local surface water quality. In addition, disposal of groundwater extracted during dewatering of construction areas (if necessary) could impact local surface water quality through the presence of contaminants (e.g., suspended sediment added during excavation or pumping) and/or erosion in water discharge areas.

Substantial grading will be required along the southern and eastern portions of the site for residential development and internal streets and for the industrial, commercial, and multi-family areas in the north and northwestern areas of the property. The project would result in 17 manufactured slopes in excess of 30 feet in height. Cut slopes in granitic and conglomerate formational materials are anticipated to have low erosion potential. Stripping of vegetation and constructing fill areas during site development will temporarily increase the potential for erosion.

b) Development

The project proposes single-family residential development along the higher areas of the property along the southern boundary and eastern ridge. The impact of this development is the introduction of hardscape surfaces for streets, buildings, and appurtenances such as driveways and patios. Approximately 35 lots and streets O, P, Q, and a small portion of M drain to the south or west; the remainder drains to the north. Runoff from the southeastern and eastern ridge would be conveyed by storm drains to Scripps Poway Parkway. Runoff from the south-central portion of the single-family residential development would be directed to an existing, north-trending drainage swale. The lower portions of this swale would be converted to a rock-lined channel leading to Scripps Poway Parkway. On the north side of Scripps Poway Parkway, the commercial area will drain off-site to the west and north. Drainage for the multi-family and park-and-ride will be collected and discharged to a natural swale leading off-site to the north.

Water running off rooftops picks up chemicals from construction materials, while water flowing across streets and driveways picks up hydrocarbons and heavy metals associated with roadways and automobiles. Runoff from domestic gardens and landscaped areas incrementally contributes fertilizers, herbicides, and/or pesticides to local drainages. These pollutants could adversely affect the quality of downslope or downstream surface water and groundwater. The quality of most surface runoff and groundwater in urban areas is generally below drinking water standards and is not usable for human domestic water purposes. Wildlife does use this resource, however, with the increased presence of urban pollutants also potentially resulting in adverse impacts to wildlife and riparian or

wetland habitats. A number of existing federal, state, and local statutes regulate the discharge of hazardous and toxic substances. As a result, the potential discharge of such materials in association with the proposed project would be controlled by these statutes and potential impacts are considered incremental.

The provision of desilting basins as part of the TM serves as traps for site-generated sediments and runoff. Urban pollutants can adhere to soil particles and be removed through the sedimentation and desilting process (State of California 1993b). The project drainage objective is to minimize runoff pollution from developed areas. Other BMPs will be defined by the City Engineer.

Significance of Impacts

Without appropriate 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.

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. These temporary impacts would be mitigated to below a level of significance by the following construction-related mitigation.

All development within the Los Peñasquitos Creek watershed, including the proposed precise plan, would contribute to cumulatively significant impacts to the lagoon. The project, along with other projects in the watershed of Peñasquitos Creek, increases the rate of stormwater runoff and increases the level of urban pollutants in the runoff which leads to long-term degradation of sensitive water bodies, especially Los Peñasquitos Creek. Measures to reduce these impacts are proposed as part of the project, but cannot reduce the cumulative impact to below a level of significance.

Mitigation, Monitoring, and Reporting

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. The applicant shall retain a soils engineer to monitor grading, construction,

installation of runoff control devices, and revegetation of the project. Once grading is complete and prior to the issuance of building permits the soils engineer shall submit in writing to the City Engineer certification that all developments within the PRD/PID/PCD have complied with the required notes on the grading plans addressing erosion/urban runoff controls. These measures would reduce runoff and erosion impacts to less than a significant level.

a) Short-term Construction Practices

Prior to the issuance of any grading permit, the grading plan shall incorporate runoff and erosion-control procedures to be utilized during all phases of project development and shall be prepared and submitted concurrently with proposed subdivision improvement plans, where such development is proposed on land that will be graded or filled. Such a plan shall be prepared by a registered civil engineer to the satisfaction of the City Engineer. Runoff control shall be accomplished by establishing on-site catchment basins, desilting basins, and siltation traps along with energy-dissipating measures at the terminus of storm drains or other similar means of equal or greater effectiveness.

All grading plans shall incorporate a maintenance program for erosion- and runoff-control measures which shall be approved by the City Engineer. The erosion- and runoff-control measures shall be designed and bonded prior to recordation of final maps; erosion-control measures shall be implemented prior to acceptance of the grading and public improvements by the City. The applicant and future property owners shall be responsible for the specialized maintenance program and shall maintain records of the maintenance.

Per the Clean Water Act, "best management practices" to control sediment and pollutants from entering storm water runoff are required for the proposed project, under the City's municipal permit. The project will provide source control BMPs via landscaping of all slopes and street rights-of-way to prevent erosion and a grading/drainage concept which directs water away from easily erodible areas. The water is to be directed into a drainage system designed to safely handle the storm water runoff. Additionally, desilting basins will be provided at strategic locations within the project area. Any other applicable source control or BMPs which may be implemented on a city-wide basis in conjunction with the City's municipal NPDES permit (Permit No. CA 0108758) and State Regional Water Quality Control Board (RWQCB) Order No. 90-42 shall be incorporated into the PRD/PID/PCD, as applicable.

The desilting basins shall be located in an area with practical, feasible access. The TM applicant shall provide access to all basins to the satisfaction of the City Engineer. Any desilting basins located outside of the approved development footprint may require additional environmental review.

Landscaping of cut/fill slopes and the undeveloped building pads shall commence within 30 days of completion of grading activities. The proposed landscape plan and project design shall include drought-resistant, low-fertilizer vegetation and a low-precipitation irrigation system in compliance with the Landscape Technical Manual.

Compacted areas shall be scarified, where appropriate, to induce surface water infiltration and revegetation as directed by the project geologist, engineer, and/or biologist.

General Construction Activity Storm Water Permits (NPDES No. CAS000002) shall be obtained from the SWRCB prior to project implementation. Such permits are required for specific (or a series of related) construction activities which exceed five acres in size and include provisions to eliminate or reduce off-site discharges through implementation of a Storm Water Pollution Prevention Plan. Specific SWPPP provisions include requirements for erosion and sediment control, as well as monitoring requirements both during and after construction. Pollution-control measures also require the use of best available technology, best conventional pollutant control technology, and/or best management practices to prevent or reduce pollutant discharge (pursuant to SWRCB definitions and direction).

A Dewatering Waste Discharge Permit (NPDES No. CA0108804) shall be obtained for the removal and disposal of groundwater (if necessary) encountered during construction. Such permits are intended to ensure compliance with applicable water quality and beneficial use objectives and typically entail the use of BMPs to meet these requirements. Discharge under this permit will require compliance with a number of physical, chemical, and thermal parameters (as applicable), along with pertinent site-specific conditions (pursuant to RWQCB direction).

Specified vehicle fueling and maintenance procedures and hazardous materials storage areas shall be designated to preclude the discharge of hazardous materials used during construction (e.g., fuels, lubricants, and solvents). Such designations shall include specific measures to preclude spills or contain hazardous materials, including proper handling and disposal techniques and use of temporary impervious liners to prevent soil and water contamination.

b) Project Design

Final project design shall incorporate applicable BMPs contained in the city and state *Best Management Practices to Be Considered in the Development of Urban Storm Water Management Plan*. Specifically, these may include measures such as the use of desilting basins, retention structures, infiltration facilities, permeable pavements, vegetation controls, discharge controls, maintenance (e.g., street sweeping), and erosion controls.

Surface drainage shall be designed to collect and discharge runoff into natural stream channels or drainage structures. All project-related drainage structures shall be adequately sized to accommodate 50-year flood events (or other storm events pursuant to direction from the City).

Project operation and maintenance practices shall include a schedule for regular maintenance of all private drainage facilities within common development areas to ensure proper working condition. Public facilities shall be maintained by the City.

Surface and subsurface drainage shall be designed to preclude ponding outside of designated areas, as well as flow down slopes or over disturbed areas.

Energy-dissipating structures (e.g., detention ponds, riprap, or drop structures) shall be used at storm drain outlets, drainage crossings, and/or downstream of all culverts, pipe outlets, and brow ditches to reduce velocity and prevent erosion.

H. Public Services/Facilities

Existing Conditions

a) Elementary, Middle, and High Schools

The project area is located within the San Diego Unified School District. The schools that would serve the project site are Dingeman and Miramar Ranch Elementary School, Scripps Ranch High School, and a new middle school, Thurgood Marshall, which is currently being constructed on a site located on Cypress Canyon Road south of Scripps Poway Parkway. This school will open for the 1998-1999 school year with a capacity to serve 940 students; however, its long-term planned capacity is 1,200 students. The school capacities and generation rates per household are listed in Table 4H-1.

b) Parks and Recreation

The City's Progress Guide and General Plan identifies neighborhood parks as 10-acre (5-acre when associated with a school) facilities with play areas, picnic facilities, multi-purpose courts, and lawns or landscaped areas serving 3,500 to 5,000 persons within a one-half-mile radius. Community parks are typically 20-acre facilities (13 if associated with a school) with fields, multi-purpose courts, recreation building, and open play areas serving 18,000 to 25,000 residents within a one and one-half-mile radius.

There are three public parks identified in the Miramar Ranch North Community Plan. Spring Canyon Neighborhood Park is a ±18-acre park adjacent to Dingeman Elementary School. Scripps Ranch Community Park is a ±20-acre park adjacent to the proposed junior high school. Overlook Park is a small 3-acre park overlooking Miramar Lake.

c) Library

The project would be served by the Scripps Miramar Ranch branch library. The library was developed as part of the Public Facilities Financing Plan. Two other libraries, Peñasquitos and Mira Mesa are within two miles of the project site. The General Plan standard is 18,000 to 30,000 residents within a two-mile radius of a branch library.

d) Fire Service

The project area is within the service area of the City of San Diego Fire Department. To provide adequate fire protection to the community, the Fire Department strives to provide a six-minute response time to areas in need of service. The City's Progress Guide and General Plan establishes guidelines and standards for fire protection services. Fire stations should be sited to provide rapid response time within urbanized areas and should occupy a minimum of 0.5 acre of land.

**TABLE 4H-4
ESTIMATED STUDENT GENERATION**

Grade	Student Generation Rate per Dwelling Unit	Number of Dwelling Units	Total Number of Students Generated	Available Capacity for 1998-1999
Miramar Ranch Elementary School (K-5)	0.35*	309	108	59
Dingeman Elementary School (K-5)	0.15*	135	20	56
Thurgood Marshall Middle School (6-8)	0.15	444	67	121
Scripps Ranch High School (9-12)	0.10	444	44	85

SOURCE: MacPhail, San Diego Unified School District, April 9, 1998.

*In the Scripps Ranch area, K-5 generation rates for single- and multi-family housing vary by neighborhood from about 0.53 to 0.09. The San Diego Unified School District has recommended an average student generation rate of 0.35 for single-family dwelling units for this project and 0.15 for multi-family dwelling units. Rates may vary to as high as 0.53 elementary student per single-family household in area neighborhoods. Middle and high school generation rates also vary and could be 0.2 per single-family household in certain neighborhoods. The rates shown were provided by the school district specifically for this project.

Fire protection services for the proposed project site are provided by City fire stations located in Rancho Peñasquitos (Station 40) and Scripps Ranch (Station 37). As identified in Table 4H-2, the best current response time to the project site from surrounding fire stations is approximately 4.3 minutes from Station No. 37, located approximately 2.5 miles south of Scripps Gateway. Currently, there are eight fire fighters at Station 40 and four at Station 37. All fire fighters are EMT-D certified and both stations are manned 24 hours a day with a minimum of four fire fighters per engine and truck company.

**TABLE 4H-2
FIRE STATION RESPONSE TIMES**

Station	Location	Response Time to Scripps Gateway
San Diego Fire Department Station 40	13393 Salmon River Rd.	10.3
San Diego Fire Department Station 37	10750 Scripps Lake Dr.	4.3

SOURCE: Captain Jim Raines, pers. com. 1998.

e) **Police Service**

The City's *Progress Guide and General Plan* identifies the Police Facilities Plan as the resource document for Police Department standards. The Police Facilities Plan establishes a seven-minute average response time as a department goal. The *Progress Guide and General Plan* recommends that stations be located near the geographic centers of areas to be served and that the stations have access to major streets and freeways.

Police protection for the project area is administered by the Northeastern Division of the San Diego Police Department, located at 13396 Salmon River Road in Rancho Peñasquitos. The City of San Diego Police Department presently maintains a city-wide ratio of 1.65 sworn personnel per 1,000 residents (Waskiewicz, pers. com. 1997).

The City of San Diego is divided into "service areas" for patrol purposes, and the project site is located within Scripps Mesa Service Area in the Northeastern Division. The Scripps Mesa Service Area covers the areas of Scripps Ranch, Mira Mesa, Miramar, and Sorrento Valley for which crime statistics are taken. However, any patrol unit assigned to the service area may respond to calls anywhere within the service area, including the project site (Gibbs, pers. com. 1997). In general, 1 lieutenant, 6 sergeants, and about 40 officers are assigned to the service area during a 24-hour period, with 6 to 12 officers in the field at any given time (Waskiewicz, pers. com. 1997). For large-scale emergencies, the entire City police department may be called upon (Baird, pers. com. 1997).

Average response times for the various priority calls in the Scripps Ranch area are shown in Table 4H-3. As seen from this table, the average response time for emergency calls is 11.2 minutes. Additionally, crime rates within this area are much lower than the city

**TABLE 4H-3
AVERAGE POLICE RESPONSE TIMES
SCRIPPS RANCH**

Priority	Response Time (minutes) May 18, 1996 - Dec. 31, 1996
E - imminent threat to life	9.0
1 - serious crime in progress and those where there is a threat to life	16.4
2 - less serious crimes where there is no threat to life	22.6
3 - minor crimes or requests for service that are not urgent	72.7
4 - minor requests for police service	97.7

SOURCE: Frittali, pers. com. 1997.

average. For example, for January 1997 through June 1997, violent crime rates were about 2.37 per 1,000 people in the Scripps Ranch area versus 7.99 per 1,000 people city-wide (San Diego Police Department 1997).

f) Water and Sewer Facilities

Requirements for water and sewer facilities are the Water Utilities Conditions of Scripps Gateway's Tentative Map No. 92-0466 dated September 15, 1997. These include submission of water and sewer studies to determine required project facilities and construction of the Scripps Poway Parkway Pump Station.

A potable water reservoir is situated near the southeastern corner of the property. Water and sewer transmission lines are available along Scripps Poway Parkway. As the project uses and densities have been anticipated in the Miramar Ranch North Community Plan since 1987, water and sewer service planning have incorporated these uses in future service projections and facilities planning.

g) Waste Management Services

The solid waste management needs of the project would be the responsibility of the City of San Diego. In addition to refuse disposal, the City provides refuse collection, curbside recycling and yard waste collection, public education, litter control, and any other services required to meet the waste management needs of the City of San Diego. This includes the development of programs necessary to meet the state-mandated 50-percent waste reduction goal established by Assembly Bill (AB) 939 (the Integrated Waste Management Act of 1989). AB 2494 clarified AB 939 to specify that the City reduce the amount of waste disposed of rather than waste generated.

At present, the project would be served by Miramar Landfill, which encompasses approximately 1,423 acres, 857 acres of which are used for disposal currently. As of July 1998, the remaining capacity of Miramar Landfill was estimated to total approximately 30.4 million cubic yards (cy), and is anticipated to reach capacity by the year 2011. The landfill currently accepts in excess of 1.3 million tons (approximately 2.1 million cy) of refuse each year (Tirandazi, pers. com. 1998).

In 1989 the State Assembly passed the Integrated Waste Management Act, AB 939, which requires each city and county within California to reduce waste disposal by 50 percent ~~of its current waste stream~~ by December 2000. It is anticipated that with implementation of source reduction and recycling programs and the rock aggregate extraction program, the Miramar Landfill will serve as a solid waste disposal site through the year 2011. One of the assumptions considered in projecting a closure date for the Miramar Landfill is the City achieving the waste reduction goal of 50 percent by the year 2000. The City plans to achieve this state standard through voluntary measures.

With respect to the project site, it should be noted that the project area is not located within the City's existing curbside recyclable materials and yard waste collection service areas. These services are currently provided to single-family residences located north of the project site, and would not be affected by the proposed project. Other City services, such as the I Love A Clean San Diego (ILACSD) hotline, are available to all residents, and would be affected by the project. Refuse collection services for the commercial/industrial development, and multi-family residences would be provided by the private sector, thereby not affecting City refuse collection forces. The City offers commercial/industrial waste reduction programs, which may be affected by the proposed project. The service provider for single-family homes depends on whether access to the project site would be via private or public streets. Should the residential units be accessible through public streets, single-family residential collection would be provided by City collection forces. Each City collection crew handles about 4,000 homes per year (weekly collection) at a cost of about \$90 per home per year.

