

LETTERS OF COMMENTS AND RESPONSES

QUARRY FALLS DRAFT PEIR COMMENT LETTERS

The following comment letters were received from agencies, organizations, and individuals during the public review of the draft PEIR. A copy of each comment letter along with corresponding staff responses has been included. Many of the comments did not address the adequacy of the environmental document; however, staff endeavored to provide responses as appropriate as a courtesy to the commenters. The November 2007 Draft PEIR has been revised in response to these letters. However, the revisions do not reflect the adequacy of the environmental document.

Letter	Author	Address	Date	Representing	Page Number of Letter
STATE AGENCIES					
A	Terry Roberts	1400 Tenth Street P.O. Box 3044 Sacramento, CA	December 21, 2007	California State Clearinghouse	5
B	Dave Singleton	915 Capitol Mall, Room 364 Sacramento, CA 95814	November 26, 2007	Native American Heritage Commission	6
C	Greg Holmes	5796 Corporate Avenue Cypress, CA 90630	December 18, 2007	Department of Toxic Substances Control	10
D	Edmund J. Pert	4949 Viewridge Avenue San Diego, CA 92123	January 4, 2008	California Department of Fish and Game	17
E	Jacob Armstrong	4050 Taylor Street, M.S. 240 San Diego, CA 92110	January 7, 2008	California Department of Transportation – District 11	29
LOCAL AGENCIES					
F	Travis Cleveland	401 B Street, Suite 800 San Diego, CA 92101	December 14, 2007	SANDAG	52
ORGANIZATIONS					
G	James W. Royle, Jr.	P.O. Box 81106 San Diego, CA 92138	November 26, 2007	San Diego County Archaeological Society, Inc.	57
H	Doug Westcott	<i>Serra Mesa Community Planning Group</i> Post Office Box 23315 San Diego, CA 92193	January 6, 2008	Serra Mesa Community Planning Group	58
I	Linda Kaufman	<i>Mission Valley Community Planning Group</i>	December 21, 2007	Mission Valley Community Planning Group	69
J	Lynne Mullholland	<i>Mission Valley Community Council</i> P.O. Box 900234 San Diego, CA 92190	January 8, 2008	Mission Valley Community Council	73
INDIVIDUALS					
K	Sandra J. Bower	<i>Wertz, McDade Wallace Moot & Brover</i> 945 Fourth Avenue San Diego, CA 92101	January 4, 2008	H.G. Fenton Company	79

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L	Evelyn F. Heidelberg	<i>Procopio, Cory, Hargreaves & Savitch LLP</i> 530 B Street, Suite 2100 San Diego, CA 92101	November 27, 2007	Paseo del Rio, Ltd.	159
M	Joe Spencer	<i>Packard Management Group</i> 8745 Aero Drive, Suite 101 San Diego, CA 92123	January 3, 2008	Union Square at Hazard Center Condominium Association	161
N	Craig A. Sherman	1901 First Avenue, Suite 335 San Diego, CA 92101	December 19, 2007	Self	164
O	Mary Slupe	5051 Ensign Street San Diego, CA 92117	November 14, 2007	Self	190
P	Patricia B. Hall	9388 Ronda Avenue San Diego, CA 92123	November 20, 2007	Self	191
Q	Mary Ann and Harlan Price	8232 Polizzi Place San Diego, CA 92123	November 27, 207	Themselves	192
R	Randy Berkman	<i>RVPP</i> Box 7098 San Diego, CA 92167	November 29, 2007	Self	193
S	Lisa Tansey	2364 Greenwing Drive San Diego, CA 92123.	December 5, 2007	Self	194
T	Mary McMillin	5805-2112 Friars Road San Diego, CA 92110	December 6, 2007	Self	196
U	Myra Webb	8952 Sovereign Road San Diego, CA 92123	December 10, 2007	Self	197
V	Brad M. Savall, PhD	9512 Ronda Avenue San Diego, CA 92123	December 11, 2007	Self	198
W	Ed Buselt	5838-B Mission Center Road San Diego, 92123	December 12, 2007	Self	200
X	Robert Garner	8859 Sandmark Avenue San Diego, CA 92123	December 12, 2007	Self	201
Y	William M. Graham	8377 Abbots Hill Road San Diego, CA 92123	December 12, 2007	Self	202
Z	Thomas Leech	8387 Abbots Hill Road San Diego, CA 92123	December 12, 2007	Self	203
AA	Eric Sanderman	7960-A Sevan Court San Diego, CA 92123	December 12, 2007	Self	205
BB	Bill and Marlene Colvin	2383 Salisbury Drive San Diego, CA 92123	December 13, 2007	Themselves	207

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CC	Michael R. Foster	7960-B Sevan Court San Diego, CA 92123	December 13, 2007	Self	208
DD	Carolina Shreve	5854 Mission Center Road, #C San Diego, CA 92123	December 14, 2007	Self	209
EE	William M. Graham	8377 Abbots Hill Road San Diego, CA 92123	December 16, 2007	Self	211
FF	Kevin and Amy Mattson	8426 Kingsland Road San Diego, CA 92123	December 16, 2007	Themselves	212
GG	Floyd R. and Ruth A Sedlund	8692 Converse Avenue San Diego, CA 92123	December 16, 2007	Themselves	215
HH	Craig and Liese Smith	2287 Salisbury Drive San Diego, CA 92123	December 16, 2007	Themselves	216
II	Mary Watry	5940 Mission Center Road, Unit B San Diego, CA 92123	December 16, 2007	Self	217
JJ	Victor White	7499 Hazard Center Drive San Diego, CA 92108	January 3, 2008	Self	218
KK	Gail Thompson	5957 Caminito Elegante San Diego, CA 92108	January 3, 2008	Self	219
LL	Randy Berkman	RVPP Box 7098 San Diego, CA 92167	January 4, 2008	Self	221
			January 7, 2008	Self	253
MM	Rayene and James Sperbeck	2329 Thames Court San Diego, CA 92123	January 5, 2008	Self	256
NN	Jennifer White	7499 Hazard Center Drive San Diego, CA 92108	January 4, 2008	Self	257
OO	James Feinberg	8781 Dalewood Avenue San Diego, CA 92123	January 7, 2008	Self	259
PP	Julie Corwin and Bob Schmelter	5806 Mission Center Road, Unit E San Diego, CA 92123	January 4, 2008	Themselves	260
	Susan and Bob Raines	5830 Mission Center Road, Unit F San Diego, CA 92123			
	Dennis McColl	7980 Sevan Court, Unit C San Diego, CA 92123			

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	Matt Mowery	5930 Mission Center Road, Unit A San Diego, CA 92123			
	Nancy Pomajevich	8020 Sevan Court, Unit A San Diego, CA 92123			
	Carol Wolovnik	5806 Mission Center Road, Unit D San Diego, CA 92123			
	Ron B. Guy	5896 Mission Center Road, Unit F San Diego, CA 92123			
QQ	Curtis Carlson	2933 Murray Ridge Road San Diego, CA 92123	January 7, 2008	Self	262
RR	Jamie Moody	5910 A Mission Center Road San Diego, CA 92123	N/A	Self	264
SS	Elise Savage	3011 Cabrillo Mesa Drive San Diego, CA 92123	N/A	Self	265
TT	Julie Corwin	5806 Mission Center Road, Unit E San Diego, CA 92123	N/A	Self	266
UU	Dennis McColl	7980 Sevan Court, Unit C San Diego, CA 92123	N/A	Self	267
VV	Patrick Mendiola	1922 Ainsley Drive San Diego, CA 92123	N/A	Self	268
WW	Dicken Hall	8362 Abbots Hill Road San Diego, CA 92121	January 7, 2008	Self	269
XX	C.M. McGagin, Captain	Department of California Highway Patrol 4902 Pacific Highway San Diego, CA 92110-4097	February 7, 2008	California Highway Patrol	274
YY	Julie Corwin, Dennis McColl, Matt Mowery, Nancy Pomajevich and Susan Raines	9610 Waples Street San Diego, CA 92121	February 28, 2008	Hye Park Homeowner Association Board of Directors	276



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

December 21, 2007

Marilyn Mirrasoul
City of San Diego
1222 First Avenue, MS 501
San Diego, CA 92101

Subject: Quarry Falls
SCH#: 2005081018

Dear Marilyn Mirrasoul:

A-1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 20, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.


Sincerely,

Terry Roberts
Director, State Clearinghouse

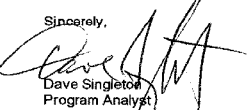
Enclosures
cc: Resources Agency

A-1. This letter acknowledges compliance with the State Clearinghouse review requirements for draft environmental documents.

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>NATIVE AMERICAN HERITAGE COMMISSION 915 CAPITOL MALL, ROOM 364 SACRAMENTO, CA 95814 (916) 658-6251 Fax (916) 657-6890 Web Site www.nahc.ca.gov e-mail: ds_nahc@pacbell.net</p>  <p>November 26, 2007</p> <p>Ms. Marilyn Mirrasoul CITY OF SAN DIEGO 1222 First Avenue, MS 501 San Diego, CA 92101</p> <p>Re: SCH#2005081018; CEQA Notice of Completion; draft P Environmental Impact Report (PEIR) for Quarry Falls Project, City of San Diego San Diego County, California</p> <p>Dear Ms. Mirrasoul:</p> <p>The Native American Heritage Commission is the state agency designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:</p> <p>B-1 ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.onp.parks.ca.gov/files/IC%20Roster.pdf. The record search will determine:</p> <ul style="list-style-type: none"> ▪ If a part or the entire APE has been previously surveyed for cultural resources. ▪ If any known cultural resources have already been recorded in or adjacent to the APE. ▪ If the probability is low, moderate, or high that cultural resources are located in the APE. ▪ If a survey is required to determine whether previously unrecorded cultural resources are present. <p>B-2 ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.</p> <ul style="list-style-type: none"> ▪ The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure. ▪ The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center. <p>B-3 ✓ Contact the Native American Heritage Commission (NAHC) for:</p> <ul style="list-style-type: none"> ▪ A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section. ▪ The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s). <p>B-4 ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.</p> <ul style="list-style-type: none"> ▪ Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. ▪ Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans. <p>B-5 ✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.</p> <p>* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the</p>	<p>B-1. As presented in Section 5.8, <i>Historical Resources</i>, of the PEIR, a cultural resources study was conducted. The study consisted of a review of all relevant site records and reports on file with the South Coastal Information Center (SCIC) at San Diego State University and an intensive pedestrian survey of the project site. The records search was conducted at SCIC on September 30, 2004; the field study was conducted on October 1, 2004.</p> <p>Results of the records search indicate that no previously recorded cultural resources are located within the project area. Records also indicate that the project area was completely surveyed in 1979. No cultural resources were located as a result of that survey. Additionally, the intensive field survey conducted as part of the current cultural resources study found no cultural resources on the property.</p> <p>B-2. A letter report dated June 8, 2006 summarizes the results of that study. The results of the cultural resources study are presented in Section 5.8 of the PEIR; a copy of the <i>Cultural Resources Study for the Quarry Falls Project</i> letter report is included in Appendix F to PEIR.</p> <p>B-3. The Native American Heritage Commission was contacted in writing, in accordance with State Government Code § 65352.3- 65352.4. In accordance with Government Code 65352.3, Tribes were given 90 days in which to request consultation; no consultation was requested. Additionally, local Native American Tribes were provided with notification of the availability of the draft PEIR.</p> <p>B-4. The PEIR concludes that, although the records search and field survey determined that there are no cultural resources on the project site, there is a potential for historic resources to be located within the undisturbed areas within the project boundary. Mitigation Measure 5.8 requires, among other actions, that an archeological monitor be present during grading activities.</p> <p>B-5. As stated in Mitigation Measure 5.8, item IV, Discovery of Human Remains, if human remains are discovered, work shall halt in that area and the procedures as set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken.</p>





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COMMENT	RESPONSE
<p data-bbox="128 305 201 342">B-6</p> <p data-bbox="128 375 201 412">B-7</p> <p data-bbox="254 282 999 399">NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. ✓ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. ✓ <u>Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning and implementation</u></p> <p data-bbox="310 423 789 444">Please feel free to contact me at (916) 653-6251 if you have any questions.</p> <p data-bbox="254 456 457 553">Sincerely,  Dave Singleton Program Analyst</p> <p data-bbox="254 581 548 602">Attachment: List of Native American Contacts</p> <p data-bbox="254 613 443 634">Cc: State Clearinghouse</p>	<p data-bbox="1094 282 1472 319">B-6. Please see response no. B-5.</p> <p data-bbox="1094 375 1528 412">B-7. Please see responses B-1 and B-4.</p>