Public Services/Facilities Issues

1. Would the proposed project result in impacts on schools, parks, libraries, or public services such as fire or police protection?
2. How would the proposed project impact existing waste management services, sewer and water facilities?

1) Issue

Would the proposed project result in impacts on schools, parks, libraries, or public services such as fire or police protection?

Impacts

a) Elementary, Middle, and High Schools

At full project buildout of 309 single-family dwelling units and 135 multi-family dwelling units, and using the generation rates shown on Table 4H-1, Scripps Gateway would generate 128 elementary school students, 67 middle school students, and 44 high school students. Students from the single-family neighborhoods would be in the Miramar Ranch Elementary School boundary, and students from the multi-family units would be in the Dingeman school boundary.

The student generation rates for Scripps Ranch High School and Thurgood Marshall Middle School reflect average per household student generation rates throughout Scripps Ranch. Student generation rates shown for the two elementary schools were prepared by the San Diego Unified School District specifically for this project. These rates were developed using comparative actual student generation from similar housing developments in Scripps Ranch, and result in higher elementary student population estimates than the average student generation rate of 0.25 per household generally applied in Scripps Ranch. Elementary student generation rates by household in the Miramar Ranch North Community Plan area range from 0.09 per household for affordable multi-family housing up to 0.53 per household for single-family residences. The elementary school student generation rates used for Scripps Gateway are specific to housing type, reflecting the fact that multi-family residences tend to generate fewer students, whereas certain single-family residences generate more students.

The students projected to be generated from the Scripps Gateway project have been incorporated into the District's school capacity projections. The expansion capacities shown on Table 4H-4 indicate the District's planned capacity for each school to accommodate enrollment growth. Student populations naturally fluctuate over time. While new neighborhoods may bring new students into an area, as neighborhoods mature the student population decreases and school planning must take these anticipated fluctuations into account. When there are enrollment demands that exceed capacity, the District utilizes strategies to accommodate changing demand. These strategies include adjustment of attendance boundaries, application of scheduling alterations (such as double-session kindergarten), grade level reconfiguration, and modification of existing classroom space. If these strategies cannot fully relieve enrollment pressure, additional relocatable classrooms can be added to a site.

In order to address short-term needs, the District recently approved an elementary school boundary adjustment and expansion of capacities at the three existing elementary schools (Dingeman, 920 students; Jerabek, 945 students; and Miramar Ranch, 920 students) to the levels shown in Table 4H-1.

The District projects that the total elementary school demand for the year 1999-2000, when the Scripps Gateway project will begin to add students, will be 2,684 students, with an expanded capacity of 2,785 at the three elementary schools, for an available capacity of 101 students. Cumulative growth from buildout of this and other residential development in the school service area is forecast to increase demand to 2,907 students in the year 2002-2003, which would exceed the planned expanded capacity of the three elementary schools by 122 students. The District estimates its forecast enrollment as accurate to 5 percent (145 students more or less than forecast).

In order to address long-term needs, the San Diego Unified School District is currently preparing a Long Range Facilities Master Plan. The District is working with a community

**TABLE 4H-4
ESTIMATED STUDENT GENERATION**

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Thurgood Marshall Middle School (6-8)	0.15	444	67	121
Scripps Ranch High School (9-12)	0.10	444	44	85

SOURCE: MacPhail, San Diego Unified School District, April 9, 1998.

*In the Scripps Ranch area, K-5 generation rates for single- and multi-family housing vary by neighborhood from about 0.53 to 0.09. The San Diego Unified School District has recommended an average student generation rate of 0.35 for single-family dwelling units for this project and 0.15 for multi-family dwelling units. Rates may vary to as high as 0.53 elementary student per single-family household in area neighborhoods. High school generation rates also vary and could be 0.2 per single-family household in certain neighborhoods. The rates shown were provided by the school district specifically for this project.

“Working Committee” to evaluate the need for and feasibility of building a fourth elementary school in the Scripps Ranch community to reduce attendance to the District’s long-term goal of 750 students per elementary school. An additional site for an elementary school, owned by the District, is located in the community on Fairbrook Drive, and is available to the District if needed. Other sites not owned by the District are also being evaluated.

The new Thurgood Marshall Middle School has sufficient planned capacity to meet student needs generated by the project. The proposed project would generate 44 high school students. The available capacity for 1998-1999 is approximately 278 students. Scripps Ranch High School has an overall future enrollment of 2,500 students. This school had a 1997-1998 enrollment of 2,079 students and a projected enrollment of 2,122 for the 1998-1999 school year and 2,446 for the year 2002-2003. The remaining available capacity for the 1998-1999 school year is 278. Therefore, the high school students generated from project development could be accommodated.

b) Parks

According to the General Plan, a minimum of one acre of park should be provided for every 1,000 residents. Using a generation rate of 2.6 persons per household, the approximate 1,154 additional residents generated by development of the 309 single-family and 135 multi-family units under the proposed project would incrementally add to the demand for park services. The project is providing contributions as outlined in the Public Facilities Financing Plan (PFFP) for a recreation building and an additional \$693,000. The project is also contributing an additional \$750,000 for general park purposes. With the additional contributions towards park acquisition, the community will have adequate park facilities.

c) Libraries

The 1,154 new residents would incrementally increase the demand for library facilities. Establishing a new library branch requires at least 18,000 to 20,000 new residents, with the expectation of serving about 30,000 within 20 years. These new residents would meet their library needs through existing library facilities described under Existing Conditions above. No new libraries are planned for this project.

The General Plan contains implementing principles for the financing of public facilities, including libraries, that focus on the use of developer contributions. The project would be subject to the fair-share payment of fees for library facilities consistent with the adopted PFFP, either as a condition of the tentative map approval or as contained in the Development Agreement. The project has contributed \$147,420 dollars towards the costs for the existing Scripps Miramar Ranch library which would serve the project.

d) Fire Service

With the new Fire Station No. 37 in Scripps Ranch, the General Plan standard of a six-minute first response time would be met. The project is contributing \$316,260 dollars (70% of the total cost) towards the construction of Fire Station No. 37, which will serve the project site and the surrounding community.

e) Police Service

Funding for police services is provided by the General Fund of the City of San Diego. The proposed project, in combination with other development that has occurred and is occurring in the area, would create the need for additional police personnel and facilities. The adequacy of police service is a factor of community-wide importance and cannot be entirely resolved on a site- or project-specific basis. The community plan designates that no additional facilities should be needed in the planning area (City of San Diego) and makes no provision for funding additional police services in the area. Police protection is, however, ordinarily extended to newly developed areas and funded as a function of the increased tax base.

The additional 309 single-family and 135 multi-family residential units as well as commercial and industrial park uses under the proposed project would incrementally increase the demand for police services. Development of the proposed project would result in an increased demand for police service within the Scripps Mesa Service area. This area is one of San Diego's most rapidly developing communities. Average response times city-wide are about 7 to 10 minutes (Frittali 1997).

Significance of Impacts**a) Elementary, Middle, and High Schools**

Because the District has provided for expanded capacity at Miramar Ranch and Dingeman 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.

b) Parks and Recreation, Library, Fire, and Police Services

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.

Mitigation, Monitoring, and Reporting

a) Elementary, Middle, and High Schools

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.

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 high, and senior high school facilities.

b) Parks and Recreation, Library, Fire, and Police Services

No other mitigation measures, beyond those contributions incorporated in the development agreement for libraries, parks, and fire station improvements are necessary.

The provision of increased police services through the Development Agreement and increased tax base would mitigate the impacts to below a level of significance.

2) Issue

How would the proposed project impact existing waste management services, sewer, and water facilities?

Impacts

a) Waste Management Services

The proposed development will generate different kinds of solid waste. Using the City of San Diego Environmental Services Department's (ESD) waste generation factors, the project's waste stream would be divided as follows: (1) construction waste; (2) residential waste constituting about 8 percent of the total project's waste; and (3)

commercial/industrial waste constituting about 95 percent of the total project waste stream.

Construction Waste

Although the proposed project would generate construction waste intermittently over several years, it is likely that the proposed project would exceed the City ESD's recommended construction threshold for construction projects involving more than 10,000 square feet of building area. The preparation and implementation of a waste management plan for construction will be necessary.

Ongoing Residential/Commercial/Industrial Waste

As explained above, the project would produce residential waste amounting to only about 8 percent of the total project's waste stream. Based on research conducted on the quantity and the types of solid waste generated by the residential sector in the city of San Diego, the primary components of the waste stream are paper (29.6 percent) such as newspaper and mixed paper, yard waste (13.4 percent), plastic (7.2 percent), wood waste (6.2 percent), and glass (5.3 percent). In addition to residential use, the project consists of commercial and industrial development. Because the specific types of commercial and industrial uses are not known at this time, the types of solid waste produced by this development are also not known. Although the types of materials in the commercial and industrial waste stream vary considerably depending on the type of use, in general, paper, plastic, food, and metal are typically the most significant constituents.

Using ESD's waste generation factors, ultimate development of the project would result in the generation of about 780 tons of residential refuse (including single-family and multi-family), and approximately 16,146 tons of commercial/industrial refuse per year, as shown in Table 4H-5 (Tirandazi 1996).

b) Water and Sewer Facilities

Water consumption is estimated at 525 gallons per day (gpd) per dwelling unit, residential water consumption would average 0.22 million gallons per day (mgd). Commercial/Industrial demand is estimated at 5,625 gpd per acre or 0.22 mgd. As shown in Table 4H-6, the project total would be 0.45 mgd.

Table 4H-7 provides sewage generation rates for the proposed project. Sewage generation is estimated at 80 gallons per capita per day (gpcd) for residential uses, and 4,248 gallons per acre per day for commercial and industrial uses. The project total for sewer generation would be 0.255 mgd.

**TABLE 4H-5
SCRIPPS GATEWAY SOLID WASTE GENERATION
(tons/year)**

Source	Proposed Units/ Sq. ft.	Generation Rate	Yearly Waste Generated
Single-family Residential	309 dwelling units	2.0 tons/du/year	618
Multi-family Residential	135 dwelling units	1.2 tons/du/year	162
Commercial Uses	1,054,152 sq. ft.	0.0066 tons/sq. ft./year	6957
Industrial/Office Uses	2,552,616 sq. ft.	0.0036 tons/sq. ft./year	9189
TOTAL			16,926 tons/year

NOTE: Generation rates obtained from the City of San Diego Environmental Services Department (Tirandazi, pers. com. 1997).

**TABLE 4H-6
ESTIMATED WATER USAGE**

Land Use	Amount	Unit Water Usage ¹	Estimated Water Usage
Residential	444 du	525 gpd/du	0.23 mgd
Commercial	12.4 acres	5,625 gpd/acre	0.07 mgd
Industrial center	25.9 acres	5,625 gpd/acre	0.15 mgd
TOTAL			0.45 mgd

gpd = gallons per day.

mgd = million gallons per day.

**TABLE 4H-7
ESTIMATED WASTEWATER GENERATION**

Land Use	Amount	Unit Wastewater Generation ¹	Estimated Wastewater Generation
Residential	1,154	80 gpcd	0.092 mgd
Commercial	12.4 acres	4,248 gpd/acre	0.053 mgd
Industrial	25.9 acres	4,248 gpd/acre	0.110 mgd
TOTAL			0.255 mgd

gpcd = gallons per capita per day.

gpd = gallons per day.

mgd = million gallons per day.

¹Generation rates obtained from the City of San Diego Water Department.

Significance of Impacts

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; however, impacts could be minimized by incorporation of recycling and waste reduction measures in project design.

The following measures are project features that will be incorporated into the PRD, PCD, and PID that would serve to reduce impacts to waste collection services to below a level of significance.

The project's prime contractor in cooperation with the City of San Diego's Environmental Services Department shall develop a comprehensive waste management plan for all proposed construction at the project site involving more than 10,000 square feet of building area. The plan shall include components that would reduce the potential for impacts to the City's waste management services. The Development Services, Development Coordinator shall review this plan to ensure that the ESD has signed the plan and certified that it is consistent with City policy regarding its waste management services.

The project applicant shall develop a long-term waste management plan in coordination with existing recycling programs in the project area that targets materials generated by the residential, commercial, and industrial uses proposed at the project site. The Development Services, Development Coordinator shall review this plan to ensure that the ESD has signed the plans and certified that they are consistent with City policy regarding its waste management services. Measures shall include the provision of each single- and multi-family unit with kitchens designed to facilitate recycling.

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.

Water and sewer 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.

Mitigation, Monitoring, and Reporting

The project shall prepare a waste management plan and provide components for multi-family and commercial/industrial uses to allow storage of recyclables and trash in compliance with San Diego Municipal Code Section 101.2002 and ensure the storage areas are conveniently accessible by tenants and service providers. The Development Services, Development Coordinator shall review this plan to ensure that the ESD has signed the plans and certified that they are consistent with City policy regarding its waste management services.

I. Traffic

The traffic discussion for this section of the EIR is summarized from the Traffic Impact Analysis for the Scripps Gateway Project prepared by Linscott, Law & Greenspan in March, 1998. The complete technical report is included in Appendix F of this EIR.

Existing Conditions

a) Existing Street System

Figure 4I-1 shows the existing roadway system in the project area. Brief descriptions of the area's roadways are listed below.

- **Interstate 15 (I-15)** is a north-south eight-lane plus freeway with auxiliary lanes and reversible high occupancy vehicle (HOV) lanes. Interchanges are provided in the project vicinity at Mira Mesa Boulevard, Scripps Poway Parkway/Mercy Road, and Peñasquitos Boulevard/Poway Road.
- **Scripps Poway Parkway** is classified as a six-lane Prime Arterial between I-15 and Spring Canyon Road and east of the community plan boundary. It is classified as a six-lane Major Street between Spring Canyon Road and the community plan boundary. There is currently a four-lane segment east of Spring Canyon Road which is planned to be widened to six lanes. Scripps Poway Parkway has been extended eastward from Community Road in Poway to State Route 67 (SR-67) and it should be open by the end of 1997. Signals are currently located at the I-15 ramps and Spring Canyon Road. Parking is prohibited and bike lanes are provided. The posted speed limit is 55 miles per hour (mph). Main access to the project site would be provided via Scripps Poway Parkway.
- **Mercy Road** is a four-lane Major Street. It connects I-15 to Black Mountain Road. Parking is prohibited and bike lanes are provided. The speed limit is posted at 45 mph.
- **Mira Mesa Boulevard** is classified as a six-lane Major Street east of I-15 and a eight-lane Prime Arterial west of I-15. Signals are located at the I-15 ramps and Scripps Ranch Boulevard within the project area. On-street parking is permitted and the posted speed limit is 35 mph east of I-15. Parking is prohibited and the posted speed limit is 45 mph west of I-15.
- **Spring Canyon Road** is classified as a four-lane Collector. This roadway provides a connection between Scripps Poway Parkway and Pomerado Road. Parking is generally permitted and bike lanes are provided. The posted speed limit is 45 mph.

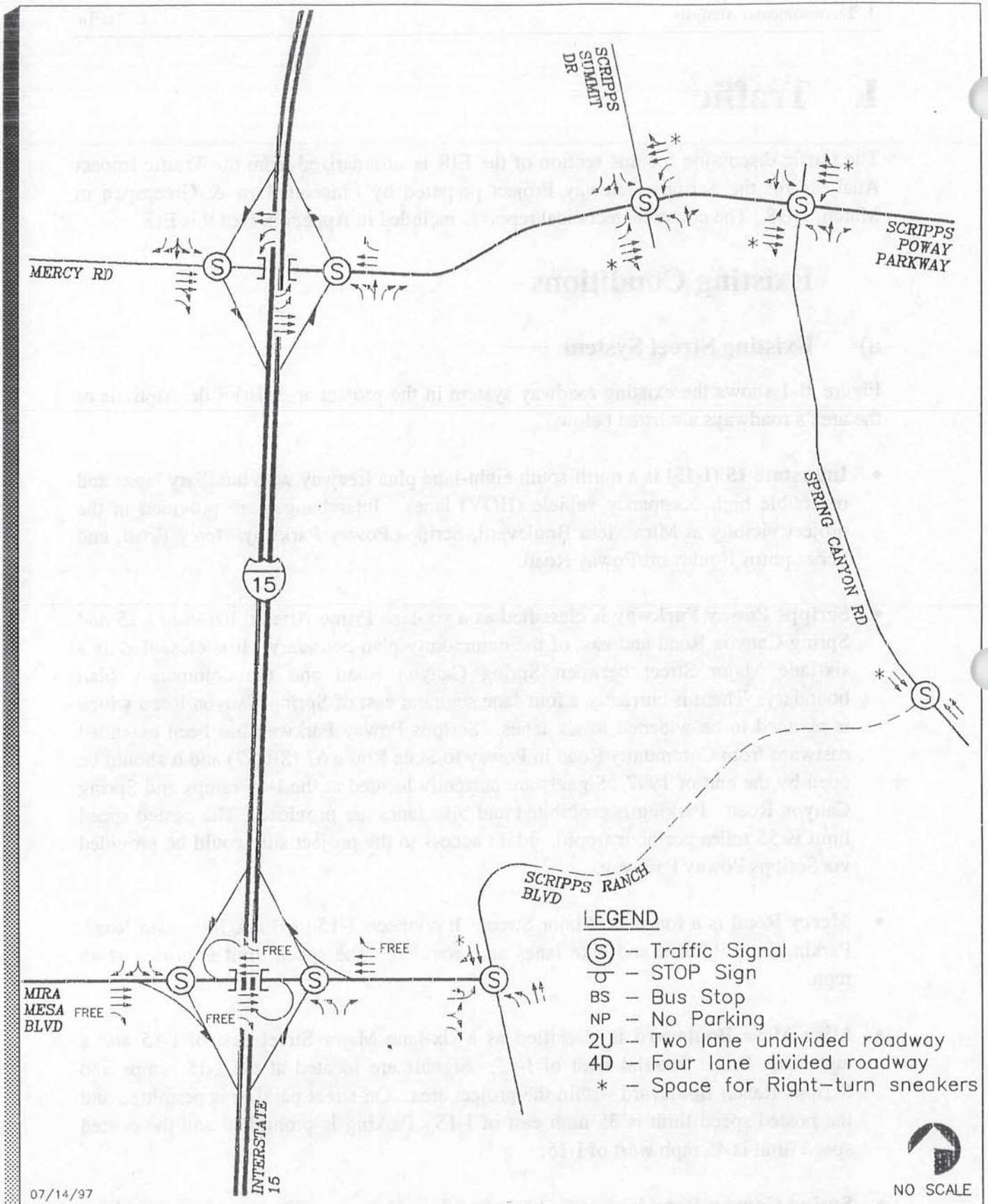


FIGURE 4I-1
Existing Conditions

- **Scripps Ranch Boulevard** is classified as a four-lane Modified Collector. There is construction under way to extend Scripps Ranch Boulevard to Spring Canyon Road by 1998. This extension will provide access to the south side of the project site and reduce the trip on Scripps Poway Parkway.
- **Scripps Summit Drive** is a four-lane Collector. This roadway provides direct access to a large commercial area south of Scripps Poway Parkway and industrial, commercial, and residential areas north of Scripps Poway Parkway.

b) Existing Traffic Volumes

Figure 4I-2 shows the existing weekday average daily trips (ADTs) and A.M./P.M. peak hour traffic volumes at the following key street segments and intersections.

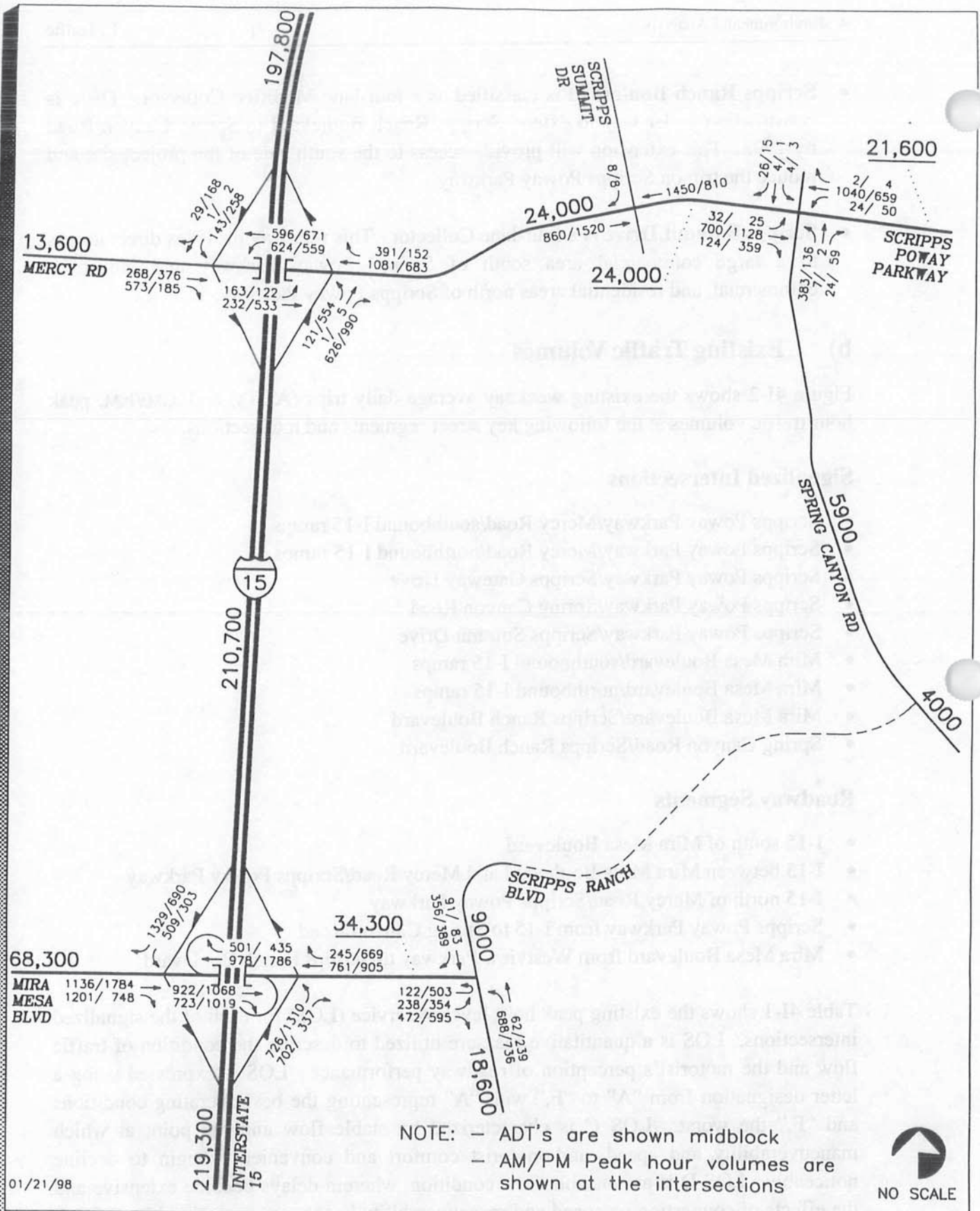
Signalized Intersections

- Scripps Poway Parkway/Mercy Road/southbound I-15 ramps
- Scripps Poway Parkway/Mercy Road/northbound I-15 ramps
- Scripps Poway Parkway/Scripps Gateway Drive
- Scripps Poway Parkway/Spring Canyon Road
- Scripps Poway Parkway/Scripps Summit Drive
- Mira Mesa Boulevard/southbound I-15 ramps
- Mira Mesa Boulevard/northbound I-15 ramps
- Mira Mesa Boulevard/Scripps Ranch Boulevard
- Spring Canyon Road/Scripps Ranch Boulevard

Roadway Segments

- I-15 south of Mira Mesa Boulevard
- I-15 between Mira Mesa Boulevard and Mercy Road/Scripps Poway Parkway
- I-15 north of Mercy Road/Scripps Poway Parkway
- Scripps Poway Parkway from I-15 to Spring Canyon Road
- Mira Mesa Boulevard from Westview Parkway to Scripps Ranch Boulevard

Table 4I-1 shows the existing peak hour level of service (LOS) for each of the signalized intersections. LOS is a quantitative measure utilized to describe the condition of traffic flow and the motorist's perception of roadway performance. LOS is expressed using a letter designation from "A" to "F," with "A" representing the best operating conditions and "F," the worst. LOS C is characterized by stable flow and the point at which maneuverability and speed, and motorist comfort and convenience begin to decline noticeably. LOS D is an unstable flow condition, wherein delays become extensive and the effects of congestion on speed and maneuverability become more noticeable. LOS C is the level of service typically used as a design standard, while LOS D in urban areas is



Source: Linscott, Law & Greenspan Engineers 1998

FIGURE 4I-2
Existing Traffic Volumes, AM/PM Peak Hours and ADT's

CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT

PROJECT TRAFFIC INFORMATION

PROJECT NAME: Scripps Gateway Freeway Center (TM/PCD/CUP 99-1341)

PROJECT TRIP GENERATION: 12,750 Average Daily Traffic (7,140 Primary Trips and 5,610 Pass-By Trips)

Adjacent Freeway	Existing Freeway Average Daily Traffic	Existing Freeway Level Of Service	Project Average Daily Traffic On Freeway	Existing Plus Project Average Daily Traffic	Existing Plus Project Level Of Service	Planned Transportation Improvements By FY 2003-2004
I-15 (Mira Mesa Boulevard-Scripps Poway Parkway)	276,000	F	2,360	278,360	F	Add 1 Northbound Lane
I-15 (Scripps Poway Parkway-Poway Road)	255,000	F	1,790	256,790	F	Add 1 Northbound & 1 Southbound Lane

Adjacent Arterial	Existing Arterial Average Daily Traffic	Existing Arterial Level Of Service	Project Average Daily Traffic On Arterial	Existing Plus Project Average Daily Traffic	Existing Plus Project Level Of Service	Planned Transportation Improvements
Scripps Poway Parkway East of I-15	26,000	B	5,010	31,010	B	None
Scripps Poway Parkway West of I-15	14,000	A	860	14,860	A	None

**TABLE 4I-1
SIGNALIZED INTERSECTION OPERATIONS**

Intersection	Peak Hour	Year 2015									
		Existing		With Cumulative & Without Project		With Cumulative & With Project		Without Project		With Project	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Scripps Poway Parkway/ Mercy Road/SB I-15	AM	11.8	B	13.8	B	15.6	C	14.4	B	17.0	C
	PM	11.1	B	11.5	B	15.4	C	21.9	C	25.7	D
Scripps Poway Parkway/ Mercy Road/NB I-15	AM	10.3	B	12.0	B	15.9	B	13.1	B	22.2	C
	PM	8.6	B	14.1	B	18.1	C	19.3	C	26.6	D
Scripps Poway Parkway/ Scripps Gateway Drive	AM	-	-	4.5	A	20.1	C	-	-	18.4	C
	PM	-	-	5.4	B	26.5	D	-	-	32.1	D
Scripps Poway Parkway/ Scripps Summit Drive	AM	-	-	11.8	B	13.0	B	13.4	B	16.9	C
	PM	-	-	22.0	C	29.0	D	26.5	D	35.5	D
Scripps Poway Parkway/ Spring Canyon Road	AM	15.1	C	16.1	C	16.4	C	21.5	C	22.9	C
	PM	10.6	B	18.6	C	21.8	C	19.3	C	22.6	C*
Mira Mesa Boulevard/SB I-15	AM	15.0	B	19.2	C	20.7	C	17.1	C	21.9	C
	PM	7.4	B	11.1	B	12.6	B	15.4	C	15.5	C
Mira Mesa Boulevard/NB I-15	AM	8.2	B	6.8	B	6.9	B	6.7	B	7.3	B
	PM	14.1	B	16.9	C	17.3	C	16.6	C	19.7	C
Mira Mesa Boulevard/ Scripps Ranch Boulevard	AM	16.5	C	22.1	C	24.8	C	30.5	D	33.5	D
	PM	25.6	D	18.0	C*	21.0	C*	26.7	D*	31.3	D*
				17.4	C**	20.3	C**	24.0	C**	30.4	D**
				49.7	E	>60.0	F	***	F	***	F
				40.7	E*	50.4	E*	46.9	E*	*	F*
				26.0	D**	27.7	D**	23.3	C**	24.8	C**

**TABLE 4I-1
SIGNALIZED INTERSECTION OPERATIONS
(continued)**

Intersection	Peak Hour	Year 2005				Year 2015					
		Existing		With Cumulative & Without Project		Without Project		With Project			
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
Spring Canyon Road/ Scripps Ranch Boulevard	AM	-	-	6.5	B	6.7	B	10.9	B	11.5	B
	PM	-	-	6.9	B	7.0	B	15.4	C	15.9	C

NOTE: The boldfaced numbers represent a significant increase in delay.

*Level of Service (LOS) with standard mitigation.

** Level of Service (LOS) with nonstandard mitigation

***V/C is greater than 1.2 standard delay values exceeded.

considered an acceptable operating condition during A.M. or P.M. peak-hour conditions by most jurisdictions, including the City of San Diego.

Table 4I-1 shows that each of the key intersections is calculated to currently operate at LOS C or better during both the A.M. and P.M. peak hours, with the exception of the Mira Mesa Boulevard/Scripps Ranch Boulevard intersection during the P.M. peak hour which is calculated to operate at LOS D. This is due to the heavy eastbound to westbound U-turns (503 vehicles per hour) at this intersection. LOS D or better is considered an acceptable LOS according to the City of San Diego.

Table 4I-2 shows a summary of the peak hour segment operations on Scripps Poway Parkway and Mira Mesa Boulevard. This table shows the calculations for both directions (eastbound and westbound) during the A.M. and P.M. peak hours. Scripps Poway Parkway is calculated to operate at LOS B for both directions during the A.M. and P.M. peak hours. Mira Mesa Boulevard is calculated to operate at LOS D during the A.M. peak hour (both directions) and LOS E during the P.M. peak hour (both directions).

Table 4I-3 shows a summary of the peak hour segment operations on I-15 within the project area. This table shows the calculations for both directions (northbound and southbound) during the A.M./P.M. peak hours. All but one of the segments is calculated to operate at LOS D or better. Southbound I-15 north of Mercy Road is calculated to operate at LOS E during the A.M. peak hour.

Table 4I-4 shows a summary of the daily operations on the street segments in the project area. This table shows that all street segments are calculated to operate at LOS C or better, with the exception of Mira Mesa Boulevard west of I-15 (LOS F) and all segments on I-15 (LOS F) within the project area.

c) Year 2005 With Cumulative Projects and Without Project Traffic

As anticipated in the Miramar Ranch North Community Plan the year 2005 pre-project traffic conditions were forecasted by SANDAG. This forecast includes additional development in Miramar Ranch North between 1997 and 2005, yet 410 developable acres will remain. The roadway network contains the extension of Scripps Poway Parkway to SR-67, the completion of Scripps Ranch Boulevard, and SR-56 as a four-lane Expressway in the Future Urbanizing area. The forecast considers ramp meter constraints.

Table 4I-1 shows a summary of the operations at the signalized intersections in the project area during the year 2005 without project condition. This table shows that all but one of the key intersections is calculated to operate at LOS D or better during both the A.M. and P.M. peak hours. The increase in traffic between 1997 and 2005 is calculated to be significant at the Mira Mesa Boulevard/Scripps Ranch Boulevard intersection during

**TABLE 4I-2
PEAK HOUR SEGMENT OPERATIONS**

Segment	Hour	Direction	Year 2005										Year 2015			
			Existing		Without Project & With Cumulative Projects		With Project & With Cumulative Projects		Without Project		With Project		Speed	LOS	Speed	LOS
			Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS				
Scripps Poway Parkway from I-15 to Spring Canyon Road	AM	EB	31.4	B	21.6	D	20.4	D	20.8	D	18.1	D	18.1	D		
		WB	33.9	B	21.7	D	16.4	E	18.9	D	14.8	E	14.8	E		
	PM	EB	28.7	B	16.9	E	14.5	E	11.7	F	9.0	F	9.0	F		
		WB	29.1	B	20.7	D	14.3	E	18.2	D	15.4	E	15.4	E		
Mira Mesa Boulevard from Westview Parkway to Scripps Ranch Boulevard	AM	EB	19.7	D	17.4	D	16.8	D	16.6	E	16.1	E	16.1	E		
		WB	17.4	D	17.3	D	17.0	D	19.1	D	19.1	D	19.1	D		
	PM	EB	16.7	E	13.9	E	12.2	F	12.5	F	12.4	F	12.4	F		
		WB	13.4	E	12.0	F	12.0	F	17.9	D	17.9	D	17.9	D		

NOTE: The boldfaced numbers represent a significant reduction in speed.