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<p style="text-align: center;">Native American Contacts San Diego County November 26, 2007</p> <p>San Pasqual Band of Mission Indians Allen E. Lawson, Chairperson PO Box 365 Diegueno Valley Center, CA 92082 (760) 749-3200 (760) 749-3876 Fax</p> <p>Sycuan Band of the Kumeyaay Nation Danny Tucker, Chairperson 5459 Sycuan Road Diegueno/Kumeyaay El Cajon, CA 92021 ssilva@sycuan-nsn.gov 619 445-2613 619 445-1927 Fax</p> <p>Viejas Band of Mission Indians Bobby L. Barrett, Chairperson PO Box 908 Diegueno/Kumeyaay Alpine, CA 91903 daquilar@viejas-nsn.gov (619) 445-3810 (619) 445-5337 Fax</p> <p>Kumeyaay Cultural Historic Committee Ron Christman 56 Viejas Grade Road Diegueno/Kumeyaay Alpine, CA 92001 (619) 445-0385</p> <p>Jamul Indian Village William Mesa, Chairperson P.O. Box 612 Diegueno/Kumeyaay Jamul, CA 91935 jamulrez@sctdv.net (619) 669-4785 (619) 669-48178 - Fax</p> <p>Mesa Grande Band of Mission Indians Mark Romero, Chairperson P.O. Box 270 Diegueno Santa Ysabel, CA 92070 mesagrandeband@msn.com (760) 782-3818 (760) 782-9092 Fax</p> <p>Kumeyaay Cultural Heritage Preservation Paul Cuero 36190 Church Road, Suite 5 Diegueno/Kumeyaay Campo, CA 91906 (619) 478-9046 (619) 478-9505 (619) 478-5818 Fax</p> <p>Kwaaymii Laguna Band of Mission Indians Carmen Lucas P.O. Box 775 Diegueno - Pine Valley, CA 91962 (619) 709-4207</p> <p><small>This list is current only as of the date of this document.</small></p> <p><small>Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7650.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.</small></p> <p><small>This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2005061018; CEQA Notice of Completion; PEIR for the Quarry Falls Project, located in the Mission Valley and Serra Mesa communities of the City of San Diego; San Diego County, California.</small></p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="text-align: center;">  <p>Department of Toxic Substances Control</p> </div> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">  <p>Linda S. Adams Secretary for Environmental Protection</p> </div> <div style="text-align: center;">  <p>Maureen F. Gorsen, Director 5796 Corporate Avenue Cypress, California 90630</p> </div> <div style="text-align: center;">  <p>Arnold Schwarzenegger Governor</p> </div> </div> <p>December 18, 2007</p> <p>Ms. Marilyn Mirrasoul Entitlement Division City of San Diego 1222 First Avenue, MS 501 San Diego, California 92101 mmirrasoul@sandiego.gov</p> <p>PUBLIC NOTICE OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE QUARRY FALLS, PROJECT, FRIARS AND MISSION CENTER ROADS, APNOS. 677-220-07; 677-360-01, 05, 07, 16; 677-370-07; 677-220-13; 438-012-01; 438-012-02; 677-360-11, 677-360-09; SAN DIEGO, SAN DIEGO COUNTY (SCH#2005081018)</p> <p>Dear Ms. Mirrasoul:</p> <p>The Department of Toxic Substances Control (DTSC) has received your submitted Public Notice of a Program Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "Project No. 49068. The proposed project would include approximately 4,780 residential units; 603,000 square feet of retail space; 620,000 square feet of retail space; 620,000 square feet of office/business park uses; and 31.8 acres of public and private parks, civic uses, open space and trails, and an optional school site." Your document states your Response to Issues Raised by DTSC in the DTSC August 26, 2005 letter to the City of San Diego: "Potential project impacts relative to human health, public safety, and hazardous materials are discussed in Section 5.7, Health and Safety, and mitigation measures are identified. Additionally, a Phase I Environmental Site Assessment was completed and is summarized in section 5.7." Again, DTSC has these following comments; please address if applicable.</p> <p>1 The EIR should identify the current or historic uses at the project site that may have resulted in a release of hazardous wastes/substances. Your document states: "The Quarry Falls project site is the location of an on-going resource extraction operation for the mining and processing of sand and gravel, which has been operating on the site for more than 50 years. A Conditional Use Permit (CUP) was originally issued the City of San Diego in 1962. Zoned MV-M/SP in the Mission Valley Planned District Ordinance."</p>	<p>C-1. Hazardous wastes/substances that may exist on the site today or which may have existing historically are discussed in Section 5.7, <i>Health and Safety</i>, of the PEIR. A <i>Phase I Environmental Site Assessment</i> of the Quarry Falls project has been conducted. The <i>Phase I Environmental Site Assessment</i> (July 6, 2005) report presents the details of the Environmental Site Assessment and summarizes the findings relative to the potential presence of hazardous materials and wastes and/or hazardous conditions at the site at levels likely to warrant mitigation action pursuant to current regulatory guidelines. The Phase I Environmental Site Assessment is summarized in Section 5.7 relative to hazardous materials. The entire report is included as Appendix M1 to the Program EIR. An additional report was prepared for soil sampling and laboratory analysis performed at the project site. That report, titled <i>Report of Soil Sampling and Analysis Imported Sediment</i> (September 28, 2005), is included in Appendix M2 of the Program EIR.</p> <p>Based on a review of the historical aerial photographs and information obtained as part of the Phase I Environmental Assessment, the project site has been used for sand and rock mining and construction aggregate processing/distribution purposes since the 1940s. Hazardous materials historically and/or currently handled at the project site include gasoline, diesel fuel, concrete additives, iron oxides, antifreeze, capping compounds, fly ash, lubricating oils, compressed gases, calcium chloride, calcium nitrite, potassium hydroxide, cleansers, and pond flocculants. Hazardous wastes generated at the project site since its mining development have included waste/mixed oil, used oil filters, used batteries, used coolant/antifreeze, and degreasing sludge.</p> <p>Underground storage tanks (USTs) have operated, and one is currently operating on the project site. Several USTs have been closed and removed. Currently, Vulcan Materials Company owns and operates one 10,000-gallon diesel UST and five hot asphalt tanks. The UST would remain on-site until the asphalt plant is removed. There is no evidence of leakage at the existing UST.</p>

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<p>Ms. Marilyn Mirrasoul December 18, 2007 Page 2</p> <p>2) The EIR should identify the known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:</p> <p>National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).</p> <p>Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).</p> <p>Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.</p> <p>Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.</p> <p>Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.</p> <p>Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.</p> <p>Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.</p> <p>The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).</p> <p>3) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents. Please see comment No.16 below for more information.</p>	<p>C-2. As presented in Section 5.7 of the PEIR, as part of the Phase I Environmental Site Assessment, a variety of appropriate databases were consulted to help identify “recognized environmental conditions” (RECs) at or potentially affecting the project site. These sources included: NPL, CERCLIS, NFRAP, RCRA TSD, RCRA COR, RCRA GEN, RCRA NLR, ERNS, CalSites and Cortese Databases, Spills-1990 California Regional Water Quality Control Board), SWL, LUST, San Diego County Department of Environmental Health, and REG UST/AST.</p> <p>Review of the regulatory database report and San Diego County Department of Environmental Health information indicated that two cases involving unauthorized releases have been associated with the project site.</p> <p>The first case involved diesel-impacted soil discovered during replacement operations of a UST conducted at the asphalt batch plant in 1990. According to a Site Closure Request prepared by Advanced Sciences, Inc. (ASI) in April 1991, soil excavation activities, including removal of approximately 55 cubic yards of diesel-contaminated soils were conducted at the site. Soils samples were collected and soils and groundwater were analyzed. Based on the findings of the analysis, ASI indicated that the diesel spillage had not significantly impacted the groundwater quality and should not significantly affect groundwater in the future. ASI requested a site closure from the DEH and the California RWQCB. Both the DEH and RWQCB agreed with ASI's findings and reported that “no further action” was required. DEH advised that changes in the present or proposed use of the property may require further site characterization and mitigation activity.</p> <p>The second case was discovered during fuel dispenser re-piping activities conducted in May 2002. Soil samples collected beneath the fuel dispensers as part of the re-piping activities indicated that elevated concentrations of petroleum hydrocarbon compounds were present in the underlying shallow soil. Subsequent subsurface investigation conducted in the vicinity of the fueling facility included the installation of two groundwater monitoring wells and groundwater and soil sampling and analysis. The results of the investigations indicated that concentrations of total petroleum hydrocarbons – diesel fuel (TPHd) and total petroleum hydrocarbons – gasoline (TPHg) are present in the underlying soil and methyl tertiary butyl ether (MTBE) is present in the underlying groundwater.</p>

C-2

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	<p>Upon review of the Preliminary Site Assessment, DEH recommended that an additional groundwater monitoring well be installed south of the fueling facility in an attempt to determine the contamination gradient. The Work Plan to install the new groundwater monitoring well was approved by DEH on February 1, 2005 and the Construction Permit was approved on March 17, 2005. The fueling facility and the USTs associated with it were removed under proper oversight in November 2005. A request has been made to close this case. Closure and removal of the on-site UST shall be done in accordance with the regulations of DEH. In accordance with DEH, at the time of removal, soils shall be tested underneath the tank for any contamination. If contaminated soil is found, it shall be removed under the oversight of a qualified engineer.</p> <p>The future redevelopment associated with the Quarry Falls project is not expected to use, store or transport hazardous materials that would result in significant impacts.</p> <p>A mitigation measure is included in the PEIR that would reduce any potential environmental effects associated with hazardous materials to below a level of significance. In summary, the mitigation requires that the applicant provide a concurrence letter from the San Diego County Department of Environmental Health stating that human health, water resources and the environment are adequately protected from any contamination that may have been present on the site prior to the issuance of building permits for each of the development phases/proposed site development.</p>

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<p>Ms. Marilyn Mirrasoul December 18, 2007 Page 3</p>	
<p>C-3 4) Proper investigation, sampling and remedial actions overseen by the respective regulatory agencies, if necessary, should be conducted at the site prior to the new development or any construction. All closure, certification or remediation approval reports should be included in the EIR.</p>	<p>C-3. See response no. C-2. The Underground Storage Tank Closure Report or the UST is included in Appendix M3 to the PEIR.</p>
<p>C-4 5) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a Border Zone Property.</p>	<p>C-4. The PEIR also includes a review of off-site areas which may contain hazardous wastes/substances. Properties located within an approximate city block of the project site identified on the regulatory database report include six facilities listed in databases compiled for hazardous materials. These facilities, their location and status are listed in Table 5.7-1, <i>Off-Site Hazardous Materials Sites</i>, of the PEIR. These off-site properties are located more than an approximate city block away and are not expected to affect the project site due to gradient of groundwater flow (away from the site), distance to the site, status of those properties, and/or their locations. The proximity and nature of the off-site hazardous materials properties would not result in significant health and safety considerations for the proposed project.</p>
<p>C-5 6) If buildings, other structures, or associated uses; asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should be conducted for the presence of other related hazardous chemicals, lead-based paints or products, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.</p>	<p>C-5. The State of California and County and City of San Diego have established regulations to ensure that hazardous materials, including asbestos containing materials (ACMs), lead-based paints and products, mercury, and other hazardous materials are abated in compliance with environmental regulations and policies. Relative to ACMs, prior to any demolition of assumed ACM areas, the County of San Diego requires that a site surveillance be performed by certified asbestos consultant or technician to test suspect materials. If ACMs are found present, a registered asbestos abatement contractor would be hired for proper disposal of any hazardous material prior to demolition, as required by the County of San Diego. Furthermore, a letter of "Notification of Asbestos Renovation or Demolition Operations" would be delivered to the City of San Diego as per City ordinance. If other hazardous materials are encountered during demolition procedures, standard measures will be taken to comply with State and local regulations.</p>
<p>C-6 7) The project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.</p>	
<p>C-7 8) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. If it is found necessary, a study of the site and a health risk assessment overseen and approved by the appropriate government agency and a qualified health risk assessor should be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.</p>	
<p>9) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5).</p>	


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	<p>C-6. The project site was also evaluated to assess potential environmental concerns associated with approximately 46,600 cubic yards of on-site sediment prior to its transport or replacement. Soil samples were collected and analyzed for contamination. Based on the findings of the analysis, the sediment located at the site is not subject to regulation as a hazardous waste, does not pose an unacceptable human health risk and can be re-used on-site or transported off-site for re-use or disposal. Additionally, the potential for contamination of imported soils stock piled on the property and the suitability for using the imported material as engineered fill was evaluated. The soils were imported from the Mission Bay area, Old Town and the former Naval Training Center in the mid-1990s. Analysis was conducted of imported soils and determined that the imported sediment is suitable for use as engineered fill.</p> <p>C-7. Included in the <i>Air Quality Technical Report</i> (July 30, 2007), prepared for the project, is a health risk assessment. The <i>Air Quality Technical Report</i> is contained in Appendix C to this Program EIR.</p> <p>As shown in the draft PEIR, Table 5.7-3 (Health and Safety Section, page 5.7-15), emissions from the concrete and hot mix asphalt plants are estimated to be below the screening-level criteria for all pollutants and would therefore not have the potential for a significant impact on the ambient air quality. In addition, because the facilities would be permitted by the APCD, they would be required to demonstrate to the APCD that they would not have a significant impact on the ambient air quality.</p>

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<p>Ms. Marilyn Mirrasoul December 18, 2007 Page 4</p> <p style="margin-left: 40px;">If it is determined that hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be required. If so, the facility should contact DTSC at (714) 484-5423 to initiate pre-application discussions and determine the permitting process applicable to the facility.</p> <p>C-8</p> <p style="margin-left: 40px;">If it is determined that hazardous wastes will be generated, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942.</p> <p style="margin-left: 40px;">Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.</p> <p style="margin-left: 40px;">If the project plans include discharging wastewater to a storm drain, you may be required to obtain an NPDES permit from the overseeing Regional Water Quality Control Board (RWQCB).</p> <p>C-9</p> <p>14) If during construction/demolition of the project, the soil and/or groundwater contamination is suspected, construction/demolition in the area would cease and appropriate health and safety procedures should be implemented.</p> <p>C-10</p> <p>15) If the site was used for agricultural, cattle ranching or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.</p> <p>C-11</p> <p>16) Envirostor (formerly CalSites) is a database primarily used by the California Department of Toxic Substances Control, and is accessible through DTSC's website. DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489 for the VCA.</p> <p>C-12</p>	<p>C-8. Comments noted. See also response nos. B-1 and B-2.</p> <p>C-9. Water quality, drainage and storm water control are addressed in Section 5.13, <i>Water Quality</i>, of the PEIR. As stated in Section 5.13, construction of any project in the City of San Diego is subject to the requirements of erosion control in the City's Grading Ordinance and is also required to comply with the Clean Water Act. Conformance with the Clean Water Act is established through compliance with the requirements of the San Diego Regional Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit No. R9-2007-0001. To comply with this permit, the applicant must obtain a construction permit, which requires conformance with applicable best management practices (BMPs) and development of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring program plan. The City of San Diego has adopted Storm Water Standards as a part of the Municipal Code. As part of this program, the City adopted an Urban Runoff Management Plan, which identifies ways to protect and improve water quality of the ocean, rivers, creeks and bays in the region, and achieve compliance with the permit. The <i>Quarry Falls</i> project would implement storm water discharge BMPs as required by the City.</p> <p>C-10. Comments noted.</p> <p>C-11. The project site has not been used for agricultural, cattle raising or related activities.</p> <p>C-12. Comment noted.</p>

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<p data-bbox="268 272 462 344">Ms. Marilyn Mirrasoul December 18, 2007 Page 5</p> <p data-bbox="121 402 199 435">C-13</p> <p data-bbox="268 397 1018 500">17) In future CEQA documents please provide complete contact information, including contact person information, title, contact fax and e-mail address, and agency web address which contains the project information. Also, if the project title changes, please provide historical project title(s).</p> <p data-bbox="268 522 1024 597">If you have any questions regarding this letter, please contact Ms. Teresa Hom, Project Manager, preferably at email: thom@dtsc.ca.gov. Her office number is (714) 484-5477 and fax at (714) 484-5438.</p> <p data-bbox="268 620 357 646">Sincerely,</p>  <p data-bbox="268 743 829 824">Greg Holmes Unit Chief Southern California Cleanup Operations Branch - Cypress Office</p> <p data-bbox="268 847 709 971">cc: Governor's Office of Planning and Research State Clearinghouse P.O. Box 3044 Sacramento, California 95812-3044 state.clearinghouse@opr.ca.gov</p> <p data-bbox="319 993 724 1149">CEQA Tracking Center Department of Toxic Substances Control Office of Environmental Planning and Analysis 1001 I Street, 22nd Floor, M.S. 22-2 Sacramento, California 95814 gmoskat@dtsc.ca.gov</p> <p data-bbox="268 1172 378 1198">CEQA#1958</p>	<p data-bbox="1092 402 1974 587">C-13. The complete contact information for the PEIR was presented in the PUBLIC NOTICE OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT, which was distributed with the Draft PEIR and was placed on the City's web site. The requested information is included in the Notice of Completion sent to the State Clearinghouse and is posted on the CEQAnet web site.</p> <p data-bbox="1176 620 1974 678">If the project should change in the future requiring additional environmental review, previous project titles will be noted.</p>

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<div data-bbox="233 334 296 423" data-label="Image"> </div> <p data-bbox="298 334 598 451"> DEPARTMENT OF FISH AND GAME http://www.dfg.ca.gov South Coast Region 4949 Viewridge Avenue San Diego, CA 92123 (858) 467-4201 </p> <div data-bbox="942 347 1001 412" data-label="Image"> </div> <p data-bbox="779 505 896 524" style="text-align: center;">January 4, 2008</p> <p data-bbox="298 573 567 678"> Ms. Marilyn Mirrasoul City of San Diego Development Services Department 1222 First Avenue, Mail Station 501 San Diego, California 92101 </p> <p data-bbox="298 703 963 764"> Subject: Comments on the Draft Program Environmental Impact Report for the Quarry Falls Project, City of San Diego, San Diego County, California (Project No. 49068; SCH #2005081018) </p> <p data-bbox="298 789 453 808">Dear Ms. Mirrasoul:</p> <p data-bbox="298 833 993 961"> The California Department of Fish and Game (Department) has reviewed the above-referenced Draft Program Environmental Impact Report (DPEIR) dated November 1, 2007. The Department previously commented on the Notice Of Preparation for the DPEIR on September 1, 2005. We appreciate the extension of the review period for this document until Jan 5, 2008. Our comments provided herein are based on information in the DPEIR and associated documents and our participation and knowledge of regional conservation planning efforts. </p> <div data-bbox="107 943 201 992" data-label="Text"> <p>D-1</p> </div> <p data-bbox="298 985 987 1157"> The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; Sections 15386 and 15381, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA) and other sections of the Fish and Game Code. The Department also administers the Natural Community Conservation Planning (NCCP) Program. The City of San Diego (City) participates in the NCCP program by implementing its approved Multiple Species Conservation Program (MSCP) Subarea Plan. </p> <div data-bbox="107 1182 201 1230" data-label="Text"> <p>D-2</p> </div> <p data-bbox="298 1182 978 1352"> The proposed project site is located in the Mission Valley and Serra Mesa communities of the City, bordered by Friars Road to the south, Phyllis Place to the north, Interstate 805 to the east, and Mission Center Road to the west. The site is 230.5 acres and is currently occupied by an ongoing resource extraction operation for the mining and processing of sand and gravel. The proposed project includes development of 4,780 residential units; 603,000 square feet of retail space; 620,000 square feet of office/business park uses; 31.8 acres of parks, civic uses, open space and trails, and an option for a future school. The proposed project is not located within City's Multi-Habitat Planning Area (MHPA). </p>	<p data-bbox="1087 943 1969 1003"> D-1. Comments noted. These comments explain the role of the California Department of Fish and Game. </p> <p data-bbox="1087 1182 1969 1271"> D-2. Comments noted. These comments summarize the project and its setting, as presented in Sections 2.0, <i>Environmental Setting</i>, and 3.0, <i>Project Description</i>, of the PEIR. </p>

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<p>January 4, 2008 Page 2</p> <p>According to the Biological Survey Report, prepared by Consultants Collaborative (dated March 13, 2006; revised August 11, 2006 and September 7, 2007), vegetation communities and land types present within the proposed project site include: 0.18 acre of disturbed wetlands; 2.11 acres of coastal sage scrub (CSS; Tier II); 0.36 acre of mixed chaparral (Tier IIIA); 17.08 acres of non-native grassland (Tier IIIB); 0.56 acre of solitary eucalyptus stands (Tier IV); 1.69 acres of disturbed ruderal habitat consisting of maintained dirt roads (Tier IV); and 208.7 acres of developed land (includes entire conditional use permit/reclamation plan footprint for current mining operation). Approximately 0.12 acre of disturbed wetlands was mapped off-site in association with a graded unmaintained drainage channel.</p> <p>Protocol surveys for the federally threatened coastal California gnatcatcher (<i>Poliophtila californica californica</i>; gnatcatcher) were conducted in 2005, resulting in one pair of gnatcatchers (with fledglings) observed along the northeastern corner of the project site within CSS habitat. No federal or state list sensitive plant species were observed on the project site during the biological surveys that were conducted in 2005.</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">D-3</div> <p>The proposed project would permanently impact 14.08 acres of environmentally sensitive lands consisting of 0.18 acre of disturbed wetlands (0.06 acre on-site/0.12 acre off-site), 1.08 acres of CSS, 0.28 acre of mixed chaparral, and 12.54 acres of non-native grassland. Mitigation for impacts to sensitive upland habitats would occur through payment into the City of San Diego's Habitat Acquisition Fund at the following ratio: acreage: CSS at 1:1/1.08 acres, mixed chaparral at 0.5:1/0.14 acre, non-native grassland at 0.5:1/6.27 acres, for a total of 7.49 acres.</p> <p>Wetland mitigation requirements (totaling 0.18 acre of permanent impacts) would be addressed through the Department's Lake and Streambed Alteration Program. As a result of preliminary consultation with Department staff, the mitigation measures for impacts to 0.06 acre of on-site disturbed wetland would be mitigated at a 2:1 ratio (consisting of one part creation/one part enhancement) to ensure a no net loss of wetland habitat. The wetland creation component (0.06 acre) would be achieved by purchasing the appropriate credits within the Rancho Jamul wetland mitigation bank, while the enhancement component (0.06 acre) would be accomplished within a 17-acre parcel located northeast of project site (located within the San Diego River corridor). The off-site impacts to 0.12 acre of disturbed wetlands would be mitigated at a 1:1 ratio through wetland enhancement within the same 17-acre parcel referenced above.</p> <p>Approximately 2.58 acres of avoided on-site habitat comprised of 0.75 acre of gnatcatcher occupied coastal sage scrub, 0.8 acre of mixed chaparral, 1.79 acres of non-native grassland and 0.16 acre of disturbed habitat would not be included as a portion of the required mitigation. This avoided habitat would be placed in an open space easement at the northern end of the property.</p> <p>We offer the following comments and recommendations to assist the City in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources, and to ensure that the project is consistent with all applicable requirements of the approved Subarea Plan.</p>	<p>D-3. Comment noted. These comments summarize the results of the Biological Survey Report as presented in Appendix E1 of the PEIR.</p>