TABLE 4I-3
DAILY STREET SEGMENT OPERATIONS

I-15 Freeway Segment	Peak Hour	Direc- tion	Capacity	Existing		2005 + Cumulative Without Project		2005 + Cumulative With Projects		2015 Without Project		2015 With Project	
				Vehicle Flow	LOS	Vehicle Flow	LOS	Vehicle Flow	LOS	Vehicle Flow	LOS	Vehicle Flow	LOS
s/o Mira Mesa Blvd.	ADT AM	-	-	219,300	-	251,510	-	255,760	-	-	-	-	-
		NB	11,500	6,700	B	7,680	C	7,810	C	-	-	-	-
	PM	SB	11,500	10,130	D	11,620	F0	11,810	F0	-	-	-	-
		NB	11,500	9,080	C	10,400	D	10,590	D	-	-	-	-
		SB	11,500	7,440	C	8,530	C	8,670	C	-	-	-	-
Between Mira Mesa Blvd. and Mercy Road/Scripps Poway Parkway	ADT AM	-	-	210,700	-	254,630	-	258,490	-	289,140	-	293,000	-
		NB	11,500	6,560	B	7,940	C	8,060	C	9,010	C	9,130	C
	PM	SB	11,500	9,730	D	11,760	F0	11,930	F0	15,350	F0	13,530	F0
		NB	11,500	8,900	C	10,740	E	10,910	E	12,200	F0	12,360	F0
n/o Mercy Road/Scripps Poway Parkway	ADT AM	-	-	197,800	-	234,390	-	238,100	-	269,290	-	273,000	-
		NB	11,500	6,040	B	7,160	B	7,280	C	8,230	C	8,340	C
PM	SB	11,500	11,510	E	13,630	F0	13,850	F0	15,670	F2	15,890	F2	
	NB	11,500	8,190	C	9,690	D	9,860	D	11,140	E	11,290	E	
SB	11,500	8,450	C	10,010	D	10,170	D	11,500	E	11,670	F0		

NB = northbound; SB = southbound

LOS	Congestion/Delay	Traffic Description
A	None	Free flow
B	None	Free to stable flow, light-to-medium volumes
C	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted
D	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver
E	Substantial	Extremely unstable flow, maneuverability and psychological comfort extremely poor
F0	Considerable 0-1 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go
F1	Severe 1-2 hour delay	Very heavy congestion, very long queues
F2	Very severe 2-3 hour delay	Extremely heavy congestion, longer queues, more numerous breakdown points, longer stop periods
F3	Extremely severe 3+ hours delay	Gridlock

**TABLE 4I-4
DAILY STREET SEGMENT OPERATIONS**

Street Segment	Capacity (LOS E)	Year 2005						Year 2015					
		Existing		Without Project & With Cumulative Projects		With Project & With Cumulative Projects		Without Project		With Project			
		Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS		
Mercy Road w/o I-15	40,000	13,600	A	15,840	B	17,590	B	24,250	C	26,000	C		
Scripps Poway Parkway e/o I-15	60,000	24,000	A	45,130	C	55,230	E	54,900	D	65,000	F		
e/o Scripps Gateway Drive	60,000	24,000	A	38,690	C	42,810	D	56,300	E	62,000	F		
e/o Scripps Summit Drive	60,000	24,000	A	38,690	C	42,810	D	52,880	D	57,000	E		
e/o Spring Canyon Road	40,000	24,000	C	40,980	C	44,280	F	48,700	C	52,000	D		
Mira Mesa Boulevard w/o I-15	60,000	68,300	F	85,360	F	86,360	F	89,000	F	90,000	F		
e/o I-15	60,000	34,300	B	44,830	C	46,450	C	53,380	D	55,000	D		
Scripps Ranch Boulevard s/o Spring Canyon Road	40,000	-	-	4,740	A	5,020	A	9,720	A	10,000	A		
n/o Mira Mesa Boulevard	40,000	9,000	A	18,930	B	20,590	B	25,340	C	27,000	C		
s/o Mira Mesa Boulevard	40,000	18,600	B	11,000	A	11,240	A	17,760	B	18,000	B		
Spring Canyon Road s/o Scripps Poway Parkway	30,000	5,900	A	4,750	A	5,570	A	7,180	A	8,000	B		
s/o Scripps Ranch Blvd	30,000	4,000	A	5,390	A	5,630	A	4,760	A	5,000	A		
Scripps Gateway Drive s/o Scripps Poway Parkway	30,000	-	-	-	B	10,060	B	-	-	10,060	B		
s/o Business Park	8,000	-	-	-	C	3,800	C	-	-	3,800	C		
n/o Scripps Ranch Blvd	8,000	-	-	-	D	5,270	D	-	-	5,270	D		

the P.M. peak hour and cause this intersection to operate at LOS E during the PM peak hour in 2005.

Table 4I-2 shows a summary of the peak hour segment operations for the year 2005 with cumulative and without project condition. This table shows that Scripps Poway Parkway is calculated to operate at LOS D during A.M. peak hour (both directions) and at LOS E and D during the P.M. peak hour (both directions). Mira Mesa Boulevard is calculated to operate at LOS D for both eastbound and westbound during the A.M. peak hour. Also, it is calculated at LOS E for eastbound and LOS F for westbound during the P.M. peak hour. Significant reductions in speed are calculated on all street segments analyzed during peak hours.

Table 4I-3 shows a summary of the peak hour freeway operations for the year 2005 without project condition. This table shows that I-15 is calculated to operate at LOS D or better for all northbound segments during both the A.M. and P.M. peak hours except for the segment between Mira Mesa Boulevard and the Mercy Road/Scripps Poway Parkway. This northbound segment is calculated to operate at LOS E during the P.M. peak hour. All southbound segments operate at F during the A.M. peak hour and LOS D or better during the P.M. peak hour.

Table 4I-4 shows a summary of the daily operations on the street segments in the project area for the 2005 without project condition. This table shows that most street segments are calculated to operate at LOS C or better; the exceptions are Mira Mesa Boulevard west of I-15 (LOS F).

Traffic Issues

1. What direct and/or cumulative impacts would this proposal have on the existing and planned community and regional circulation networks?
2. How would the proposed project accommodate and encourage the use of mass transit options or reduce automobile trips?

1) Issue

What direct and/or cumulative impacts would this proposal have on the existing and planned community and regional circulation networks?

Impacts

The level of significance of the proposed project's traffic impacts is based on the significance threshold table contained in the City of San Diego Traffic Impact Study Manual, August 1993. The potential impacts of the project were measured against the year 2005 condition as forecasted by SANDAG. In its determination of significance thresholds, the City of San Diego considers the addition of a significant increased percentage of vehicle ADTs, generated by a project to roadways and intersections, as constituting a significant direct impact. As such, several roadway segments and intersections identified in Tables 4I-1 through 4I-6, although operating at LOS D or better, are calculated to have significant impacts. With respect to CEQA Guidelines, although by City standards these roadways and intersections are significantly impacted, the condition of LOS D on roadway segments and intersections does not constitute significant traffic impacts.

a) Project Traffic Generation

The proposed Scripps Gateway project is being planned to be consistent with the community plan and contain 309 single-family homes, 135 multi-family homes, a 25.9-acre business park, and 12.8 acres of retail commercial. This project is calculated to generate about 19,510 primary trips and 6,450 pass-by trips.

The project trip generation is based on City of San Diego trip generation rates for the proposed land uses. Table 4I-5 shows the project traffic generation calculations. The project is estimated to generate about 25,960 ADT with 1,180 inbound and 825 outbound trips during the A.M. peak hour and 1,120 inbound and 1,410 outbound trips during the P.M. peak hour at the project driveways.

The project is subject to a large amount of pass-by trips. The City of San Diego Trip Generation Manual indicates that shopping centers of a similar size and fronting on equal volume streets should attract a sizable portion of their trips from the traffic that is already passing by the site. Overall, about 25 percent of the driveway trips were assigned to the street system as pass-by trips and 75 percent were assigned as primary trips (cumulative trips). Table 4I-5 also shows that the project is calculated to generate 19,510 new ADT to the street system, the primary trips, with 965 inbound and 650 outbound trips during the A.M. peak hour and 845 inbound and 1,135 outbound trips during the P.M. peak hour.

The proposed project was compared to the land uses anticipated in the community plan as shown in Table 4I-6. Using the same trip rates as in the Community Plan, the proposed project is estimated to generate about 2,560 ADT *less* than the community plan. The main reduction is due to the decreased acreage of the industrial/business park.

**TABLE 4I-5
PROJECT TRAFFIC GENERATION**

Use	Size	Daily Trip Ends (ADT)		AM Peak Hour			PM Peak Hour				
		Rate	Volume	% of ADT	In:Out Split	Volume In	Volume Out	% of ADT	In:Out Split	Volume In	Volume Out
				8	2:8	50	195	10	7:3	215	90
Single-family	307 DU	10	3,070	8	2:8	50	195	10	7:3	215	90
Multi-family	137 DU	8	1,100	8	2:8	20	70	10	7:3	75	35
Business Park (25.5 acres)	390,000 SF	16	6,240	12	8:2	600	150	12	2:8	150	600
Retail Lot 1 (7.0 acres)											
Retail	20,000 SF	40	800	3	6:4	15	10	9	5:5	35	35
Motel	125 rooms	9	1,130	8	4:6	35	55	9	6:4	60	40
2 Fast-food restaurants	7,000 SF	700	4,900	4	6:4	120	75	8	5:5	195	195
Sit-down restaurant (high turnover)	7,000 SF	250	1,750	8	5:5	70	70	6	6:4	65	40
Gas station w/foodmart	8 fueling spaces	150	1,200	8	5:5	50	50	9	5:5	55	55
Convenience market (in gas sta.)	2,200 SF (4)	700	1,540	9	5:5	70	70	7	5:5	55	55
Car wash	one	900	900	4	5:5	20	20	9	5:5	40	40
Lube shop	3 bays	40	120	12	7:3	10	5	12	3:7	5	10
Park-n-ride	2 acres (120 spaces)	400	800	14	7:3	80	30	15	3:7	35	85
Subtotal			13,140			470	385			545	555
Less 10% mixed use (motel)	(1,130)(10%)(2TE)		(230)			(10)	(10)			(10)	(10)
Less 10% mixed use (park-n-ride)	(800)(10%)(2TE)		(160)			(15)	(10)			(10)	(10)
TOTAL			12,750			445	365			525	530
Primary (56%)			7,140			250	205			245	300
Pass-by (44%)			5,610			195	160			230	230

**TABLE 4I-5
PROJECT TRAFFIC GENERATION
(continued)**

Use	Size	Daily Trip Ends (ADT)		AM Peak Hour			PM Peak Hour				
		Rate	Volume	% of ADT	In:Out Split	In	Out	% of ADT	In:Out Split	In	Out
Retail Lot 2 (3.9 acres)	40,000 SF	70	2,800	4	6:4	65	45	11	5:5	155	155
Primary (70%)			1,960			45	30			110	110
Pass-by (30%)			840			20	15			45	45
Total Project Trips			25,960			1,180	825			1,120	1,410
Primary			19,510			965	650			845	1,135
Pass-by			6,450			215	175			275	275

SOURCE: Generation factors from City of San Diego, December 1993.

Business Park: 25.5 acres * 43,560 square feet/acres * 35% coverage = 390,000 sq. ft.

1) Factor is a trip end per 1,000 square feet or dwelling unit.

Retail Lot 2: 3.9 acres * 43,560 square feet/acres * 25% coverage = 40,000 sq. ft.

2) Trip ends are one-way traffic movements, entering or leaving.

3) All numbers rounded to nearest five.

4) Total convenience market is 3,000 square feet, of which 800 square feet is included in the gas station rate.

**TABLE 4I-6
COMMUNITY PLAN CONSISTENCY**

Land Use	Community Plan ¹		Proposed Project		Difference of Project to Community Plan
	Density	Trips	Density	Trips	
Retail Commercial	12 acres	9,600	10.9 acre	8,720	-880
Industrial/Business Park	39 acres	7,800	25.5 acre	5,100	-2,700
Single-family Residential	318 DU	3,180	307 DU	3,070	930
Multi-family Residential	126 DU	1,008	137 DU	1,096	+88
TOTAL		21,588		17,986	-3,602

¹Miramar Ranch North Community Plan, June 1995.

The project was also compared to the 1991 Development Agreement as shown in Table 4I-7. This table shows that the proposed project is estimated to generate about 200 ADT *less* than what is allowed by the Development Agreement.

b) Project Trip Distribution

The project generated trips were distributed to the surrounding street system based on the expected origins and destinations from the SANDAG Select Zone forecast prepared for the project. This forecast matches project trips with origins and destinations such as work and home. Figure 4I-3 shows the traffic distribution for the business park portion of the project and Figure 4I-4 shows the traffic distribution for the residential portion of the project.

c) Project Trip Assignment

Once the trip distribution percentages were established, the project-generated traffic was assigned to the local street system. The primary/pass-by retail trips, business park trips, and residential trips were separately assigned to the street system. The residential trips were further broken down into small neighborhoods within the overall project. Figure 4I-5 shows the total project-only trips on the street segments and key intersections. This project assignment can be added to the existing, 2005, or 2015 volumes.

d) Project Impacts with Cumulative Projects (Year 2005)

According to the City's criteria, the following intersections and segments, although operating at LOS D or better, will experience significant impacts:

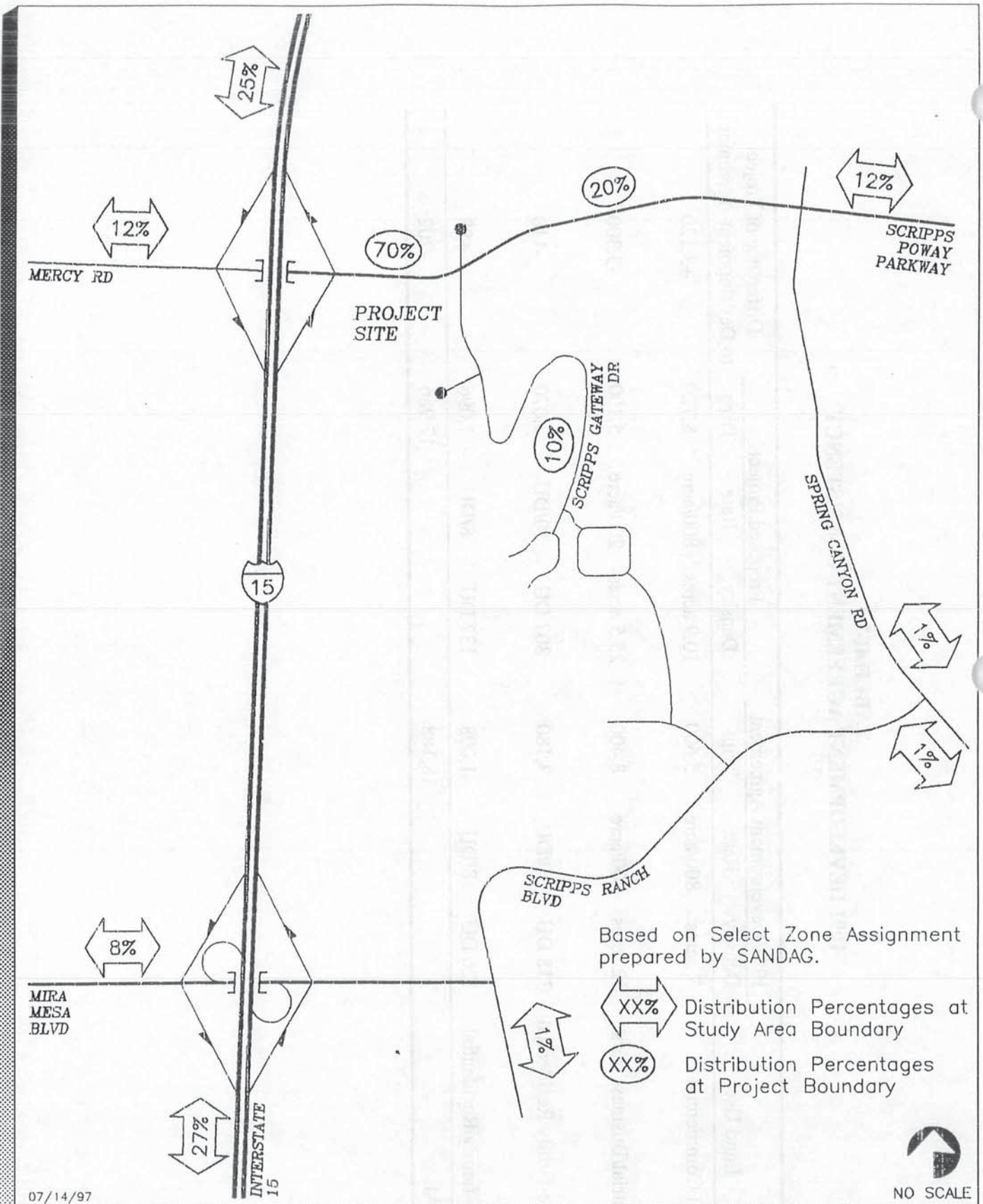
- The intersection of Scripps Poway Parkway/Scripps Gateway Drive
- The street segment of Scripps Poway Parkway east of Scripps Gateway Drive
- The street segment of Scripps Poway Parkway east of Scripps Summit Drive

The following analysis pertains to impacts per CEQA standards, with an LOS E or worse constituting a significant impact.