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<p>January 4, 2008 Page 3</p> <p><u>Comments on the DPEIR</u></p>	<p>D-4. Comment noted. This revision has been made to the PEIR. The revision is clarification of the broader intent of CDFG's 1602 process and does not affect the overall content, conclusions, and adequacy of the PEIR.</p>
<p>D-4</p> <p>1. We recommend that text under Section 1.4.1 of the DPEIR that reads, ".....proposing to affect an intermittent or permanent streambed (including wetlands habitat)" be revised to state any "perennial, intermittent, and ephemeral rivers, streams, and lakes in the state" to more accurately represent the broader intent of the Department's 1602 process.</p>	<p>D-5. Comment noted. Additional text has been added to Section 3.0, <i>Project Description</i>, regarding revegetation as a requirement of the current standards identified under the Surface Mining and Reclamation Act of 1975. .</p>
<p>D-5</p> <p>2. Under section 3.0 provide additional discussion within the final PEIR as to the revegetation proposal that would be implemented upon the closure of the mining operation and its conformance with current standards identified under the Surface Mining and Reclamation Act of 1975.</p>	<p>Section 2774 of the Public Resources Code (PRC) requires a lead agency, prior to approval of a surface mining reclamation plan and financial assurances, to submit any amendments to the Director of Conservation (DOC) for review and comment. In addition, the Draft PEIR was provided to the Department of Conservation, which did not submit comments during the public review period. A formal submittal to DOC, including the lead agency's response to DOC comments, has been completed as required by Section 2774(d)(2) of the PRC. This review ensures compliance with the SMARA standards for reclamation for the entire site is achieved. The City has received correspondence indicating SMARA has completed its review and concurs with the proposed amendment to the Reclamation Plan. This review ensures compliance with the SMARA standards for reclamation for the entire site is achieved.</p>
<p>D-6</p> <p>3. Under section 5.6.1 Existing Conditions, San Diego sunflower (<i>Viguiera laciniata</i>) was observed within the non-native grassland habitat area, however within Table 5.6.2 this plant was mislabeled as (<i>Viguira lanceolata</i>). Please correct the table. The biological survey report should also be revised to reflect the correct plant species. Furthermore, provide additional discussion regarding the sensitivity rating and state ranking (i.e., CNDDDB, California Native Plant Society) of <i>Viguiera laciniata</i> within the discussion section on sensitive plants, along with incorporating that information into Table 5.6-4 of the final PEIR (note that CNPS List 4 plant is currently listed in Table 5.6-4).</p>	<p>D-6. The typographical error regarding the San Diego sunflower has been corrected; and the PEIR was revised as recommended. Additional information regarding the plants status has been included in the final Biological Technical Report (CCI, 2008) and is shown below:</p>
<p>D-7</p> <p>4. The biological map (Figure 5.6-1) includes a highlighted area of eucalyptus trees. The area is linear in shape and roughly 1000 feet in length, however within the narrative of the environmental document (i.e., 5.6.1 Existing Conditions) this specific habitat is being referred to as a "solitary stands of eucalyptus trees". Please provide additional clarification as to whether the highlighted area is predominantly comprised of eucalyptus trees. Also, there is limited discussion within the body of the document as to whether the solitary stands of eucalyptus tree would support any nesting raptors. There is currently one section within the Biological Resources section of the DPEIR which identifies that "project construction could cause disruption or removal of raptor nests". Considering that 12.54 acres of non-native grassland habitat is in close proximity to the eucalyptus and that California ground squirrel (<i>Spermophilus beecheyi</i>), Audubon's cottontail (<i>Sylvilagus audubonii</i>), and burrows associated with southern pocket gopher (<i>Thomomys umbrinus</i>) where identified within the biological survey report, it is this Department's position that additional discussion is warranted within the final PEIR concerning the specific use of this area for raptors, and the significance on the potential loss of the adjacent foraging habitat.</p>	<p><i>San Diego County Viguiera [Viguiera laciniata Gray in Torr.]</i></p> <p><i>Status: San Diego County Viguiera is declining but still found at many hundreds of locales where occasionally it is a dominant shrub. This species shows some ability to colonize areas of mild disturbance and is readily grown from seed. This species is recommended for de-listing by the CNPS; it is too common and wide-ranging in San Diego County to warrant such a listing.</i></p>
<p>D-8</p> <p>5. Under section 5.6.1 of the DPEIR, 43 plant species are listed as being observed onsite, however only 42 plants are listed in Table 5.6-2. Please correct this item and revise the percent values of native/non-native plants that are referenced within the narrative portion (i.e., under Plants heading) of the final PEIR.</p>	
<p>D-9</p> <p>6. Section 5.6.2 (Impact Analysis) of the final PEIR should include a discussion on potential cumulative biological impacts (CEQA Guideline, §15130) resulting from the proposed</p>	

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	<p><i>Listing: CNPS List 4 R-E-D Code 1-2-1; State/Federal Status -- None.</i></p>

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	<p>D-7. The on-site eucalyptus trees were planted (in a row); and due to the leaf litter, no additional understory habit persists. The PEIR Section 5.6 has been revised to incorporate additional information regarding the potential use of the non-native grassland habitat by raptors and the significance of the loss of the habitat. Mitigation for biological impacts had already been included on page 11-11 through 11-19 of the draft PEIR.</p> <p>D-8. Section 5.6.1 has been revised to reflect that there were <u>42</u> plant species observed on-site. The change from 43 to 42 observed plant species does not change the percentage of native vs. non-native species; no percentage change is required.</p> <p>D-9. Cumulative impacts to biological resources are addressed in Section 8.0, <i>Cumulative Effects</i>. In light of CDFG’s comments, the following has been added to the discussion of cumulative impacts to biological resources:</p> <p style="padding-left: 40px;"><i>Because the proposed project, as well as projects considered as part of this cumulative analysis, must comply with the City’s Stormwater and the RWQCB’s regulations, the potential for the combined storm drain conveyance systems to adversely impact aquatic resources within downstream water bodies would be reduced to below a level of significance. With the completion of the project’s off-site drainage channel enhancement, all non native exotic species would be removed from the channel and the disturbed wetland restored with native plantings. This would significantly improve the downstream drainage and river habitats due to the reduction in non-native exotic species seed dispersal.</i></p> <p>The Water Quality Technical Report, reviewed and accepted by the City Engineer, prepared by EDAW (2007) discusses potential impacts to downstream water bodies and concluded no significant impacts from the development of the project. The Quarry Falls project is subject to water quality regulations defined by the Clean Water Act (CWA) Section 402 (National Pollutant Discharge Elimination System [NPDES]). Authority for implementation and enforcement of the CWA Section 402 NPDES program in California has been delegated by the U.S. Environmental Protection Agency to the State Water Resources Control Board and the nine RWQCBs.</p>

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	<p>The associated NPDES regulations that are applicable to the project include the General Construction Permit and the Municipal Permit. These requirements, along with the proposed Best Management Practices (BMPs) to achieve compliance, were summarized in the Water Quality Technical Report.</p> <p>The Quarry Falls project discharges to the lower reach of the San Diego River. The Lower San Diego River has been characterized as impaired for phosphorus, low dissolved oxygen, total dissolved solids, and fecal coliform. The Quarry Falls project has developed a storm water management program to address the water quality issues associated with the project and to meet the intent of the regulations. The project has included an integrated combination of BMPs to address both flow and water quality and has utilized source control, site design, and treatment BMPs to achieve treatment to the maximum extent practicable (MEP). The proposed BMPs were also selected based on their ability to (1) address the site characteristics and limitations, (2) address limitations of the receiving waters, (3) integrate land uses, and (4) represent more natural systems that integrate the concepts of low-impact development as opposed to mechanical and end-of-pipe treatment processes.</p>

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<p>January 4, 2008 Page 4</p> <p>development and the affect on existing biological resources. The analysis should consider the potential increase of pollutant discharges from the development proposal to the combined storm drain conveyance system and its overall affect to adversely impacting aquatic resources within downstream water bodies.</p>	<p>D-10. The City of San Diego's MSCP and MHPA are addressed in Section 2.9 of the PEIR. According to the City of San Diego's MSCP and the Land Development Code Biology Guidelines (2001), the California gnatcatcher is an adequately protected species and mitigation for potentially significant impacts is not required outside the MHPA. The on-site California gnatcatchers were not located within or adjacent to the MHPA.</p> <p>D-11. An updated Spring biological survey was completed by Consultants Collaborative on March 7, 2008. The Biology Survey Report has been revised to include the results of the updated survey. The results of the updated survey were consistent with the earlier survey; and no vernal pools were observed on-site.</p> <p>D-12. The area both within the offsite graded drainage channel (whose basin is proposed to be cleared) and to either side is in a developed condition (manufactured slopes which do not support native vegetation). The mowing of the dense non-native vegetation within the drainage channel on land owned by the applicant would enhance the capacity of the channel and help minimize mosquito breeding areas. Potential significant impacts from the proposed mowing of the vegetation in the channel has been assessed and would be mitigated in compliance with the California Department of Fish and Game 1602 permit. This, as well as adherence to the completed Water Quality Technical Report prepared by EDAW (2007) would preclude potential additional direct or cumulative significant impacts as well as mitigate the potential for the potential combined storm drain conveyance system to adversely impact aquatic resources within downstream water bodies. In addition, there would be a significant reduction in non-native exotic species seed dispersal which supports and expands the large non-native species domination in the San Diego River.</p> <p>D-13. The payment of funds into the Habitat Acquisition Fund has been proposed and supported by City staff because of the 13.90 acres of impacts; 12.19 acres are comprised of low-quality annual non native grasslands (NNG) which were not adjacent or within the MHPA. While NNG may be utilized as foraging habitat for raptors, no raptors or raptor nests (active or otherwise) have been observed in the area. With the payment of fees into the Habitat Acquisition Fund, the goals of the MSCP to preserve habitat with long term viability would allow the City to continue to reduce habitat fragmentation and protect biodiversity within the MHPA.</p>
<p>D-10 7. According to the DPEIR and the Biological Survey Report, a pair of coastal California gnatcatchers with fledglings was identified within the project footprint. Per the biological survey report (dated September 7, 2007) the protocol surveys for gnatcatcher were conducted in 2005. The Department usually requests that surveys for sensitive species be conducted within one year prior to submission of a CEQA document. Therefore, we recommend that a new focused survey for gnatcatcher be conducted to update the biological report and allow for a more accurate analysis of the proposed project's impacts on sensitive biological resources within the final PEIR.</p>	
<p>D-11 8. The site survey for biological resources for this project was conducted during a time of year (June 2005) when detection probability for some sensitive annual plant species is low and detection probability for rare, endangered, threatened, or otherwise sensitive resources associated with vernal pools is further limited. The final PEIR should include supplemental information regarding updated surveys performed on the project site and/or documentation from City MSCP staff regarding surveys that may have been conducted during the prior city-wide vernal pool inventory.</p>	
<p>D-12 9. The biological resources section of the DPEIR does not adequately identify or describe the habitat conditions that border the off-site drainage channel and the necessity for the vegetation removal within this channel. The specifics of this work are primarily outlined in the Drainage Study appendices. Although direct impacts are identified (i.e., removal of exotic plants), the indirect and cumulative impact analysis is absent from the biological resource discussion concerning the opening of this channel and the potential effects to downstream water quality conditions. This analysis should be included in the final PEIR. Additionally, information regarding the ownership of this off-site channel and whether an easement exists to conduct the proposed vegetation removal activity should be provided, considering that this work activity would necessitate a Department notification for Lake or Streambed Alteration Agreement.</p>	
<p>D-13 10. The City's Biology Guidelines identifies that monetary compensation through payment into the Habitat Acquisition Fund is an option available for mitigating impacts to environmentally sensitive lands; however the fund is intended to be used for the mitigation of impacts to small, isolated sites which have been identified to have lower long-term conservation value. Typically 5 acres or less is applicable, with in some cases consideration given to areas up to 10 acres in size. Current 13.90 acres of upland habitat would be directly impacted by the property. Please include additional discussion on how the selected mitigation method fulfills the intent of the City's MSCP Subarea Plan.</p>	
<p>11. In regards to the enhancement component to mitigate for off-site wetland impacts, additional discussion should be provided within the final PEIR that outlines the</p>	