Table 4I-1 also shows that the addition of cumulative project's traffic to the year 2005 with project traffic volumes results in all intersections operating at LOS D or better during both the A.M. and P.M. peak hours, except for the intersection of Mira Mesa Boulevard/Scripps Ranch Boulevard which was calculated at LOS E during the P.M. peak hour. Table 4I-2 shows a summary of the peak hour segment operations with the addition of cumulative project's traffic to the year 2005 with project condition. This table shows that Scripps Poway Parkway is calculated to operate at E during the A.M. peak hour

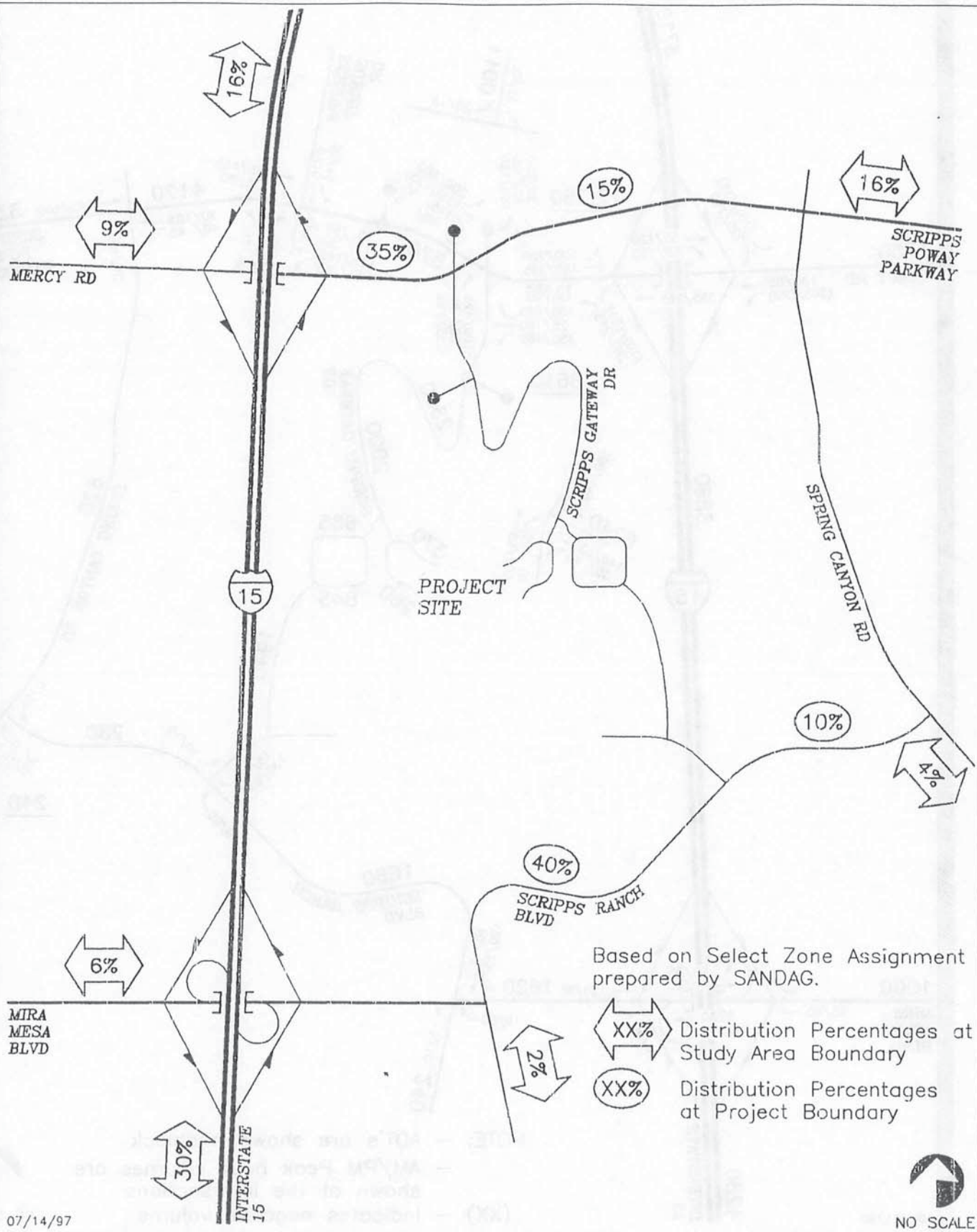
**TABLE 4I-7
1991 DEVELOPMENT AGREEMENT CONSISTENCY**

Land Use	1991 Development Agreement		Proposed Project		Difference of Project to Development Agreement
	Density	Trips	Density	Trips	
Retail Commercial	7 acres	5,600	10.9 acres	8,720	+3,120
Industrial/Business Park	42 acres	8,400	25.5 acres	5,100	-3,300
Single-family Residential	318 DU	3,180	307 DU	3,070	-110
Multi-family Residential	126 DU	1,008	137 DU	1,096	+88
TOTAL		18,188		17,986	-202



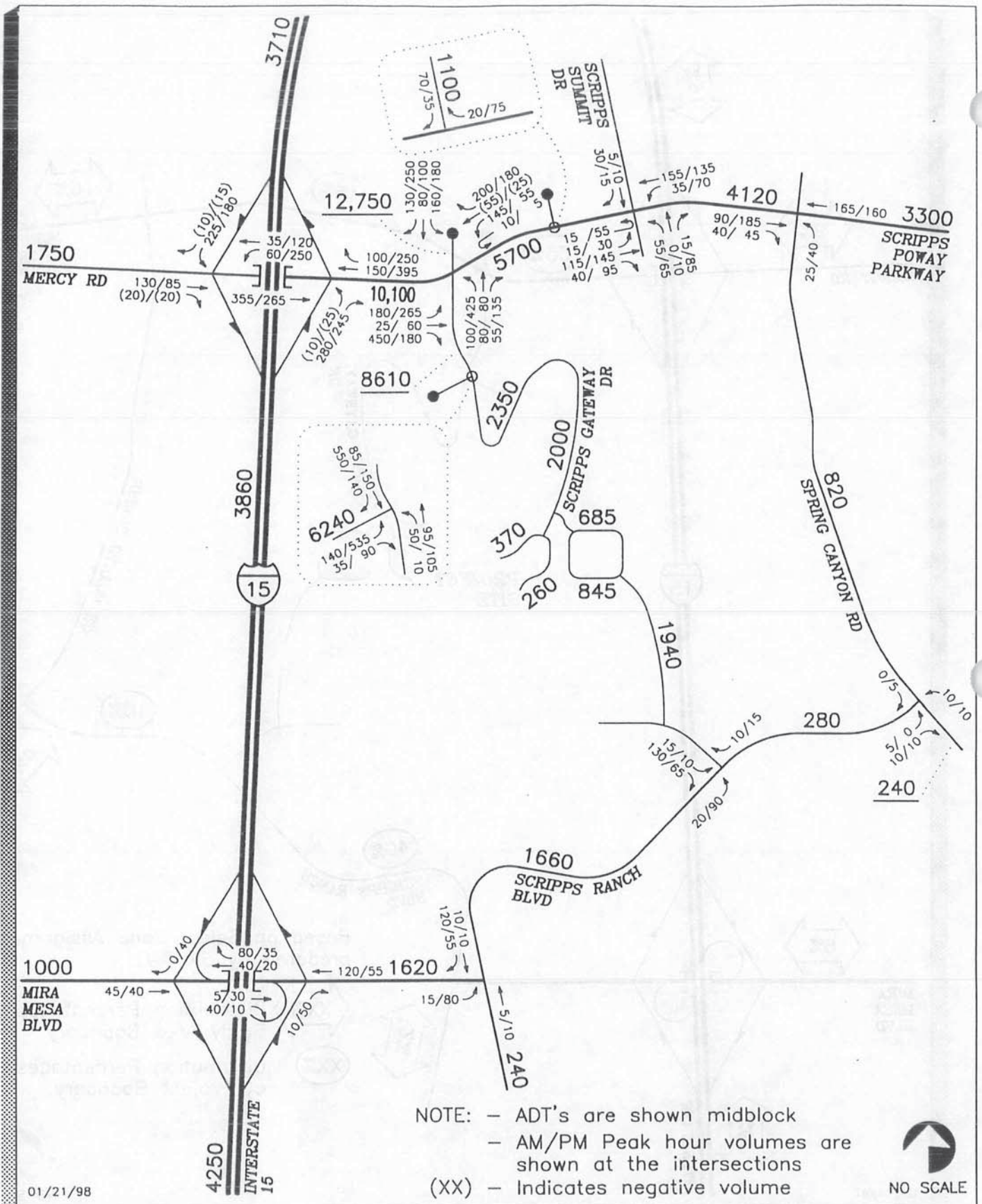
Source: Linscott Law & Greenspan Engineers 1997

FIGURE 4I-3
Business Park
Traffic Distribution



Source: Linscott Law & Greenspan Engineers 1997

FIGURE 4I-4
Residential
Traffic Distribution



Source: Linscott, Law & Greenspan Engineers 1998

FIGURE 4I-5
Total Project Traffic Volumes,
AM/PM Peak Hours and ADT's

(westbound). During the P.M. peak hour, both directions are calculated at LOS E. Mira Mesa Boulevard is calculated to operate at LOS D for both directions during the A.M. peak hour. It is calculated at LOS F for both directions during the P.M. peak hour. According to CEQA significance criteria, the project caused significant impacts to westbound Scripps Poway Parkway during the A.M. and P.M. peak hours and eastbound during the P.M. peak hour. Mira Mesa Boulevard eastbound is calculated to be significantly impacted during the P.M. peak hour.

Table 4I-3 shows that with the addition of project traffic to the I-15 corridor in the year 2005, no significant direct project impacts occur. However, the project will contribute to a significant cumulative impact to I-15. Table 4I-4 shows that the addition of daily cumulative project's traffic to the year 2005 with daily project traffic volumes result in a continued LOS D or better at many of the key street segments in the project area. The proposed project is calculated to have a significant impact at the following street segments on a daily basis:

- Scripps Poway Parkway east of I-15 (LOS E)
- Scripps Poway Parkway east of Spring Canyon Road (LOS F)
- Mira Mesa Boulevard west of I-15 (LOS F)

e) **Project Impacts (Year 2015)**

According to the City's criteria, the following intersections and segments, although operating at LOS D or better, will experience significant impacts as a result of a significant percentage increase in vehicle ADT:

- The intersection of Scripps Poway Parkway/Mercy Road/southbound I-15 (LOS D, P.M. peak hour)
- The intersection of Scripps Poway Parkway/northbound I-15 (LOS C, A.M. and LOS D, P.M. peak hour)
- The intersection of Mira Mesa Boulevard/southbound I-15 (LOS C, A.M. peak hour)
- The intersection of Mira Mesa Boulevard/Scripps Ranch Boulevard (LOS D, A.M. peak hour)
- The street segment of Scripps Poway Parkway east of Spring Canyon Road
- The street segment of Mira Mesa Boulevard east of I-15

The following analysis pertains to impacts per CEQA standards, with LOS E or worse constituting a significant impact.

Table 4I-1 shows that a continued LOS D or better is calculated for the year 2015 condition at most of the key signalized intersections during both the A.M. and P.M. peak hours. LOS F was calculated at the Mira Mesa Boulevard/Scripps Ranch Boulevard intersection during the P.M. peak hour.

Since the analysis period is 2015, as long as LOS D or better operations are expected, the significance criteria is superseded. Therefore, a significant 2015 intersection impact is not calculated.

Table 4I-2 shows a summary of the peak hour segment operations for the year 2015 condition. This table shows the Scripps Poway Parkway westbound is calculated to operate at LOS E during the A.M. peak hour. During the P.M. peak hour, the eastbound direction is calculated at LOS F and the westbound direction is calculated at LOS E. Mira Mesa Boulevard is calculated to operate at LOS E (eastbound) during the A.M. peak hour. During the P.M. peak hour the eastbound direction is calculated at LOS F. According to the criteria, the project is calculated to cause a significant reduction in speed along Scripps Poway Parkway.

Table 4I-3 shows that in the year 2015, most of the I-15 freeway segments are calculated to operate at LOS E or worse during the A.M. and P.M. peak hours. Only the northbound direction of I-15 is shown to operate at LOS C during the A.M. peak hour. The project is not calculated to have a direct significant impact on I-15. The project will have a significant cumulative impact on I-15.

Table 4I-4 shows that the following street segments are calculated below LOS D for the Year 2015:

- Scripps Poway Parkway east of I-15 (LOS F)
- Scripps Poway Parkway east of Scripps Gateway Drive (LOS F)
- Scripps Poway Parkway east of Scripps Summit Drive (LOS E)
- Mira Mesa Boulevard west of I-15 (LOS F)

The project is calculated to cause a significant impact on Scripps Poway Parkway and on Mira Mesa Boulevard east of I-15.

f) Ramp Meter Analysis

The ramp meters on I-15 have been in effect for several years. Their effects are most prominent on local streets during the A.M. peak hour. The queues on Scripps Poway Parkway, Mercy Road, and Mira Mesa Boulevard are extensive, as shown in Table 4I-8.

**TABLE 4I-8
RAMP METER ANALYSIS**

Ramp	Peak Hour	Metering Rate (veh/hr)	Scenario	Demand (Veh/Hr)	Excess Demand (Veh/Hr)	Average Delay (Min)	Average Queue (Feet)
SB I-15/Scripps Poway Parkway/ Mercy Road (EB)	AM	525	Existing	573	48	5.5	1,200
		525	2005 w/o Project	595	70	8.0	1,750
		505	2005 w/Project	575	70	8.3	1,750
		505	2005 w/Project w/Cumulative Projects	575	70	8.3	1,750
		505	2015	585	80	89.5	2,000
SB I-15/Scripps Poway Parkway/ Mercy Road (WB)	PM	525	Existing	624	99	11.3	2,500
		668	2005 w/o Project	760	92	8.3	2,300
		720	2005 w/Project	820	100	8.3	2,500
		720	2005 w/Project w/Cumulative Projects	820	100	8.3	2,500
		725	2015	845	120	9.9	3,000
SB I-15 from EB Mira Mesa Boulevard	AM	1,100	Existing	1,201	101	5.5	2,500
		1,080	2005 w/o Project	1,150	70	3.9	1,750
		1,080	2005 w/Project	1,150	70	3.9	1,750
		1,080	2005 w/Project w/Cumulative Projects	1,150	70	3.9	1,750
		1,170	2015	1,250	80	4.1	2,000
SB I-15 from WB Mira Mesa Boulevard	AM	450	Existing	501	50	6.7	1,250
		158	2005 w/o Project	250	92	34.9	2,300
		230	2005 w/Project	330	100	26.1	2,500
		335	2005 w/Project w/Cumulative Projects	435	100	17.9	2,500
		480	2015	600	120	15.0	3,000
NB I-15 from EB Mira Mesa Boulevard	PM	939	Existing	1,019	80	5.1	2,000
		1,100	2005 w/o Project	1,160	60	3.3	1,500
		1,110	2005 w/Project	1,170	60	3.2	1,500
		1,110	2005 w/Project w/Cumulative Projects	1,170	60	3.2	1,500
		1,120	2015	1,220	100	5.4	2,500
NB I-15 from WB Mira Mesa Blvd.	PM	650	Existing	669	19	1.8	500
		755	2005 w/o Project	805	50	4.0	1,250
		755	2005 w/Project	805	50	4.0	1,250
		755	2005 w/Project w/Cumulative Projects	820	65	5.2	1,625
		900	2015	980	80	45.3	2,000

The data in this table was worked backwards from the queue lengths and excess demand measured by LLG. From this, the delays were calculated based on metering rates that were provided by Caltrans, with some adjustments to reflect existing measured queue lengths.

The four future conditions were calculated by using the forecasted traffic volumes (demand). Table 4I-8 shows that the queues are expected to generally increase in the project area. In practice, drivers will adjust their traffic routes and/or times so that the ramp meter delays are equalized; this was reflected in the analysis. Also, the ramp-metering rates are expected to be adjusted when SR-56 opens.

g) Congestion Management Program Compliance

The Congestion Management Program (CMP) was adopted on November 22, 1991, and is intended to directly link land use, transportation, and air quality through level of service performance. Local agencies are required by statute to conform to the CMP.

The CMP requires an enhanced CEQA review for all large projects that are expected to generate more than 2,400 ADT, or more than 200 peak hour trips. Since the project is calculated to generate 21,360 ADT, this review is required of the proposed project.

In 1993, the Institute of Transportation Engineers California Border Section and the San Diego Region Traffic Engineer's Council established a set of guidelines to be used in the preparation of traffic impact studies that are subject to the Enhanced CEQA review process. This published document, which is titled *1993 Guidelines for Congestion Management Program Transportation Impact Reports for the San Diego Region*, requires that the study area be established as follows:

- All streets and intersections on CMP roadways or on "regionally significant arterials" where the project will add 50 or more peak hour trips in either direction.
- Maintain freeway locations where the project will add 150 or more peak hour trips in either direction.

Per these guidelines, the following regional arterials and freeways were analyzed in this report, as required to satisfy the CMP.

- Scripps Poway Parkway
- Mira Mesa Boulevard
- I-15

Table 4I-2 shows that the project is calculated to be significant on the Scripps Poway Parkway during the A.M. and P.M. peak hours. Speed decreases of up to 7.6 mph were calculated in 2005 and up to 3.6 mph in 2015.

On Mira Mesa Boulevard, a significant decrease in speed (up to 2.0 mph) is calculated in 2005. No significant impact is calculated in 2015.

Table 4I-3 does not identify a significant project impact since I-15 is calculated to operate under forced flow (LOS F) conditions during the A.M. and P.M. peak hours.

Significance of Impacts

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 direct significant impacts on several street segments and intersections. The project is calculated to cause a significant impact at the intersection of Mira Mesa Boulevard/Scripps Ranch Boulevard (P.M.). Also, the project is anticipated to cause significant impacts to the following street segments on a daily basis:

- Scripps Poway Parkway east of I-15
- Scripps Poway Parkway east of Scripps Gateway Drive
- Scripps Poway Parkway east of Scripps Summit Drive
- Mira Mesa Boulevard west of I-15.

The intersections at the Scripps Poway Parkway/Mercy Road/I-15 interchange are calculated at acceptable LOS. The queues on Scripps Poway Parkway, Mercy Road, and Mira Mesa Boulevard are extensive and no feasible mitigation is available. This represents a cumulative significant impact. Feasible mitigation for I-15 is not available.

Mitigation, Monitoring, and Reporting

Prior to the recordation of the first final map the following transportation improvements shall be assured, to the satisfaction of the City Engineer. These mitigation measures would reduce project impacts to below a level of significance.

- a. Provide project access with the following features to provide adequate capacity with minimal friction. All left-turn lanes should be 250 feet long with a 120-foot

transition and right-turn lanes should be 200 feet long with a 90-foot transition. Acceleration lanes *should not* be provided.

- b. Provide the following improvements to Scripps Poway Parkway/Scripps Gateway Drive:
 - Northbound approach lanes (two left, one through, and one right)
 - Three southbound approach lanes (one left, one through, and one right)
 - Six eastbound approach lanes (two left, three through, and one right)
 - Six westbound approach lanes (two left, three through, and one right)
 - The northbound and southbound departures should be designed at a minimum of two lanes to accommodate the dual eastbound/westbound left-turn lanes.
- c. Provide a fair share contribution for the following improvements to Mira Mesa Boulevard/Scripps Ranch Boulevard:
 - Restripe the eastbound approach to provide four approach lanes (two left and two right), and four southbound lanes (restripe to one U-turn, one through, one shared through/right, and one right turn only).
- d. Provide the following improvements to Scripps Poway Parkway/multi-family driveway:
 - Provide a westbound right-turn lane.
- e. Provide Scripps Poway Parkway (westbound) with the following:
 - Provide an auxiliary lane from the multi-family driveway to the exclusive right-turn lane at Scripps Gateway Drive.

No mitigation is available for the project's cumulative contribution to the traffic impacts on Mira Mesa Boulevard or I-15, as these roadways are calculated to operate at LOS E or worse even without the proposed project buildout.

2) Issue

How would the proposed project accommodate and encourage the use of mass transit options or reduce automobile trips?

Impacts

The proposed planned industrial development would provide an employment center adjacent to I-15. A 200-space park-and-ride lot is also proposed adjacent to I-15 along with a commercial area north of Scripps Poway Parkway and more affordable, higher density multi-family housing. Express bus service is available along I-15 and could service the park-and-ride lot. Scripps Poway Parkway and Spring Canyon Road have bicycle lanes which would also facilitate access to regional transit. Siting of employment centers, transit facilities, and higher density housing would be consistent with goals and policies of the community plan, regional transportation plan, and regional air quality strategies to facilitate transit use, and decrease single occupant vehicles and vehicle miles traveled.

Significance of Impacts

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.

Mitigation, Monitoring, and Reporting

No mitigation is required.

J. Air Quality

Existing Conditions

a) Climate

Located in a climatic transition zone between the cool semiarid steppe climate of the coastal areas and the warm-summer Mediterranean climate of the inland areas, the climate of the project area is characterized by warm, dry summers and mild, wet winters. The dominating permanent meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. The project area has a mean annual temperature of approximately 64 degrees Fahrenheit (F) and an average annual precipitation of 14 inches, falling primarily from November to March. Winter low temperatures in the project area average about 45 degrees F, and summer high temperatures average about 85 degrees F (U.S. Department of Commerce 1992; Pryde 1976).

Prevailing conditions along the coast are modified by the daily sea breeze/land breeze cycle. Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone interacting with the daily local cycle produce periodic temperature inversions that influence the dispersal or containment of air pollutants in the San Diego Air Basin (SDAB). The afternoon temperature inversion height, beneath which pollutants are trapped, varies between 1,500 and 2,500 feet above MSL. The altitude beneath the inversion layer is the mixing depth for trapped pollutants. In winter, the morning inversion layer is about 800 feet above MSL. Project area elevations range from an approximate high of 1,000 feet to a low of approximately 400 feet above MSL. In summer, the morning inversion layer is about 1,100 feet above MSL. A greater change between morning and afternoon mixing depth increases the ability of the atmosphere to disperse pollutants. Generally, therefore, in combination with the greater amount of sunlight in the summer which promotes ozone formation, ozone levels at the site are worse in the summer than in the winter.

The predominant pattern is sometimes interrupted by the so-called Santa Ana conditions, when high pressure over the Nevada-Utah area overcomes the prevailing westerlies, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea. Strong Santa Anas tend to blow pollutants out over the ocean, producing clear days. However, at the onset or breakdown of these conditions, or if the Santa Ana is weak, air quality may be adversely affected. In these cases, emissions from the South Coast Air Basin to the north are blown out over the ocean, and low pressure over Baja California draws this pollutant-laden air mass southward. As the high pressure weakens, prevailing northwesterlies reassert themselves and send this cloud of contamination ashore in the SDAB. There is a potential for such an occurrence about 45 days of the year, but San

Diego is adversely affected on only about 5 of them. When this event does occur, the combination of transported and locally produced contaminants produces the worst air quality measurements recorded in the basin.

b) Regulatory Framework

Federal Regulations

The federal Clean Air Act was enacted in 1970 and amended in 1977 and 1990 (42 U.S.C. 7506(c)). In 1971, the Environmental Protection Agency (EPA) promulgated national ambient air quality standards (NAAQS). The six pollutants of primary concern for which national standards have been established are sulfur dioxide, lead, carbon monoxide, nitrogen dioxide, ozone, and suspended particulate matter (PM-10).

The EPA allows the states the option to develop different (stricter) standards, which California has adopted. Table 4J-1 lists the federal and California state standards.

State Regulations

As discussed above, the state of California has set more stringent limits on the six pollutants of national concern (see Table 4J-1).

Assembly Bill (AB) 2595 became effective on January 1, 1989, and requires that districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures. At a minimum, air quality plans as a whole must meet an annual emission reduction target of five percent. In major urban areas, this bill will result in greatly enhanced efforts to modify transportation habits and to reduce reliance on the single-occupant vehicle.

Section 15125(b) of the California Environmental Quality Act Guidelines contains specific reference to the need to evaluate any inconsistencies between the proposed project and the applicable/existing air quality management plan, which is the Regional Air Quality Strategies (RAQS) in the San Diego Air Basin.

Local Regulations

The San Diego Air Pollution Control District (APCD) is the agency which regulates air quality in the SDAB. The APCD has prepared the updated 1991/1992 RAQS in response to the requirements set forth in AB 2595. The updated draft was adopted, with amendments, on June 30, 1992. Attached as part of the RAQS are the transportation control measures (TCM) for the air quality plan prepared by SANDAG in accordance with AB 2595 and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The RAQS and TCM plan set forth the steps needed to accomplish attainment of state and federal ambient air quality standards.

**TABLE 4J-1
 AMBIENT AIR QUALITY STANDARDS**

Pollutant	Maximum Concentration Averaged over Specified Time Period	
	State Standard	Federal Standard
Oxidant (ozone)	0.09 ppm (180 µg/m ³) 1 hr.	0.12 ppm (235 µg/m ³) 1 hr.
Carbon monoxide	9.0 ppm (10 mg /m ³) 8 hr.	9 ppm (10 mg/m ³) 8 hr.
Sulfur dioxide	0.04 ppm (105 µg/m ³) 24 hr.	0.03 ppm (80 µg/m ³) Annual Average
Nitrogen dioxide	0.25 ppm (470 µg/m ³) 1 hr.	0.053 ppm (100 µg/m ³) Annual Average
Lead	1.5 µg/m ³ 30-day Average	1.5 µg/m ³ Calendar Quarter
Suspended particulate matter (PM-10)	50 µg/m ³ 24 hr.	150 µg/m ³ 24 hr.

SOURCE: State of California 1994.

The APCD has also established a set of rules and regulations initially adopted on January 1, 1969, and periodically reviewed and updated. The rules and regulations define requirements regarding stationary sources of air pollutants and fugitive dust.

c) Existing Air Quality

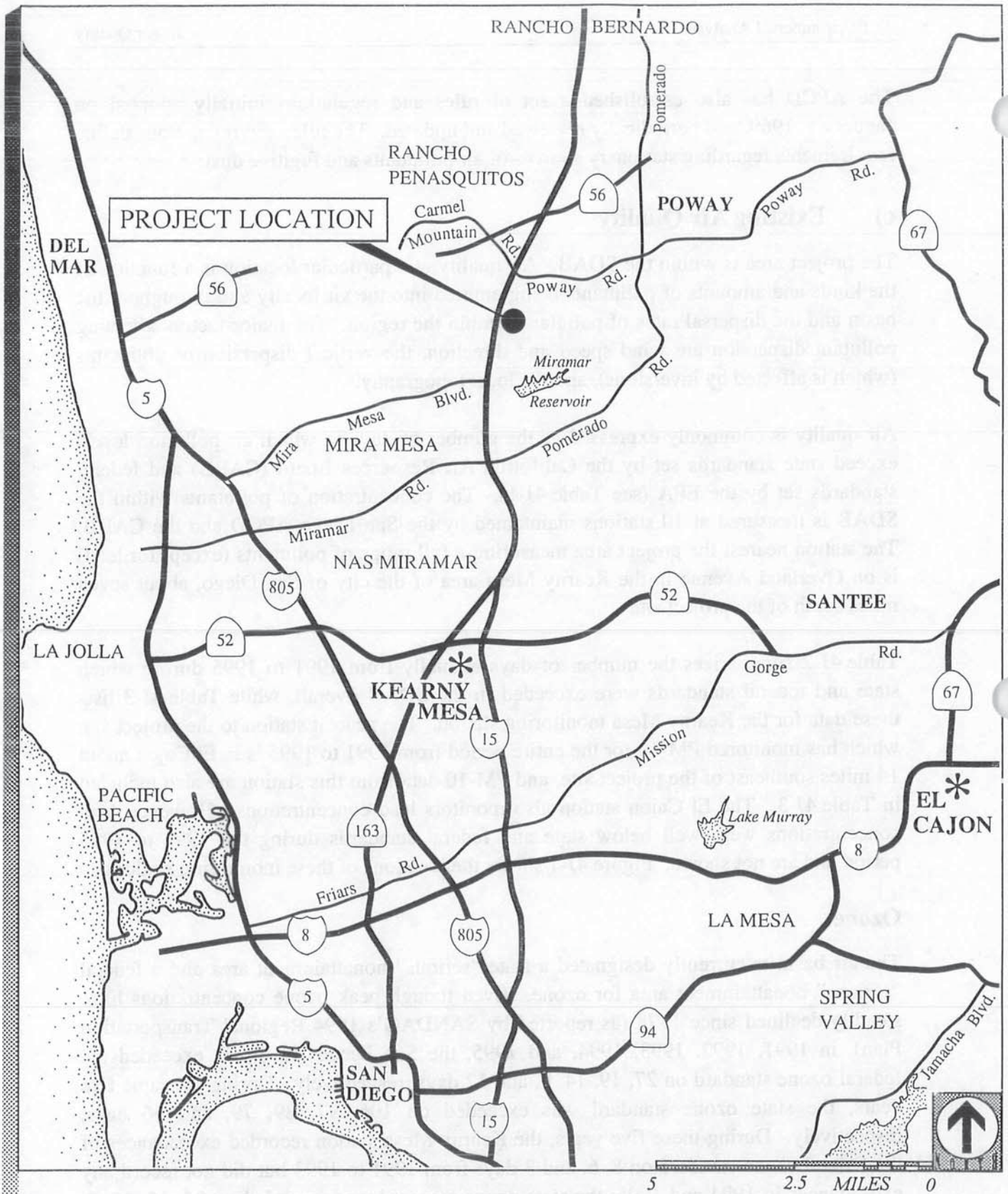
The project area is within the SDAB. Air quality at a particular location is a function of the kinds and amounts of pollutants being emitted into the air locally and throughout the basin and the dispersal rates of pollutants within the region. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the California Air Resources Board (CARB) and federal standards set by the EPA (see Table 4J-1). The concentration of pollutants within the SDAB is measured at 10 stations maintained by the San Diego APCD and the CARB. The station nearest the project area measuring a full range of pollutants (except for lead) is on Overland Avenue in the Kearny Mesa area of the city of San Diego, about seven miles south of the project site.

Table 4J-2 summarizes the number of days annually from 1991 to 1995 during which state and federal standards were exceeded in the SDAB overall, while Table 4J-3 lists these data for the Kearny Mesa monitoring station. The nearest station to the project site which has monitored PM-10 for the entire period from 1991 to 1995 is in El Cajon about 14 miles southeast of the project site, and PM-10 data from this station are also included in Table 4J-3. The El Cajon station also monitors lead concentrations. However, lead concentrations were well below state and federal standards during the 1991 to 1995 period and are not shown. Figure 4J-1 shows the locations of these monitoring stations.

Ozone

The air basin is currently designated a state "serious" nonattainment area and a federal "serious" nonattainment area for ozone. Even though peak ozone concentrations have steadily declined since 1978 (as reported by SANDAG's 1994 Regional Transportation Plan), in 1991, 1992, 1993, 1994, and 1995, the San Diego Air Basin exceeded the federal ozone standard on 27, 19, 14, 9, and 12 days, respectively. During the same five years, the state ozone standard was exceeded on 106, 97, 89, 79, and 96 days, respectively. During these five years, the Kearny Mesa station recorded exceedances of the federal ozone standard on 8, 6, and 3 days from 1991 to 1993 but did not record any exceedances in 1994 and 1995; the state ozone standard was exceeded on 25, 15, 15, 2, and 8 days, respectively from 1991 to 1995.



* Monitoring station locations

FIGURE 4J-1

Air Quality Monitoring Stations

**TABLE 4J-2
SUMMARY OF AIR QUALITY DATA FOR THE SAN DIEGO AIR BASIN**

Pollutant	Number of Days Over Standard									
	State					Federal				
	1991	1992	1993	1994	1995	1991	1992	1993	1994	1995
Oxidant (ozone)*	106	97	89	79	96	27	19	14	9	12
Carbon monoxide	0	0	0	0	0	0	0	0	0	0
Sulfur dioxide	0	0	0	0	0	0	0	0	0	0
Nitrogen dioxide	0	0	0	0	0	0	0	0	0	0
Lead	0	0	0	0	0	0	0	0	0	0
Particulates (PM-10)**	20/83	7/75	14/76	30/87	30/88	0/83	0/75	0/76	0/87	0/88

SOURCE: State of California 1992, 1993, 1994, 1995, 1996.