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<p>January 4, 2008 Page 5</p> <p>D-14 protection and notice element for the off-site wetland enhancement area. An overview of the general biological conditions and the areas ability to support such a mitigation proposal should be summarized within the main body of the final PEIR. Currently, the specifics of the mitigation proposal are limited to details outlined within the Wetland Habitat Enhancement Mitigation and Monitoring Plan (Appendix E2). According to this plan there is a condition which identifies that the wetland habitat enhancement area would be placed within a conservation easement that would be managed in perpetuity by a CDFG and City of San Diego approved habitat manger. Typically, a covenant of easement would be recorded against the title of the property for the remainder area in favor of the City (or other conservation entity, if acceptable to the City) with the U.S. Fish and Wildlife Service and the Department named as third party beneficiaries. City staff has indicated that the San Diego River Foundation may be given the long-term management responsibilities of this area upon the completion of wetland enhancement activities. If a non-profit organization is proposed to hold fee title or be named on the covenant easement for the mitigation land, the City of San Diego (as CEQA lead agency) must approve that entity to do so pursuant to Government Code Section 65965 (AB 2746), which became effective in January of 2007.</p> <p>D-15 12. Under Mitigation Measure 5.6-1, a condition should be added to this language that identifies that "prior to the project applicant's commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake that the project applicant shall submit a complete Lake or Streambed Alteration Program notification package and fee to the California Department of Fish and Game". This condition should also be incorporated into section 11.0 Mitigation Monitoring and Reporting Program of the final PEIR.</p> <p>D-16 13. The biological survey report identifies 2.58 acres of habitat would be preserved on site, however the details of this proposal are limited to the area identified in Figure 5.6-5. The final PEIR should include a discussion regarding the proposed on-site habitat preservation area and any proposed protection elements.</p> <p>D-17 14. Under Mitigation Measure 5.6-5 a 300-foot distance from proposed development to identified raptor nests is reference, whereas a 500-foot distance is referenced under the discussion entitled Significance of Impacts Following Mitigation. Please identify the correct setback distance within both of these sections the final PEIR.</p> <p>D-18 15. The DPEIR indicates that impacts to nesting migratory birds are not significant due to compliance with the approved MSCP Subarea Plan. However, the MSCP Subarea Plan does not provide take for non-MSCP covered species, including many migratory avian species. In order to comply with sections 3503 and 3503.5 of the Fish and Game Code and minimize impacts to breeding birds, including migratory birds, we recommend that the following mitigation measure be added to the final PEIR:</p>	<p>D-14. The proposed enhancement area would be placed in a conservation or covenant easement and would occur off site within an approximately 17-acre parcel of which a portion is within the San Diego River Floodway. The property is comprised of two adjoining parcels (APN #s 43805216 and 43805217) located immediately north-east of the intersection of Camino Del Rio North and Qualcomm Way, south of the trolley and San Diego River. Currently, the property is fenced off to preclude public access to the greatest extent possible; and this fence would be maintained by the property owner. Note that the easement is a permit condition but will also be added to the MMRP for clarity.</p> <p>In addition, as a condition of the Master PDP, permanent signs would be placed on the fence to protect the enhanced area. The signs would be corrosion resistant, a minimum of 6" x 9" in size, on posts not less than three (3) feet in height from the ground surface, and would state the following:</p> <p style="text-align: center;">SENSITIVE BIOLOGICAL RESOURCES DISTURBANCE BEYOND THIS POINT IS RESTRICTED NO TRESPASSING</p> <p>D-15. In accordance with CDFG's request, MM 5.6-1 has been expanded to include the following additional requirement:</p> <p style="text-align: center;"><i>Prior to the commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, the project applicant shall submit a complete Lake or Streambed Alteration Program notification package and fee to the California Department of Fish and Game.</i></p> <p>This additional requirement has also been added to the Mitigation Monitoring and Reporting Program presented in Section 11.0 of the PEIR, and is a standard permit condition which would apply to this project.</p>

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	<p>D-16. The 2.78 acres of avoided low-quality and isolated habitat does not qualify as on-site mitigation to be utilized, under the City’s mitigation regulations., as potential onsite habitat mitigation. The area to be avoided would be placed within an open space easement to protect the area from development.</p> <p>D-17. The correct distance is 300 feet. This correction has been made to the discussion entitled Significance of Impacts Following Mitigation.</p> <p>D-18. As stated in the biology report, avian species observed on-site are protected under the Migratory Bird Treaty Act (MBTA) which prohibits, unless permitted by regulations, the pursuit, hunting, taking, capture, killing, possession, sale, purchase, transport, or export of any migratory bird or any part, nest or egg of that bird. A standard permit condition states that the granting of a project permit does not allow the violation of any state or federal laws. The MMRP includes on-site biological monitoring of the site. Compliance with the MMRP is overseen by the Mitigation Monitoring Coordination (MMC) section.</p>

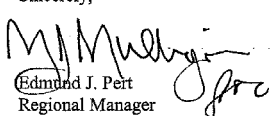
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<p>January 4, 2008 Page 6</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">D-18 (con't)</div> <p>To avoid any direct and indirect impacts to raptors and/or any migratory birds, grubbing and clearing of vegetation that may support active nests and construction activities adjacent to nesting habitat, should occur outside of the breeding season (January 15 to August 31). If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the breeding season, the applicant shall retain a City-approved biologist to conduct a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 100-feet of the construction area, Federally- or State-listed birds (e.g., coastal California gnatcatcher, least Bell's vireo) on or within 300-feet of the construction area and nesting raptors within 500-feet of the construction area. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction, the results of which must be submitted to the City for review and approval prior to initiating any construction activities. If nesting birds are detected by the City-approved biologist, the following buffers should be established: 1) no work within 100 feet of a non-listed nesting migratory bird nest, 2) no work within 300 feet of a listed bird nest, and 3) no work within 500 feet of a raptor nest. However, the City may reduce these buffer widths depending on site-specific conditions (e.g. the width and type of screening vegetation between the nest and proposed activity) or the existing ambient level of activity (e.g., existing level of human activity within the buffer distance). If construction must take place within the recommended buffer widths above, the project applicant should contact the City to determine the appropriate buffer.</p> <p>A bio-monitor shall be present on-site during all initial grubbing and clearing of vegetation to ensure that perimeter construction fencing is being maintained and to minimize the likelihood that nests containing eggs or chicks are abandoned or fails due to construction activity. A bio-monitor shall also perform periodic inspections of the construction site during all major grading to ensure that impacts to sensitive plants and wildlife are minimized. These inspections should take place once or twice a week, as defined by the City, depending on the sensitivity of the resources. The bio-monitor shall send weekly monitoring reports to the City and shall notify both the City and the Wildlife Agencies immediately if clearing is done outside of the permitted project footprint.</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">D-19</div> <p>16. Under section 5.9.2 of the DPEIR, Issue 1 identifies the requirement to consider whether modifications would result in direct or cumulative impacts related to flooding and erosion. The DPEIR indicates that of the 11 drainsheds, all but area 7 would drain towards the 7'X 7' box culvert in the southwest corner of the project site. There is a referral to the existing culvert system, downstream channel, and existing hydraulic capacity, however no discussion has been provided within this section concerning existing channel characteristics, necessity for vegetation removal within channel, potential change in flow rates, and the likelihood for any accelerated bank erosion which could lead to sedimentation of downstream water bodies. Further discussion should provide within the main body of the final PEIR identifying these issues (CEQA</p>	<p>D-19. The discussion of existing channel characteristics is covered in Chapter 5.9 - <i>Hydrology</i>, as well as Chapter 5.6 - <i>Biological Resources</i> and Chapter 5.13 - <i>Water Quality</i>. The existing channel was constructed as part of a stormwater conveyance system to serve the mining operation and ensure flows to the San Diego River were controlled to prevent flooding.</p> <p>The <i>Drainage Study for Quarry Falls</i>, prepared by TCB, Inc. (August 2007) and included as Appendix G to the Draft PEIR for the Quarry Falls Project, includes a detailed discussion of the existing drainage channel and box culverts that were constructed as the stormwater conveyance system to support the mining activities on the project site. As described in that report, the existing channel has an overgrowth of invasive plant species which has somewhat diminished the capacity of the channel. The invasive vegetation will be mowed to a height plus or minus six inches. The hydraulic analysis concluded that due to the BMP measures being employed as part of the project, the velocities in the channel will range between 1.5 and 2.5 feet per second (fps), which is lower than existing conditions in the channel which is between 2.5 and 3.5 fps. The <i>Drainage Study for Quarry Falls</i> concludes the Quarry Falls project can be accomplished without adverse impact to the existing storm drainage infrastructure.</p> <p>The hydraulic analysis was performed using standard methodologies described by the Federal Highways Administration (FHWA) in criteria manual FHWA-NHI-01-020 (2001) "Hydraulic Design of Highway Culverts" and confirmed through detailed hydraulic modeling using the U.S. Army Corps of Engineers software "River Analysis System" (HEC-RAS), version 3.1.3. The calculated drainage capacity of the channel is 341 cubic feet per second (cfs). Under existing conditions the projected 100 year runoff is estimated at 527 cfs. Under proposed conditions, this runoff rate will be limited to 316 cfs further reducing the erosion potential. This limited rate of runoff also mitigates for any concern of an increase in the frequency of flooding since it more closely resembles the 10 year rate of flow under existing conditions.</p>

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	<p>The <i>Final Water Quality Technical Report for Quarry Falls</i>, prepared by EDAW, Inc. (October 2007) and included as Appendix K, concludes any changes to downstream erosion potential would be negligible because of the implementation of best management practices (BMPs) and collection of runoff by an engineered conveyance system, in addition to flow control from the site. The proposed onsite BMPs for the Quarry Falls project would be designed to provide systems to serve as filtering and erosion controlling devices, ensuring the treatment of stormwater has been occurred to the maximum extent practical (MEP).</p> <p>The <i>Biological Survey Report for Quarry Falls</i>, prepared by Consultants Collaborative (September 2007) and included as Appendix E1 identifies the off-site graded drainage channel as a disturbed wetland dominated by common exotic species that have displaced the native wetland flora. This is an ACOE and CDFG jurisdictional wetland dominated by tamarisk, eucalyptus, tree tobacco, arrundo and pampas grass. This area is to be mowed which requires a CDFG 1600 permit, however, no ACOE jurisdictional impacts will be incurred as impacts are limited to the removal of vegetation only with no modification to the channel-bed itself. The mowing of the invasive species will provide improved functionality and value to the San Diego River by removing the potential for the downstream transport of exotic and/or invasive seeds.</p> <p>In summary, the project is designed consistent with the existing flow rates and capacities of the existing stormwater conveyance system. The project identifies the need to ensure periodic maintenance of the channel to ensure the stormwater conveyance system operates to meet the requirements of a 100-year event.</p>

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<p>January 4, 2008 Page 7</p> <p>Guideline, §15147).</p> <p>D-20 17. Under section 5.13 of the DPEIR the Department would reiterate the requirement that the bioswales should be vegetated with native plants endemic to the region and that landscaping associated with these areas does not include cultivars or exotic plant species which have the potential to spread (either through means of seed or root sprouts) to downstream water bodies.</p> <p><u>Comments on the Wetland Habitat Enhancement Plan</u></p> <p>D-21 1. The plan should clearly identify all of the existing biological resources associated with the specific enhancement area and whether there would be work restrictions (associated with indirect impacts) that the Wildlife Agencies would place on performing work within these areas. For example, there is no discussion provide within the plan as to whether there is the potential for state and federally listed species to occur within the area, subsequently it is not clear whether certain types of work activities are restricted to address indirect-related impacts.</p> <p>D-22 2. Under the heading A. Design, a condition should be added that specifies that the field layout of all container plants shall be based upon the final landscape construction drawings reviewed and approved by City staff.</p> <p>D-23 3. Under the heading 1. Weed Control, a condition should be added that "hand removal of weeds is the most desirable method of control and shall be used whenever possible".</p> <p>D-24 4. Accompanied the established success criteria the plan should also include a reference that the enhancement shall have 0 percent coverage for Cal-IPC List A and B species, and no more than 10 percent coverage for all other exotic/weed species.</p> <p>We appreciate the opportunity to comment on the DEIR for this project and to assist the City of San Diego in further minimizing and mitigating project impacts to biological resources. If you have questions or comments regarding this letter, please contact Paul Schlitt of the Department at (858) 637-5510.</p> <p>Sincerely,  Edmund J. Peit Regional Manager California Department of Fish and Game</p> <p>cc: State Clearinghouse David Zoutendyk, U.S. Fish and Wildlife Service</p>	<p>D-20. Comment noted. All bioswales would be vegetated with native species and/or non-invasive non-natives species which would preclude the potential to spread into native habitat(s). This is consistent with the project Exhibit A, the project permit conditions, and the MMRP.</p> <p>The following conditions of approval will be included in the Master PDP to ensure the design and maintenance of the bioswale for water quality purposes.</p> <ol style="list-style-type: none"> 1) For each development proposal and prior to the issuance of building permits, the applicant shall submit a report, addressing how Standard Permanent Storm Water Best Management Practices (BMPs) will be incorporated into the project. 2) Prior to the issuance of any construction permit the Subdivider shall incorporate and show the type and location of all post-construction Best Management Practices (BMP's) on the final construction drawings, in accordance with the approved Water Quality Technical Report. 3) Prior to the issuance of any construction permit, the Subdivider shall enter into a Maintenance Agreement for the ongoing permanent Best Management Practices (BMPs) maintenance. 4) The Permittee or Subsequent Owner shall ensure that all proposed landscaping, especially landscaping adjacent to native habitat, shall not include exotic plant species that may be invasive to native habitats. Plant species found within the California Invasive Plant Council's (Cal-IPC) Invasive Plant Inventory and the City of San Diego's Land Development Manual; Landscape Standards are prohibited. <p>D-21. Comment noted. In the wetland restoration plan it specifies that those areas to be enhanced are small pockets of non-native species. Therefore, these highly disturbed areas do not support the potential for state and federally listed species to occur. Furthermore, the Plan specifies that all clearing shall occur without the use of mechanized equipment to preclude indirect impacts, as well as impacts greater than proposed. These issues were reviewed and agreed upon during site visits with both CDFG staff and City staff. The specific impacts and proposed mitigation measures were subsequently confirmed via email by Kelly Fischer (CDFG) on March 29, 2007.</p>

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	<p>D-22. The applicant would be required to comply with the MMRP for the enhancement areas which provides specific instructions regarding the preparation of the appropriate plans. Please see pages 11-12 through 11-18 of the draft PEIR MMRP. The City's MMC section oversees the process and ensures compliance with the approved Landscape Construction Documents (D sheets).</p> <p>D-23. Under the heading 1, <i>Weed Control</i>, a condition has been added that states "hand removal of weeds is the most desirable method of control and shall be used whenever possible".</p> <p>D-24. Within the established success criteria of the Wetland Enhancement Plan a requirement that the enhancement area shall have 0 percent coverage for Cal-IPC List A and B species, and no more than 10 percent coverage for all other exotic/weed species has been included.</p>

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<p>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION <small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION</small></p> <p>DEPARTMENT OF TRANSPORTATION District 11 4450 Taylor Street, M.S. 230 San Diego, CA 92110 PHONE (619) 688-6960 FAX (619) 688-4299</p>  <p><i>"Eten ante posset" Reveniens operantur</i></p> <p>January 7, 2008</p> <p>Ms. Marilyn Mirrasoul City of San Diego Planning Department 122 First Avenue San Diego, CA 92101</p> <p>Dear Ms. Mirrasoul:</p> <p>The California Department of Transportation (Caltrans) appreciates the opportunity to review the Draft Environmental Impact Report (DEIR) for the proposed Quarry Falls development located near Interstate 805 (I-805), Interstate 8 (I-8), and State Route 163 (SR-163). Caltrans has the following comments:</p> <p>General Traffic Comments The stated overall Average Daily Trips (ADT) assumed to be generated by the proposed project appears reasonable. Gross trip distribution patterns are within reason.</p> <p>Freeway and Friars Road Level of Service (LOS) findings are reasonable.</p> <p>E-1 The LOS for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".</p> <p>All State-owned signalized intersections affected by this project should be analyzed using the intersecting lane vehicle (ILV) procedure from the Caltrans Highway Design Manual, Topic 406, page 400-21. Please provide to Caltrans and include as part of the EIR traffic analysis the ILV calculations.</p> <p>State Route 163 (SR-163) Caltrans in coordination with the City have been working on the Friars Road / SR-163 Interchange EIR. The EIR is scheduled to be completed in late 2008. The Friars Road / SR-163 Interchange is currently scheduled to complete project design and be ready for construction.</p> <p><i>"Caltrans improves mobility across California"</i></p>	<p>11-SD-805 PM 18.89 Quarry Falls DEIR SCH 2005081018</p> <p>E-1. Comments noted. ILVs for Caltrans facilities have been completed and the errata sheets are provided in Appendix L of the TIS. Additional calculations for interchanges have been performed using worksheets provided to the City by Caltrans.</p> <p>E-2. Comments noted.</p>

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<p>Ms. Marilyn Mirrasoui January 7, 2008 Page 2</p> <p>sometime around 2010. However, Phase 1 construction of the Friars Road / SR-163 interchange is not fully funded.</p> <p>E-3 The Phase 1 of the Quarry Falls project is also planned for construction by 2010. Therefore, given the timing of the Friars Road / SR-163 Interchange environmental and design approval and the projected construction schedule for the Quarry Falls development, it is Caltrans preference and recommendation that the mitigation improvements identified in the Quarry Falls EIR (Phase 1 & Phase 2) be implemented in conjunction with the actual hard improvements identified in the Friars Road / SR-163 interchange EIR and be completed in a time frame consistent with the issuance of building permits for Phase 1 & Phase 2 of the Quarry Falls Transportation Mitigation Phasing Plan.</p> <p>The Friars Road / SR-163 Interchange Phase 1 Plan includes the following improvements (est. cost \$48,000,000):</p> <ul style="list-style-type: none"> • Widen Friars Road and Bridge • Improve Frazee Road and Avenida De Las Tiendas • Improve freeway ramp connections • Construct interim Southbound (SB) SR-163 auxiliary lane • Construct soundwalls • Coordinate signal timing thru Friars Road corridor <p>E-4 The Quarry Falls EIR mitigation proposes to widen Friars Road Bridge to 8 lanes. However, the Friars Road / SR-163 Interchange EIR proposes to widen the bridge to 10 lanes, which includes left-turn lanes.</p> <p>E-5 Caltrans does not concur with the payment of funds to the City in lieu of constructing actual hard improvements to the SR-163 / Friars Road Interchange. In addition, the payment amount identified in the Quarry Falls EIR of \$5,000,000 (Phase 1) and \$14,000,000 (Phase 2) should be deleted in the EIR and replaced with language associated to improvement costs identified in the Friars Road / SR-163 Interchange EIR.</p> <p>E-6 <u>Interstate 8 (I-8)</u> The Quarry Falls EIR Mitigation Phasing Plan "without Phyllis Place Road Connection" calls for improvements to I-8. However, the Quarry Falls EIR Mitigation Phasing Plan does not call for mitigation under the "with Phyllis Place Road Connection".</p> <p>E-7 Mitigation to the Qualcomm Way entrance ramp to westbound (WB) I-8, and the Mission Center Road Interchange, as well as the unmitigated impacts to I-8 / Texas Street eastbound (EB) ramps to Camino del Rio South, requires further analysis to determine the appropriate feasible mitigation. Caltrans concurs with the recommendation in Phase 2 of the Quarry Falls Mitigation Phasing Plan to provide \$1 million for a Project Study Report (PSR) for the Mission Center Road / I-8 Interchange. However, Phase 3 of Quarry Falls Mitigation Phasing Plan provides very specific lane additions and improvements to this interchange and the surrounding intersections. This assumes that the City/developer already knows the outcome of the PSR. Therefore, it seems</p> <p><small>* Caltrans improves mobility across California</small></p>	<p>E-3. The intent of the fair share payments in lieu of constructing a portion of the Friars Road/SR-163 Interchange is to enable the City of San Diego to leverage developer and other local funds in order to apply for State and Federal funding, estimated to be in excess of \$100 million, to complete a more comprehensive set of regional improvements. Providing the local match provides a substantial public benefit to the City of San Diego and the general public by accelerating the schedule for completion of the overall project. It is addressed in further detail in response to comment E-5.</p> <p>E-4. The Quarry Falls required mitigation (Appendix J, Figure T-1b of the Traffic Impact Study) is consistent with the Friars Road / SR 163 Interchange PEIR proposal to widen the bridge to 8 through lanes and 2 left turn lanes. The TIS indicates that the mitigation would widen the bridge from 6 lanes to 8 lanes, which refers to the number of through lanes only (pages 314 and 317, location 1b). Details on the number of turn lanes at each intersection are contained in the aforementioned figure in Appendix J of the Traffic Impact Study.</p> <p>E-5. Quarry Falls has identified feasible improvements to mitigate impacts to local streets and intersections that would occur in the first phase of the project; these would be implemented in two phases and assured, by bond and permit, to the satisfaction of the City of San Diego. With the proposed improvements at SR-163/Friars Road (described below) at Horizon Year the interchange would operate at a better condition (LOS C) than the condition (LOS E) without the project.</p> <p>The Phase 1 mitigation (identified as Improvement 1b in Table 5.2-9, <i>Transportation Phasing Plan</i>) improves the operation of the interchange to an acceptable level of service and mitigates not only the project's direct incremental impact, but mitigates the existing deficiency at the interchange. These improvements shall be assured prior to the issuance of the first building permit for the project. The Phase 1 mitigation includes the following:</p>

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	<ul style="list-style-type: none"> • Widen the SB approach of Ulric Street/ Friars Road by 1 right turn lane for 1 left turn, 1 shared left-thru and 1 right turn lane; • Widen the NB approach of Ulric Street (SR-163 southbound off ramp)/Friars Road by 1 right turn lane for 1 left turn, 1 shared left-thru and 2 right turn lanes; • Reconfigure the SB approach of the Friars Road/SR-163 NB ramp to provide 2 right turn lanes; • Widen WB Friars Road from Frazee Road to SR-163 NB ramps by 1 thru lane and 1 right turn lane for 3 thru and 2 right turn lanes; • Widen EB Friars Road at Frazee Road by 1 thru lanes (with widening to accept the thru lane) and 2 right turn lanes for 2 left turn, 4 thru and 2 right turn lanes. <p>The Phase 2 mitigation (identified as Improvement 1b in Table 5.2-9, <i>Transportation Phasing Plan</i>) provides additional improvements to the operation of the interchange. These improvements shall be assured prior to the issuance of any building permits that exceed 23,750 ADT in total development for the project. The Phase 2 mitigation includes the following:</p> <ul style="list-style-type: none"> • Widening the southbound approach of Friars Road/Frazee Road by one right turn lane; • Widening and lengthening of the Friars Road Bridge from 6 through lanes to 8 through lanes from Frazee Road to Ulric Street and providing 2 left turn lanes across the bridge; • Reconfiguring the SR-163 northbound off ramp by removing the free right turn and widening the existing loop off ramp to accommodate three northbound to eastbound turn lanes. <p>However, should the City decide to pursue the implementation of a more comprehensive set of regional improvements at Friars Road/SR-163, the City may exercise its discretion to accept a fair share payment to allow for the continued funding of the regional improvement, where there is an ongoing project that the lead agency (City of San Diego) has assumed responsibility.</p>

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	<p>The intent of the fair share payment in lieu of constructing a portion of the Friars Road/SR 163 Interchange is to enable the City to leverage developer and other local funds in order to apply for State and Federal funding, estimated to be in excess of \$100 million. Funding the local match provides a substantial public benefit to the City of San Diego and the general public by accelerating the schedule for completion of the overall project. A Phase 1 and 2 fair share payment towards the total cost of the interchange improvement has been developed as an alternative to direct mitigation.</p> <p>The total fair share calculation is based upon the project's proportion of total trips at Horizon Year, which is 41% of the total future trips. The local improvements to mitigate traffic impacts from Quarry Falls are fully included in the initial phase of the regional improvements for Friars Road/SR-163. Based upon the most recent cost estimate for the initial phase of interchange improvements of \$48 million (2009 dollars), this would result in a total fair share payment of \$19.7 million (2009 dollars). Using the Horizon Year trip generation results in a larger fair share percentage than would occur from the trip generation at Phase 2; therefore, the project is committed to making an in lieu payment that exceeds its proportion share than when the impact occurs and mitigation would be implemented.</p> <p>Should the City of San Diego require the project to contribute a fair share payment for Phase 1, This payment would be conditioned upon the issuance of the first building permit and the completion of the Final Environment Impact Report for the interchange improvements, to ensure the development of Quarry Falls is more closely tied to the implementation of the first phase of regional improvements. A fair share payment of \$5,000,000 (2007 dollars) is equivalent to the cost estimate of the improvements described as Improvement 1 (see above).</p>