*State Standard for Ozone > 0.09 PPM/Hour; Federal Standard > 0.12 PPM/Hour

**Number of samples over standard/number of samples collected.

TABLE 4J-3
NUMBER OF DAYS AIR QUALITY STANDARDS WERE EXCEEDED
AT KEARNY MESA AND EL CAJON MONITORING STATIONS

Pollutant	Year				
	1991	1992	1993	1994	1995
<u>Kearny Mesa Station</u>					
Ozone					
Federal 1-hour standard (0.12 ppm, 235 $\mu\text{g}/\text{m}^3$)	8	6	3	0	0
State 1-hour standard (0.09 ppm, 180 $\mu\text{g}/\text{m}^3$)	25	15	15	2	8
Carbon monoxide					
Federal 8-hour average (9 ppm, 10 mg/m^3)	0	0	0	0	0
State 8-hour average (9.0 ppm, 10 mg/m^3)	0	0	0	0	0
State 1-hour average (20 ppm, 23 mg/m^3)	0	0	0	0	0
Nitrogen dioxide					
Federal annual average (0.053 ppm, 100 $\mu\text{g}/\text{m}^3$)	0	0	0	0	0
State 1-hour standard (0.25 ppm, 470 $\mu\text{g}/\text{m}^3$)	0	0	0	0	0
Sulfur dioxide					
Federal annual average (0.03 ppm, 80 $\mu\text{g}/\text{m}^3$)	0	0	0*	NR	NR
State 1-hour average (0.25 ppm, 655 $\mu\text{g}/\text{m}^3$)	0	0	0*	NR	NR
State 24-hour average (0.04 ppm, 105 $\mu\text{g}/\text{m}^3$)	0	0	0*	NR	NR
Suspended 10-micron particulate matter (PM-10)					
Federal 24-hour average (150 $\mu\text{g}/\text{m}^3$)†	NR	NR	0/16	0/57	0/55
Federal annual arithmetic mean (50 $\mu\text{g}/\text{m}^3$)‡	NR	NR	32.6*	30.0*	32.2*
State 24-hour average (50 $\mu\text{g}/\text{m}^3$)†	NR	NR	3/16	1/57	6/55
State annual geometric mean (30 $\mu\text{g}/\text{m}^3$)‡	NR	NR	27.1*	28.1*	27.5*
<u>El Cajon Station</u>					
Suspended 10-micron particulate matter (PM-10)					
Federal 24-hour average (150 $\mu\text{g}/\text{m}^3$)†	0/60	0/58	0/59	0/58	0/61
Federal annual arithmetic mean (50 $\mu\text{g}/\text{m}^3$)‡	40.7	35.8*	34.0	35.2*	34.0
State 24-hour average (50 $\mu\text{g}/\text{m}^3$)†	14/60	6/58	8/59	4/58	6/61
State annual geometric mean (30 $\mu\text{g}/\text{m}^3$)‡	38.0	33.5*	30.4	33.0*	31.2

SOURCE: State of California, 1992, 1993, 1994, 1995, 1996.

ppm - parts per million
 mg/m^3 - milligrams per cubic meter
 $\mu\text{g}/\text{m}^3$ - micrograms per cubic meter
 NR - not reported at this station

*Data points are valid, but an insufficient number were collected to meet EPA and/or CARB representative criteria.

†Number of samples over standard/number of samples collected.

‡Data shown is in $\mu\text{g}/\text{m}^3$

Ozone presents special control strategy difficulties in the SDAB because of climatological and meteorological factors. Ozone is the end product of the chain of chemical reactions that produces photochemical smog from hydrocarbon emissions. A major source of hydrocarbon emissions is motor vehicle exhausts. In the SDAB, only part of the ozone contamination is derived from local sources; under certain conditions, contaminants from the South Coast Air Basin (such as the Los Angeles area) are windborne over the ocean into the SDAB. When this happens, the combination of local and transported pollutants produces the highest ozone levels measured in the basin.

In 1992, pollution transported from the Greater Los Angeles area was responsible for 11 out of 19 days over federal standards. On average, approximately 42 percent of the days over state standards since 1987 were attributable to pollution transported from Los Angeles (SANDAG 1994:249-250). The 1994 Regional Transportation Plan concludes that ozone remains the major primary pollutant in the San Diego region.

Local agencies can control neither the source nor the transportation of pollutants from outside the basin. The APCD's policy, therefore, has been to control local sources effectively enough to reduce locally produced contamination to clean air standards.

Carbon Monoxide

No violations of the state standard have been recorded for carbon monoxide since 1991. The APCD applied to the California Air Resources Board for transition status for carbon monoxide (County of San Diego 1992:8) and the basin was reclassified as a state attainment area for carbon monoxide on November 10, 1994 (County of San Diego, pers. com. 1995).

The basin currently is classified as a federal nonattainment area for carbon monoxide; however, no violations of the federal standard have been recorded since 1991. Because the process for transitioning from federal nonattainment to federal attainment status is quite involved, the APCD has not yet applied for this change in status. It is expected that application for federal transition status for carbon monoxide will occur in 1997 (Goggin, pers. com. 1997). It should be noted, however, that the state standard for carbon monoxide is more stringent than the federal standard.

PM-10

Particulates in the respirable range (10 microns or less) are reported as a 24-hour average and as an annual measure. As seen in Table 4J-2, the basin overall is currently in attainment of the federal standards, but has not met the more stringent 24-hour state standard at any location.

For several reasons hinging on the area's dry climate and coastal location, the SDAB has special difficulty in developing adequate tactics to meet present particulate standards.

Particulate matter levels in the air basin are primarily due to natural sources, grading operations, and motor vehicles. The Clean Air Act does not require a particulate control strategy as part of the 1991 RAQS (County of San Diego 1992:8).

Nitrogen Dioxide, Sulfur Dioxide, and Lead

In 1993, neither the state nor the federal standards were exceeded anywhere in the basin for nitrogen dioxide or sulfur dioxide. The 1993 measured lead levels were well below both federal and state standards.

In summary, based on data from the regional air quality monitoring network, the CARB has classified the air basin as a nonattainment area with respect to both the state and the federal standards for ozone and for the state PM-10 particulate standard. Furthermore, the basin is classified as a nonattainment area for the federal standard for carbon monoxide. However, the basin is classified as an attainment area for the state standard for carbon monoxide, and the federal standard has not been exceeded since 1989. The SDAB is presently an attainment area for lead and sulfur dioxide. This could be attributed to the gradual decline in the use of leaded gasoline and to the use of low-sulfur fuels for the region's electrical generators. The basin also meets the attainment standards for nitrogen dioxide.

d) Standards and Criteria

City of San Diego

The City of San Diego's Significance Determination Guidelines (City of San Diego 1991) provide criteria for determining significant direct, localized air quality impacts based on projected project roadway levels of service.

According to the City's guidelines, local air quality impacts can occur if traffic generated in the project area were to result in inadequate traffic flow. Substandard levels of service, i.e., below LOS D, create additional delays at the intersections which result in longer idling times for vehicles. Under the City's Significance Determination Guidelines, development which would cause the level of service on a six-lane prime arterial to deteriorate to LOS E or worse, or from LOS D to F, would result in a significant air quality impact. Significant air quality impacts would also occur if development caused levels of service on four-lane prime arterials to degrade to LOS F. If development causes the level of service on four-lane major roads to drop to LOS E or worse, or causes the average daily traffic to exceed the design capacity for these roads of 30,000 ADT, then significant air quality impacts would also occur (City of San Diego 1991:7).

California Air Resources Board Guidelines

For long-term emissions, the direct impacts of a project can be measured by the degree to which the project is consistent with regional plans to improve and maintain air quality. The regional plan for San Diego is the 1991/1992 RAQS and attached TCM plan. The CARB provides criteria for determining whether a project conforms with the RAQS (State of California 1989), which include the following:

1. Is a regional air quality plan being implemented in the project area?
2. Is the project consistent with the growth assumptions in the regional air quality plan?
3. Does the project incorporate all feasible and available air quality control measures?

Air Quality Issue

1. Would the proposed development affect the ability of the Regional Air Quality Strategy 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)?

1) Issue

Would the proposed development affect the ability of the Regional Air Quality Strategy to meet federal clean air standards? More specifically, would the project result in street intersections which would operate without congestion (Level of Service C or above)?

Impacts

a) Construction-Related

During construction of the proposed project, grading has the potential to raise dust and discharge particulates into the air. A substantial portion of the grading for the residential portions of the project would involve blasting and removal of hard rock. Dust control during grading operations is regulated under the City's Land Development Ordinance and APCD Rules and Regulations, and construction would be a one-time, short-term activity. All project construction is required to include the following measures to reduce fugitive dust impacts:

1. All unpaved construction areas shall be sprinkled with water or other acceptable San Diego APCD dust-control agents during dust-generating activities to reduce dust

emissions. Additional watering or acceptable APCD dust-control agents shall be applied during dry weather or windy days until dust emissions are not visible.

2. Trucks hauling dirt and debris shall be covered to reduce windblown dust and spills.
3. On dry days, dirt or debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.
4. On-site stockpiles of excavated material shall be covered or watered.

For these reasons, air quality impacts of grading for the project would not be significant.

b) Operations-Related

For assessment of long-term impacts, the primary additional source of new pollutants associated with development of the project is emissions from vehicle traffic. This impact is assessed in terms of the project's size, conformance with existing land use assumptions for the area, and pollution-control strategies being supported.

The project is consistent with the community plan, and has been anticipated in its current form since 1987 with respect to traffic generation. The project would cause a reduction in level of service below D (LOS "E") on the segment of Scripps Poway Parkway between I-15 and Spring Canyon Road in 2005. All other road segments would maintain the same levels of service in 2005 with or without the project traffic. Vehicle trips associated with development of Scripps Gateway would contribute a proportionate share of emissions to the air basin. As the San Diego Air Basin is a nonattainment area for ozone, and any increases in vehicular traffic would incrementally increase ozone precursors, the development of the project would have a direct and cumulative impact on air quality.

Implementation of the proposed project would also require additional energy generation by the local power plants and additional heating requirements. These emissions would cause indirect impacts to the air basin.

For long-term emissions, the project's impacts to the control of regional air quality may be measured by the degree to which the project is consistent with regional plans to improve and maintain air quality. The regional plan for San Diego is the 1991 RAQS and attached TCM plan. CARB provides criteria for determining whether a project conforms with the RAQS, which include the following:

1. Is a regional air quality plan being implemented in the project area?

2. Is the project consistent with the growth assumptions in the regional air quality plan? and
3. Does the project incorporate all feasible and available air quality control measures?

Scripps Gateway is in the city of San Diego, which is within the San Diego Air Basin. The 1991 RAQS is implemented by APCD throughout the air basin. Therefore, the project fulfills the first criteria.

The growth assumptions in the 1991 RAQS are based on SANDAG's Series 7 growth forecasts. Development within the Scripps Gateway project is consistent with the underlying land use designation for the area. The production of new housing in the Scripps Gateway project would not, in and of itself, affect SANDAG's population model, since it is considered a response to population growth rather than a cause of growth (SANDAG 1987:42). Unless the location of the housing is so remote from facilities and employment that it significantly increases trip lengths for residents, or unless the circulation system is inadequate for the traffic produced so that significant traffic congestion results, new housing will not have a significant effect on the regional air quality model or on basinwide air pollution control strategies. The project would provide a balance of residential, commercial, and employment opportunities on-site and support other nearby existing residential development in Scripps Ranch, Poway, Rancho Peñasquitos, and Mira Mesa such that vehicle trips of exceptional length would not be induced. With the recommended traffic mitigation measures in place, development of Scripps Gateway would not contribute to significant traffic congestion on area roadways. Therefore, the proposed project would conform with CARB's second criteria.

Some characteristics of the project and the surrounding area would help reduce the estimated vehicle miles traveled and achieve CARB's third and final criteria. Project characteristics include park-and-ride facilities, and commercial and employment center development with access to a regional freeway, bicycle lanes, and pedestrian access. Area characteristics include proximity to established residential communities and availability of mass transit and other commuter facilities.

The Miramar Ranch North Community Plan shows Class II bikeways being provided along the full length of Scripps Poway Parkway/Mercy Road. A Class II bikeway is one with striping denoting a specific line of demarcation between the area reserved for bikers and the lanes used by motor vehicles.

At present, no transit service is provided along Scripps Poway Parkway. Regional transit service is provided along the I-15 corridor. The accommodation of public transit would be implemented by the North County Transit District (NCTD) and the Metropolitan Transit Development Board when planning for the future needs of the area's commuters.

Park-and-ride facilities are proposed at the commercial center north of Scripps Poway Parkway to serve project area commuters.

Future Development and Cumulative Impacts

When considered with other new residential development proposed in the Miramar Ranch North area and throughout the air basin, the cumulative effects of the Scripps Gateway project would be to add to emissions in the basin and contribute to the basin's already existing state and federal nonattainment status for ozone and state nonattainment status for particulates.

The intensity of future development of the Scripps Gateway project is consistent with the community plan and the existing land use designation or the RAQS. Future development of Scripps Gateway project under community plan assumptions would not cause road or intersection segments to deteriorate below their forecasted levels of service. No significant cumulative impacts from implementation of the project would result, as it has been anticipated in the RAQS.

Significance of Impacts

a) Construction-Related Emissions

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.

b) Operations-Related Emissions

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. Therefore, direct air quality impacts would not occur if the proposed project were implemented.

The proposed project would result in significant cumulative air quality impacts under the City's significance thresholds as discussed in Chapter 6 of this EIR.

c) Future and Cumulative Impacts

Development of the proposed project would result in roadway or intersection levels of service below D. Measures to reduce vehicle miles traveled are incorporated into the project; however, significant cumulative direct air quality impacts would remain.

Mitigation, Monitoring, and Reporting

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 effects from project traffic are discussed in Chapter 4.I., Traffic.

Implementation of the PCD and PID may require development of Transportation Demand Management Plans to minimize employee commuter trips. Mitigation for air quality impacts from cumulative future traffic levels are beyond the scope of the project.

K. Paleontological Resources

Existing Conditions

a) Santiago Peak Volcanics

In the project area, these Upper Jurassic rocks consist of very resistant, dark-colored, metamorphosed volcanic rocks found in the northern and far western portions of the project site. Fossils are rarely expected to be found in the metavolcanic portion of the Santiago Peak Volcanics because of their volcanic origin, although some limited varieties of invertebrates have been found around Los Peñasquitos Canyon. This formation is considered to have low paleontological resource sensitivity.

b) Southern California Batholith

Plutonic rocks of the southern California Batholith occur over a broad area in the southern portion of the project site. These rocks formed from molten magma at a depth of several miles within the earth's crust. Because of the nature of their formation, these rocks cannot possess fossil remains and are assigned no sensitivity rating.

c) Stadium Conglomerate

The Eocene Stadium conglomerate, composed of very dense, silty to clayey sand and cobbles formed by stream flows some 44 million years ago, is exposed at the northern central portion of the site. This unit overlies the Santiago Peak volcanics. Rare terrestrial mammal and marine invertebrate fossils have been found within this formation. The resource potential for Stadium conglomerate is high.

d) Pomerado Conglomerate

The late Eocene Pomerado conglomerate unconformably overlies the Santiago Peak volcanics and granitic rock and was encountered in the higher elevations in the southern portion of the site. The Pomerado conglomerate generally consists of dense, clayey, sandy gravel and cobble conglomerate with interbedded sandstones representing stream deposition and brief marine incursions. The sandstone lenses have produced fossils of small vertebrates in the Scripps Ranch area. The resource potential is considered moderate.

e) Quaternary Alluvium

These deposits occur in drainage rills down the center of the project site and in the lower areas of the PID development. These deposits are poorly consolidated stream sediments of relatively recent age and landslide/slopewash debris. No fossils are recorded from the

Quaternary alluvial deposits in the area and their relative youthfulness suggests that none will be found. Therefore, the Quaternary alluvium deposits have been assigned a low sensitivity.

Paleontological Resources Issue

1. Would development of the site result in adverse impacts to paleontological resources?

1) Issue

Would development of the site result in adverse impacts to paleontological resources?

Impacts

Most of the project site has no or low paleontological sensitivity and no adverse effects are anticipated. However, exposures of Pomerado conglomerate on the hilltop in the southern portion of the site and Stadium conglomerate along the northern boundary of the site are of moderate to high potential to contain late Eocene vertebrates, which would be of scientific interest. These areas would be graded which could result in adverse impacts if fossils occur in the formations.

Significance of Impacts

Impacts to paleontological resources are potentially significant, as the Stadium conglomerate and Poway conglomerate formations that occur on-site may contain important fossils.