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	<p>For Phase 2, the project would contribute \$14,000,000 (2007 dollars) for the remainder of the total fair share payment. This payment would be conditioned upon the issuance of any building permits that exceed 23,750 ADT in total development for the project. Phase 2 construction of Quarry Falls would begin in 2011; the current schedule anticipates construction of the interchange to be ready for commencement in 2010 (see Caltrans comment letter dated January 7, 2008 to the PEIR) subject to the availability of funding.</p> <p>E-6. Comment noted. It is assumed the reference is to improvements at the I-8 and Mission Center Road Interchange. The “with Phyllis Place Road Connection” analysis determined no significant impacts to this interchange, due to the redistribution of traffic to the Phyllis Place/I-805 Interchange. Therefore, no mitigation is required at this location under the “with Phyllis Place Road Connection” alternative.</p> <p>E-7. The PEIR has identified feasible mitigation measures to Friars Road (identified as a regional arterial) and the Mission Center Road/I-8 Interchange which will improve east/west circulation in Mission Valley, thereby providing a benefit to traffic on I-8. These improvements will not only mitigate the project’s incremental impact, but will lessen the delay at these locations to levels that are better than the base condition (without project). In addition, the project includes several features to encourage the use of public transportation, including the construction of a pedestrian bridge and a shuttle system to connect the project with nearby light rail stations. These features are listed in the PEIR as additional transportation mitigation measures and will provide further reductions to the average daily trips on I-8; however, because the traffic impact study did not identify a transit reduction for the project, these measures are not required mitigation for traffic impacts. The RTCIP Impact Fee Nexus Study dated September 5, 2006 was prepared for SANDAG to provide a single nexus analysis for use by all local agencies in San Diego County to fulfill their contribution towards regional improvements.</p>

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	<p>The project will contribute over \$31 million to regional arterial system improvements, exceeding the estimated \$8 million fair share contribution (4,302 residential units X \$1,865 per multi-family unit, exclusive of affordable housing units) that would be required using the Regional Transportation Congestion Improvement Program (RTCIP) as a baseline. Quarry Falls will satisfy its contribution for fair share improvements to the regional system, including the I-8 Corridor Study, by implementation of mitigation measures to arterials, interchanges, and freeway ramps, eliminating the requirement for further fair share contributions to the system.</p> <p>Qualcomm Way entrance ramp to westbound I-8: The TIS does not identify any impacts at this ramp (pages 289 and 290); however, the TIS does identify an impact at the intersection of Qualcomm Way / I-8 westbound off ramp in Phase 4 in the PM peak hour. The project has identified feasible mitigation at this location. The TIS indicates that the mitigation would include widening the westbound approach by one lane to provide two right-turn lanes and one shared thru-left-turn lane (Appendix J Figure T-21). This improvement would mitigate the project's impact and provide a PM peak hour LOS D and ILV summary of 1157 in Phase 4 of the project (page 307), which are an acceptable LOS and a stable capacity ILV summary. It should be noted that this improvement is required to be assured prior to Phase 3 of the project.</p> <p>Mission Center Road/I-8 Interchange: The project includes feasible mitigation at this location. The project is required to provide \$1 million dollars prior to phase 2 to fund a Project Study Report (PSR) to analyze the interchange and prior to phase 3 the project is required to assure by bond and permit specific improvements (pages 314 and 315). In order to satisfy CEQA requirements, feasible improvements must be identified in order to mitigate a project impact. At the Mission Center Road/I-8 interchange the improvements specific on the aforementioned pages would mitigate the project impacts. A PSR for this improvement location is not scheduled to begin until 2010 (prior to Phase 2 of Quarry Falls).</p>

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	<p>I-8/Texas Street eastbound ramps: Potential feasible mitigation to address this impact has been evaluated; however, it is not feasible to add an additional lane to the onramp at this location for use as storage, as it would cause unacceptable conflicts with weaving that occurs with the off-ramp. The following figure illustrates this location.</p>  <p>© 2008 Tele Atlas © 2008 Europa Technologies Streaming 100% Email 1665</p>

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<p data-bbox="289 232 457 289">Ms. Marilyn Mirrasoul January 7, 2008 Page 3</p> <p data-bbox="289 332 976 370">more reasonable to require fully funding the PSR before actual improvements are identified in the EIR.</p> <p data-bbox="289 394 993 511">In addition, Caltrans, SANDAG, and the City of San Diego have been working to develop an I-8 Corridor Study to evaluate the long-term needs of this corridor. Therefore, given the uncertainty of actual hard improvements on I-8 and the need for further analysis, it is recommended the EIR add mitigation language identifying a commitment of funds to assist in completing the I-8 Corridor Study. Any mitigation improvements or future fair share payments to I-8 will be based upon the outcome of the I-8 Corridor Study.</p> <p data-bbox="289 532 451 552">Interstate 805 (I-805)</p> <p data-bbox="289 557 966 613">Caltrans recognizes the sensitive community issues and potential impacts associated with the Phyllis Place connection alternative, however, the lack of this connection limits regional accessibility and exacerbates traffic conditions in the Mission Valley area.</p> <p data-bbox="289 638 987 755">In general, the Phyllis Place connection would reduce significant project impacts to the Mission Valley (I-8) area and provide more direct access to I-805. We believe that providing this direct Phyllis Place connection to I-805 is a better alternative and would assist in dispersing traffic more evenly along the regional transportation network. Although the Phyllis Place connection alternative would add more traffic to I-805, it would reduce impacts to the other freeways and is therefore more balanced and preferred by Caltrans.</p> <p data-bbox="289 776 961 852">Per Table 10-4a of the Traffic Impact Study (TIS) report, the Murray Ridge Road with the southbound (SB) I-805 and NB I-805 ramps intersections show significant impact in the AM peak hours without the Phyllis Place connection. Improving these intersections listed in the summary section of the report should mitigate this impact.</p> <p data-bbox="289 873 993 930">Per Table 10-4b of the TIS report, the Murray Ridge Road with the SB I-805 and northbound (NB) I-805 ramps intersections show significant impact in the PM peak hours without the Phyllis Place connection. Improvements are identified in the report to mitigate this impact.</p> <p data-bbox="289 954 972 1011">Per Table 15-4a of the TIS report, the Phyllis Place/Murray Ridge Road with the SB I-805 and NB I-805 ramps intersections show significant impact in the AM peak hours with the Phyllis Place connection. Improvements are identified in the report to mitigate this impact.</p> <p data-bbox="289 1036 972 1092">Per Table 15-4b of the TIS report, the Phyllis Place/Murray Ridge Road with the SB I-805 and NB I-805 ramps intersections show significant impact in the PM peak hours with the Phyllis Place connection. Improvements are identified in the report to mitigate this impact.</p> <p data-bbox="289 1117 976 1153">Provide freeway interchange mitigation proposals based upon Horizon Year 2030 with project, with and without the Phyllis Place connection to I-805.</p> <p data-bbox="289 1177 993 1214">Please provide a more comprehensive ILV analysis for improving the I-805 Phyllis Place/Murray Ridge Road interchange for 2030.</p> <p data-bbox="504 1247 745 1263"><i>"Caltrans improves mobility across California"</i></p>	<p data-bbox="1075 232 1969 678">E-8. The project is required to provide improvements to three interchanges in the Mission Valley area (SR-163/Friars Road, I-8/Mission Center Road, I-15/Friars Road). These improvements are regional in nature. The improvements required for the project at SR-163/Friars Road and I-8/Mission Center Road not only mitigate the project's incremental impact, but also lessen the delay at these locations to levels that are better than the base condition (without project). The total interchange and arterial improvements in Mission Valley that the project is providing are in excess of \$31 million and are in excess of transportation impact fees associated with the RTCIP and other in lieu payments as might be levied by the City of San Diego. No additional funding will be made for the I-8 Corridor Study due to the extensive regional arterial improvements being made by the Quarry Falls project, including the specific improvements to the Mission Center Road/I-805 Interchange. See response to comment No. E-7.</p> <p data-bbox="1075 719 1969 776">E-9. Comments noted. The improvements to these intersections mitigate project impacts to below a level of significance.</p> <p data-bbox="1075 816 1969 1263">E-10. The project has identified feasible mitigation for this location for both the "with" and "without Phyllis Place" connection. The project has identified different mitigation for the "with" and "without Phyllis Place" at this location that is appropriate for the different amount of traffic anticipated under each scenario. Mitigation at the Phyllis Place (Murray Ridge Road)/I-805 interchange is included for both with and without Phyllis Place (page 314, mitigation #5 and #6 for without Phyllis Place and pages 316-317 mitigation #5a, #5b and #6 for with Phyllis Place). The TIS understates that the mitigation proposed would increase the capacity to that of a collector. With mitigation the roadway segment would have a functional classification of a Major Road given the lack of side street friction. The intersection analysis remains unchanged; however, the roadway segment analysis shown below has been updated to account for this condition. Errata sheets have been added to revise the TIS to reflect this updated information.</p>
E-8	
E-9	
E-10	
E-11	

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	<ul style="list-style-type: none"> • Without the Phyllis Place connection the interchange would operate in the horizon year (2030) as follows with the above mitigation: <ul style="list-style-type: none"> (1) Roadway segment: LOS A; (2) Phyllis Place/I-805 southbound ramp: <ul style="list-style-type: none"> ○ LOS B/C – AM/PM peak hour respectively ○ ILV 1007/1128 – AM/PM peak hour respectively (3) Phyllis Place/I-805 northbound ramp: <ul style="list-style-type: none"> ○ LOS C/D – AM/PM peak hour respectively ○ ILV 988/1367 – AM/PM peak hour respectively • With the Phyllis Place connection the interchange would operate in the horizon year as follows with the above mitigation: <ul style="list-style-type: none"> (1) Roadway segment: LOS C; (2) Phyllis Place/I-805 southbound ramp: <ul style="list-style-type: none"> ○ LOS B/B – AM/PM peak hour respectively ○ ILV 1131/1277 – AM/PM peak hour respectively (3) Phyllis Place/I-805 northbound ramp: <ul style="list-style-type: none"> ○ LOS B/D – AM/PM peak hour respectively ○ ILV 1068/1439 – AM/PM peak hour respectively <p>E-11. The Intersecting Lane Vehicle (ILV) summary is shown in response no. E-10. The ILV analysis sheets have been added to the appendix to the TIS.</p>