Mitigation, Monitoring, and Reporting

Prior to issuance of a grading permit, the applicant shall provide a letter of verification to the Environmental Review Manager of LDR stating that a qualified paleontologist and/or paleontological monitor have been retained to implement the monitoring program. The requirement for paleontological monitoring shall be noted on the grading plans. All persons involved in the paleontological monitoring of the project shall be approved by LDR.

The qualified paleontologist shall attend any preconstruction meeting to discuss grading plans with the grading and excavation contractor.

a) Monitoring

The paleontologist or paleontological monitor shall be on-site full time during the initial cutting of previously undisturbed areas. Monitoring may be increased or decreased at the discretion of the qualified paleontologist, in consultation with LDR, and will depend on the rate of excavation, the materials excavated, and the abundance of fossils.

b) Salvaging

The paleontologist shall have the authority to divert, direct, or temporarily halt construction activities in the area of discovery to allow recovery of fossil remains. The paleontologist shall immediately notify LDR staff of such finding at the time of discovery. LDR shall approve salvaging procedures to be performed before construction activities are allowed to resume.

c) Fossil Preparation

The qualified paleontologist shall be responsible for preparation of fossils to a point of identification, as defined in the City of San Diego Paleontological Guidelines and submitting a letter of acceptance from a local qualified curation facility. Any discovered fossil sites shall be recorded by the paleontologist at the San Diego Natural History Museum.

d) Report Preparation

Prior to the issuance of a certificate of occupancy, a monitoring results report with appropriate graphics summarizing the results, analyses, and conclusions of the paleontological monitoring program shall be submitted to LDR for approval.

This mitigation monitoring and reporting program will require an additional deposit of \$7,000.00 to be collected prior to the issuance of grading permits to ensure the successful completion of the program.

Chapter Five

Growth-Inducing Effects

A project is defined as growth inducing when it directly or indirectly fosters economic growth, population growth, or additional housing; when it removes obstacles to growth; when it taxes public facilities and services; and/or when it encourages or facilitates other activities that could significantly affect the environment. Growth inducement is generally dependent on the presence or lack of existing utilities and municipal or public services. The provision of such necessities in an unserved area can induce growth between newly serviced areas and the community from which the facilities are obtained. In addition, growth inducement can also be defined as growth that makes it more feasible to increase the density of development in surrounding areas.

The 1987 Community Plan Amendment EIR, which the Development Agreement setting the project land uses and densities of use was based, found that the changes to community plan land uses and intensities would not exceed that which the community could support, but could incite additional densification or accelerate the pace of growth in adjoining areas. Subsequently, these areas such as Sabre Springs and Peñasquitos East have developed and the development of Scripps Gateway at this time would not have a major effect on the pace of development in adjoining areas and would not increase the buildout intensity of uses in any of these areas. The Scripps Gateway project is consistent with the community plan land uses and intensities of use, and is occurring after major elements of the regional street network, utilities extensions, and other infrastructural support have been implemented. The project is not considered to be growth inducing.

Chapter Six

Cumulative Effects

Cumulative effects are two or more effects which, when considered together, are considerable or compound or increase other impacts. The cumulative impact is the change in the environment, which results from the related incremental impact of the project when added to other close by past, present, and reasonably foreseeable future projects. For the purposes of this cumulative analysis, impacts identified for the project are considered with potential impacts from specific past, present, or reasonably foreseeable projects. These include buildout of the community plan area per the 1994 amendments to the plan.

The following projects are approved and partially developed or undeveloped and would contribute to cumulative impacts:

- Scripps Ranch North Phase I is a mixed-use development with 280 acres of residential, 182 acres of industrial, and 18 acres of commercial uses located adjacent to the project on the east and extending along both sides of Scripps Poway Parkway. The residential area east of the project and the commercial areas have been developed; one proposed commercial site within the project would take access from the commercial center south of Scripps Poway Parkway. Development in the community plan area was included in two EIRs (EQD 87-1087 and 87-1088). Significant impacts were identified from landform alteration to visual quality and noise from traffic along Scripps Poway Parkway.
- Scripps Ranch North Phase II includes 296 single-family and 481 single-family residences, a public park, elementary school, and fire station on 321 acres east of Phase I, in the central and eastern portions of the Miramar Ranch North community plan area. Most of the site has been developed including the school, park, and fire station. An EIR was completed in December 1990 (DEP 89-0550). The development was found to have significant unavoidable impacts to landforms, visual quality, and biological resources.

- Scripps Ranch North-Phase III is an approved residential project of 300 multi-family and 522 single-family homes located immediately south of the project and north of Scripps Ranch Boulevard and extending eastward to Spring Canyon Road. Grading has occurred but the housing has not been constructed to date. A supplemental EIR (EAS No. 90-0898) was released in 1991 and identified significant unmitigated impacts to landform alteration and visual quality.
- Scripps Highlands is an approved residential project of 100 detached and 56 attached residences on 56 acres located on the west side of Miramar Ranch North Phase-3. A mitigated Negative Declaration (EQD 84-0168) was prepared for the project and no significant unmitigated impacts were identified. A PRD amendment is currently being processed for 42 of the attached residences (LDR No. 98-0367).
- Sunland Scripps Unit 3 is an approved residential development of 285 single-family residences located east of Spring Canyon Road east of the project site. The site has been rough graded for development. The project was found to be addressed in community plan implementation phase I EIRs (EQD 87-1087 and 87-1088), and an addendum was prepared for the project (DEP No. 94-0103).
- Scripps Northridge is a 51-acre industrial park located on the north side of Scripps Poway Parkway east of the project site. The industrial park site extends into the Sabre Springs community planning area. The project was approved in the early 1980s for development of up to 2,300,000 square feet. An EIR (EQD 82-0107) was prepared and found significant unmitigated impacts to land use, visual quality, biological resources, and traffic. An addendum was prepared (EQD 83-0526) which mitigated traffic by requiring that limited traffic from the development to levels consistent with the adopted Miramar Ranch North Community Plan.
- Mira Mesa Market Center is a proposed amendment to the General Plan/Mira Mesa Community Plan to change land uses from institutional (hospital)/visitor commercial use to mixed commercial and multiple family uses. The project includes 231,272 square feet of entertainment center, 248,179 square feet of commercial retail, and 422 multi-family residences on a 66.4-acre site at the southwest corner of Mira Mesa Boulevard and I-15. While this project is outside the Miramar Ranch North Community Plan area, it would contribute to cumulative traffic at the intersection of Scripps Ranch Boulevard/Mira Mesa Boulevard and to the Mira Mesa Boulevard/I-15 interchange. Significant unmitigated impacts to biological resources, land use, transportation/circulation, and air quality were identified in the final EIR (LDR 96-7371).

Cumulative impacts were also identified in relation to specific issue areas, and are described in full under the appropriate issue sections in this document. These issue areas

include land use (open space), landform alteration/visual quality, biology, water quality/urban runoff, traffic, public services (police and solid waste), and air quality.

A. Land Use

The project is consistent with the community plan land use designations, goals, and policies. Construction of the two-lane road bisecting the center of the project site south of Scripps Poway Parkway would require grading of slopes in excess 30 feet in height within areas designated as natural open space in the community plan. The road and associated grading would result in visual impacts to natural open space provided for in the community plan open space system and impact coastal sage scrub habitat. This would further reduce the area of hillsides with natural features in the designated open space in the area. Because the road is included in the conceptual site plan for the 1991 Development Agreement, the only mitigation available for this impact is adoption of the No Project Alternative.

B. Landform Alteration/Visual Quality

The project would result in the grading of scenic natural hillsides within the viewshed of I-15 and result in the manufacture of slope faces that exceed 30 feet in height. This grading, along with other development in the region, changes the appearance of natural landforms and introduces permanent urban character to a previously rural/suburban area. The project provides mitigation to reduce the impacts to the landforms and to create visually compatible and consistent architectural and landscape themes to developed areas. The cumulative impacts are considered significant, however. Mitigation of this impact would require adoption of the No Project Alternative.

C. Biology

The project site was evaluated for inclusion in the regional MSCP, but was not included in the MHPA. Mitigation of on-site impacts through conservation of lands within the regional NCCP-designated core biological reserves would mitigate cumulative impacts to below a level of significance.

Cumulative impacts associated with the loss of Diegan coastal sage scrub, a Tier II habitat, and southern mixed chaparral, a Tier IIIA habitat, would be mitigated in accordance with the MSCP. Cumulative impacts to non-native grasslands, a Tier IIIB habitat, would remain significant as non-native grasslands are not significantly or sufficiently conserved with the MHPA preserve design.

The City of San Diego's Biology Guidelines recognize that wetlands are protected by federal and state regulations and that impacts to wetlands should be avoided to the maximum extent practicable. The City has adopted a "no net loss" policy relative to wetlands habitats. Where unavoidable impacts would occur as part of a project, the City requires mitigation that would ensure the replacement of wetland habitat to achieve a no net loss. The project would mitigate impacts to on-site wetlands through restoration of habitat at a ratio of 3:1. This would ensure adherence to the City's policy of no net loss. However, cumulatively significant impacts associated with the loss of wetlands on a regional level would remain significant and unmitigated.

D. Water Quality/Urban Runoff

The project, along with other projects in the watershed of Peñasquitos Creek, increases the rate of stormwater runoff and increases the level of urban pollutants in the runoff which leads to long-term degradation of sensitive water bodies, especially Los Peñasquitos creek. Measures to reduce these impacts are proposed as part of the project, but cannot reduce the cumulative impact to below a level of significance.

E. Traffic

Buildout of the Scripps Gateway would incrementally, and ultimately, contribute to unacceptable traffic conditions. Several street segments, intersections, and Interstate 15 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.

F. Public Services/Facilities

The additional 309 single-family and 135 multi-family residential units as well as commercial and industrial park uses under the proposed project would incrementally increase the demand for schools and police services in general and in particular within the Miramar Ranch North service area. This incremental increase in a need for police services and schools is considered cumulatively significant. Payment of taxes, ~~and~~ city fees, and facilities agreements with the school district would reduce this impact to a level below significant.

The project would generate a significant amount of construction debris during the construction phase and during the ongoing use of the site solid waste generation would exceed the 60 tons per year and 52 tons per year threshold of significance for solid waste impacts for residential and non-residential projects, respectively, established by the City's ESD. This is considered a significant cumulative impact to the City's waste management services. Development of a solid waste management plan for the proposed project would reduce the potential for direct and cumulative impacts to the City's waste management services to below a level of significance.

G. Air Quality

The San Diego area is a nonattainment basin for ozone resulting from emissions of reactive organic gases from autos. Any increase in emissions from automobiles is a cumulatively significant impact. The San Diego Air Pollution Control District is responsible for strategies to reduce air pollution in the air basin and bases its projections of future air quality and pollutant emissions on population and employment growth estimates developed by SANDAG. New housing typically does not have a significant adverse effect on strategies to improve air quality if the project is consistent with the assumptions used in the APCD projection model and does not increase dependency on automobile trips relative to other locations.

SANDAG Series 7 population projection takes into account development within Scripps Gateway. Therefore, the proposals for the area are generally consistent with the SANDAG population and air pollutant emission forecast to the extent that the residential development would accommodate new residents in the area or increase the number of automobile trips or vehicle miles traveled.

Additionally, the City of San Diego specifies thresholds for the determination of significant cumulative air quality impacts. The number of residential units proposed would exceed the City's thresholds. Therefore, under the City's guidelines, the proposed project would contribute a significant cumulative air quality impact.

Development of the Scripps Gateway project would meet CARB's criteria for conformance with the RAQS. However, implementation of the proposed project would result in increased emissions and would contribute to traffic levels of service below D for I-15 road segments and intersections which would represent a significant cumulative impact to air quality under the City's thresholds. Measures to reduce vehicle miles traveled are incorporated into the project, which would reduce the impact, but not to a level below significance.

Chapter Seven

Project Alternatives

A. No Project

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.

B. 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 manufactured 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 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 street 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 575,000 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 and/or PCD area such that no reduction in density would result. But the type of residential development would change from single-family residential to multi-family residential. A revised conceptual site plan is presented in Figure 7-1. A comparison of this alternative with respect to the proposed project is summarized below.

1) 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 via Scripps Ranch 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 177 dwellings, with no net change in overall residential density. This change is consistent with the Community Plan and/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 disproportionate loss of revenue with minimal reduction in cost of the overall development.~~

2) 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). 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.

3) 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.

4) Noise

The residential lots 300, 301, and 304-309 within the PRD that may experience ambient noise levels in excess of 60 CNEL would not be constructed under this alternative. Noise impacts to commercial and multi-family use areas of the PCD would be the same as for the project.

5) 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.

6) Archaeology

Impacts to cultural resources would be the same as described for the project.

7) Hydrology/Water Quality

As the developed hardscape areas within the project would be reduced by 12 acres, the volume of storm water runoff would be incrementally reduced. This is a minor incremental reduction, however.

8) Public Services/Facilities

Future cumulative impacts to schools would be incrementally reduced, as the elementary student demand generated by the project would be reduced by eight students. 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.

9) 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 ADT. 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.

Spring Canyon Road was classified as a four-lane major street in the 1987 community plan with a 78-foot curb/98-foot right-of-way width and expected buildout ADT of 25,000 vehicles. The Scripps Ranch North Phase III project reduced the density projected for the project and resulting ADT on Scripps Ranch Boulevard by 43 percent, with a total buildout ADT of 12,000 vehicles on Scripps Ranch Boulevard west of the project. A reclassification to four-lane collector was adopted in the 1991 plan amendment as part of that project's approval. The 1994 community plan amendment resulted in a revised buildout forecast of 17,700 ADT for the westerly leg of Scripps Ranch Boulevard and 10,800 at the easterly terminus at Spring Canyon Road.

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.

10) Air Quality

Impacts would be similar to the proposed project.

11) Paleontological Resources

Impacts would be similar to the proposed project.

Chapter Eight

Effects Found Not to be Significant

As provided in the Initial Study prepared for the project, there are effects that have been found not to be significant. Many of these effects are previously discussed in appropriate sections of this EIR. The remaining effects found not to be significant are discussed as follows.

1) Light and Glare

Implementation of the proposed Scripps Gateway project would incrementally contribute to new light and glare sources in the Scripps Ranch area. While all public areas will be well-lit, lighting will use cut-off fixtures to control illumination on-site and low sodium street lighting for the lowest light emissions. Because the development type and density would be in accordance with that provided for in the Miramar North Community Plan and because the lighting would be limited to a maximum extent possible, the project will add only incrementally to the existing light and glare sources in the area. The incremental increase in light due to the development of the proposed project would not be significant.

2) Housing Demand

The proposed project would increase the existing housing stock in the Scripps Ranch area, but it would not create a significant demand for additional housing beyond that projected for the area by the Miramar North Community Plan.

3) Risk of Upset/Human Health and Safety

The project site is not located in a high seismic risk zone, or in an area susceptible to flooding or other upset. There are no adjacent exposed high-energy transmission facilities. There are no land uses within a quarter mile which would endanger future residents if an upset were to occur.

4) Recreational Resources

The subject property does not possess significant recreational value, nor is it designated for such use by the Miramar North Community Plan. As opposed to a community or neighborhood park, a “significant” recreational resource is defined as a prominent natural man-made feature which is accessible to intensive public use such as a state beach, sportfishing and boating lake, or regional hiking, biking, or equestrian trail. No such recreational areas are planned adjacent to or near the subject property, although several planned community and neighborhood park sites are designated in the vicinity (refer to Section IV.H of this EIR for a discussion of planned park facilities). Therefore, implementation of the proposed project would not significantly impact existing and planned recreational resources in the Scripps Ranch area.

5) Water Conservation

Water use at the project site would include construction dewatering, landscape irrigation and typical residential, commercial, and light industrial uses permitted by the PRD/PCD/PID. These uses are quantified in Chapter 4.H of this EIR. Water conservation practices are anticipated for the proposed development that would include the installation of low-flow faucets, shower heads, and toilets in residences and businesses; the use of native, drought-tolerant plants, to the extent feasible, on manufactured slopes and in landscaped areas within neighborhood-related open space and the use of water-conserving irrigation systems.

In accordance with the City’s Reclaimed Water Ordinance, installation of dual piping to accommodate the use of reclaimed water is an additional water conservation measure. Reclaimed water would be used for PCD and PID landscaping and, when available, for the residential uses. Consequently, water conservation is considered a less than significant impact.

6) Public Safety

The NOP included as an issue public safety with respect to fire safety from fuel management. This potential effect is found not to be significant, as compliance with brush management guidelines is proposed.

The project site is not located in a high seismic risk zone, in an area susceptible to flooding. There are no adjacent exposed high-energy transmission facilities. There are no land uses within a quarter mile which would endanger future residents if an upset were to occur.

Chapter Nine

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Chapter Ten

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