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<p>Ms. Marilyn Mirrasoul January 7, 2008 Page 4</p>	
<p>E-12 TIS page 318; the projects proposed restriping of Phyllis Place/Murray Ridge Road from 2 lanes to 4 lanes does not discuss the removal of existing residential parking.</p>	<p>E-12. Murray Ridge Road is 62 feet from curb-to-curb. The restriping of Murray Ridge Road from 2 lanes to 4 lanes would provide 2 travel lanes in each direction with inside lanes of 12 feet and outside lanes of 19 feet and (Appendix J, Figure T-8). The 19-foot width of the outer lane allows for either a bike lane or parking. Alternatively, based upon recommendations by the Serra Mesa Community Planning Group, the City Council may elect to providing traffic calming measures in lieu of restriping.</p>
<p>E-13 TIS page 319; the projects proposed restriping of Phyllis Place/Murray Ridge Road does not discuss the removal of the existing bicycle lanes.</p>	<p>E-13. See response to comment E-12.</p>
<p>E-14 TIS Conceptual Improvement Plan Table 7 requires widening of Phyllis Place/Murray Ridge Road instead of just restriping. Where are the existing bike lanes? Do they get eliminated with the residential parking?</p>	<p>E-14. See response to comment E-12.</p>
<p>E-15 TIS Conceptual Improvement Plan Table 5b; the curb to curb width of the I-805/Phyllis Place/Murray Ridge Road OC structure is only 68 feet. The Conceptual Improvement Plan does not fit and does not meet Caltrans standards. Also, it does not match up to the Conceptual improvement Plan Table 8 providing 2 eastbound (EB) lanes east of I-805.</p>	<p>E-15. The project has identified feasible mitigation at this location. The curb-to-curb width of the I-805/Murray Ridge Road Interchange allows for 12-foot through lanes and 10-foot left-turn lanes and a 6-foot bike lane. This proposed improvement is consistent with the City of San Diego Street Manual widths. Caltrans requires 12-foot travel lanes and a minimum 5-foot bike lane. The proposed through lanes and bike lanes are drawn to Caltrans' standards. The proposed 10-foot left-turn lane will require a design exception.</p>
<p>E-16 EIR page 5.2-22: Mitigation Measures (MM) 5.2-1b proposes to restripe Phyllis Place/Murray Ridge Road to 4 lanes from 2 lanes or contribute \$100,000. This MM does not address loss of residential parking or existing bike lanes. Also, the conceptual improvement plan shows a need for widening. Because this street approaches an I-805 interchange, more improvements are likely required including widening of the existing OC structure.</p>	<p>The Conceptual Improvement Plan T-5b (Appendix J of the Traffic Impact Study) provides one through lane in the eastbound direction. T-5b shows one 25-foot accepting lane and a 14-foot striped median. This striped median is incorrectly drawn as it does not take into account the proposed two eastbound through lanes shown on T-8. The striped median would be restriped as a through lane transitioning to 12 feet wide as the road narrows to the east. The Conceptual Improvement Plan T-5b has been updated to reflect this.</p>
<p>E-17 TIS Appendix K: A permit for a new traffic signal at the I-805 southbound off-ramp to Phyllis Place/Murray Ridge Road has recently been approved for construction.</p>	
<p>E-18 TIS Appendix M: Fair share calculations for Caltrans interchanges will need to be based upon Caltrans approved improvements. For example, the I-805/Phyllis Place/Murray Ridge Road OC structure may need to be widened with or without the Phyllis Place connection.</p>	
<p>E-19 <u>Interstate 15 (I-15)</u> The constraints associated with the unmitigated conditions for impacts to the Friars Roadway Segment crossing I-15 should be clearly documented in the Overriding Conditions in the EIR.</p>	
<p>E-20 Clearly documenting the constraints by which an impact is determined unmitigatable should also clearly be identified in the Quarry Falls EIR for the I-15 / Friars Road NB & SB (I-8 Bypass) ramps.</p>	
<p>E-21 Triple left turns are required to be placed at the SB off ramp from I-15 to EB Friar's Road (phase 2 impact). There is no documentation within the traffic study to show the need for these improvements. Before Caltrans can accept triple left (or right) turns into our facilities, we should be assured of the following:</p> <ul style="list-style-type: none"> • The improvements are built to full standards • Sufficient length is provided on the approach to allow for full queuing on all three lanes (95th percentile) 	<p>E-16. See response to comment no. E-12 and E-15.</p> <p>E-17. Comment noted.</p> <p>E-18. Unless otherwise noted, the TIS uses the City of San Diego fair share calculation method. The fair share calculations at interchanges and other Caltrans facilities have been added to Appendix M of the TIS.</p>
<p style="text-align: center;"><i>"Caltrans improves mobility across California"</i></p>	

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	<p>E-19. The TIS contains a feasibility analysis in Appendix J of the Traffic Impact Study. The Regional Transportation Plan (2007) Revenue Constrained Scenario indicates that the existing carpool (HOV) lanes will be extended south to the southern extent of Interstate 15. Future freeway improvements are considered regional improvements and beyond the scope of any one project. The San Diego Association of Governments (SANDAG) is the agency responsible for providing the RTP. Funding for the buildout of this plan comes from a voter-approved sales tax named TransNet and is usually supplemented by other state and federal sources.</p> <p>The I-15 HOV project is currently under design. At the time of the preparation of the TIS, during phone correspondence, Caltrans acknowledged that the widening needed for the HOV lanes would require lengthening the bridge abutments at the Friars Road/Interstate 15 interchange. At the time of this widening any necessary operational improvements at the interchange would be addressed as part of the design and construction of the I-15 HOV project. Therefore, no improvements are recommended.</p> <p>E-20. I-15 NB at Friars Road: Currently there are three lanes at the I-15 NB on ramps at Friars Road, which is the maximum number of lanes that can be provided at an onramp.</p> <p>I-15 SB at Friars Road (I-8 bypass): Existing ramp meter conditions were observed for the I-8 bypass ramp. Currently this ramp is a one lane ramp with a ramp meter located approximately 1,100 feet down the ramp that operates in the PM peak hour. The existing observed queue (page 51 of the Traffic Impact Study) was 125 feet, and the existing maximum observed delay was approximately 2 minutes, both significantly less than the calculated values, so the calculated values appear to overstate actual delay and queue at this location. As noted in the traffic study (Tables 4-4 and 6-5a), the demand at this location would be expected to increase from 770 vehicles in the peak hour to 838 vehicles in the peak hour between existing and Phase 1 conditions, with a corresponding calculated increase in queue length and delay of approximately twenty-five percent. Between existing and Horizon Year (Table 10-5a), the increase in queue length and delay would be approximately eighty-five percent.</p>

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	<p>Doubling the existing delay and queue length would yield approximately 4 minutes of delay and 250 feet of queue, which would be accommodated within available storage, thus the calculated impact would not require mitigation.</p> <p>E-21. The project has identified feasible mitigation at this location. The City of San Diego has concluded that adding capacity to the southbound left-turn movement will enable a modification to signal timing that will also increase the capacity of the Friars Road segment in the vicinity of the interchange. This improvement may require a design exception from Caltrans if it is determined that four accepting lanes are needed.</p>

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<p>Ms. Marilyn Mirrasoul January 7, 2008 Page 5</p> <ul style="list-style-type: none"> • Sufficient length is provided down stream before any decision points to allow for weaving between left and right turn moves • At least four down stream lanes to accept turning traffic. <p>E-22</p> <p><u>Pedestrian and Transit</u> Caltrans recognizes that there is a strong link between transportation and land use. In particular, the pattern of land use can affect both total vehicle miles traveled and the number of trips per household. In order to create more efficient and livable communities, Caltrans encourages local agencies to work towards a safe, functional, interconnected, multi-modal system integrated with "smart growth" type land use planning.</p> <p>Caltrans supports the concept of a local circulation system which is pedestrian, bicycle, and transit-friendly in order to enable residents to choose alternative modes of transportation. As a result, potential transit mitigation for development impacts should also be analyzed, such as improved transit accommodation through the provision of park and ride facilities, bicycle access, signal prioritization for transit, or other enhancements which can improve mobility and alleviate traffic impacts to State facilities.</p> <p>E-23</p> <p><u>Environmental</u> The following comments refer only to transportation improvements that will take place within Caltrans Right-of-Way.</p> <p>E-24</p> <p><u>Cultural Resources:</u> A geomorphological assessment should take place to determine the likelihood of buried cultural deposits. Subsurface sampling may be necessary for addressing buried resources.</p> <p>A paleontological assessment of the project area would need to be conducted in order to determine where monitoring is to be conducted.</p> <p>E-25</p> <p><u>Biological Resources:</u> A species list shall be acquired from the Fish & Wildlife Service and shall be referenced in the EIR before the EIR is finalized.</p> <p>E-26</p> <p>Indirect noise impacts to threatened or endangered species should be analyzed, especially to areas where traffic impacts will increase due to transportation improvements.</p> <p>E-27</p> <p><u>Hazardous Waste:</u> An Initial Site Assessment for hazardous waste issues/materials of Caltrans right-of-way as well as the entire project footprint is recommended to evaluate the presence or lack of hazardous waste issues/materials.</p> <p>E-28</p> <p><u>Noise:</u> The traffic noise analysis in Section 5.5 does not address the impacts associated with the proximity to Interstate 805. Caltrans recommends that the traffic noise analysis include impacts</p> <p><i>"Caltrans improves mobility across California"</i></p>	<p>E-22. Both SANDAG (letter dated December 14, 2007, to Ms. Jeanette Temple at the City of San Diego) and Caltrans (letter dated January 7, 2008, to Marilyn Mirrasoul at the City of San Diego) provided comments on the Quarry Falls Draft PEIR regarding the relationship and effect of the project on the transit system. In the development of the parameters of the traffic study, the lead agency (City of San Diego) concluded the traffic study should be prepared assuming no trip reduction for proximity to transit -- in other words, that zero occupants of the project would use transit. This is a very conservative assumption, as the project is specifically designed to facilitate the use of transit, including the nearby trolley. The City of San Diego has no standards or significance thresholds for transit analysis.</p> <p>Even though the EIR assumes no transit ridership and the City is not aware of any significance thresholds for impacts to transit systems, as a response to the commenter's request, KOA Corporation has prepared a transit analysis which is included as an appendix to the TIS included in Appendix B to the PEIR. The transit analysis demonstrates the existing system has adequate capacity for any additional ridership generated from Quarry Falls. The analysis reflects growth in the bus and light rail systems using SANDAG data for the transit system. The background growth rate for bus ridership is estimated to increase by 14% from 2007 to 2030. Background ridership on the trolley is projected to increase more than twofold by 2030. The headway for the Green Line is forecasted to increase from a 15-minute headway to 7.5-minute headway in the future. Transit ridership for Quarry Falls was estimated at a combined 4% of total ADT for both bus and light rail trips. For the Green Line, the addition of Quarry Falls transit ridership to projected system growth would increase total ridership to approximately 54% of peak hour maximum capacity; therefore, there is adequate capacity in the light rail system.</p> <p>The project proposes a number of features to facilitate alternative modes of transportation (public transit, bicycling, car-sharing, and shuttle service) and walkability, such as the construction of a pedestrian bridge linking the mixed use core of the development south across Friars Road to the existing Trolley station at Rio Vista. This pedestrian bridge will reduce the distance to this Trolley station by approximately 33% from 0.6 miles to 0.4 miles with the pedestrian bridge.</p>

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	<p>Additionally, kiosks in central locations will be provided to encourage alternative transportation programs, a TDM association/ coordinator will be identified, bike lockers and showering facilities will be provided in order to promote biking and priority parking spaces will be provided for carpools at the office centers.</p> <p>A shuttle system will also be implemented by the project to connect to nearby LRT stations. The details of the operation of the shuttle will be determined as part of the implementation of the Transportation Demand Management Program.</p> <p>E-23. This comment refers to transportation improvements that will take place in Caltrans right-of-way. A description and aerial map of individual improvements is included in Appendix J – <i>Conceptual Improvement Plans & Feasibility Analysis</i> of the TIS. Transportation Phasing Plan Improvements 1a, 1b, 5, 6, 8, 15b, 19, and 21 propose improvements within Caltrans right-of-way; however, Projects 5, 6, and 8 would be completed within existing right-of-way with little or no excavation. Projects 1a, 1b, 15b, and 21 require new right-of-way, excavation, and utility relocation.</p> <p>E-24. Mitigation measures for historical and paleontological resources, as shown in the Executive Summary (Table ES-1) of the draft PEIR were intended to also apply to any off-site project improvements which would include those that occur within Caltrans’ rights-of-way. The MMRP has been modified to reflect this intention.</p> <p>E-25. A complete description of the observed plant/animal species on- and off-site, as well as a list delineating the observed species, has been completed and submitted to the Wildlife Agencies as part of the Biological Technical Report. The Agencies do not issue specific property species lists, as they depend upon the project biologist to complete this task. Both potential direct and indirect impacts associated with the proposed project have been analyzed (on and off-site). For those impacts that have been deemed potentially significant, mitigation has been required that would reduce those potentially significant impacts to a level below significance.</p> <p>Additional analysis has been provided within the Biological Survey Report regarding the off-site impacts to biological resources.</p>


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	<p>E-26. The Noise section of the PEIR, Section 5.5, also addresses noise impacts associated with the project, both on- and off-site. Relative to on-site noise, there are no threatened or endangered species that would be affected by increase in noise level. As presented in Section 5.5, Noise, the project has the potential to contribute traffic to off-site areas which, when considered with projected traffic volumes, could result in cumulative noise impacts. These off-site areas include: Qualcomm Way between Friars Road and Rio San Diego Drive, and Fenton Parkway between Friars Road and Rio San Diego Drive. No threatened or endangered species would be affected by the proposed project's off-site transportation improvements.</p> <p>E-27. Based upon the criteria found in the Caltrans Initial Site Assessment (ISA) checklist, a visual inspection of these locations was performed that did not identify any conditions that would indicate the potential for hazardous materials. EnviroFacts web page was reviewed and did not identify these locations as containing hazardous materials. An Initial Site Assessment (ISA) checklist will be completed at such time each of these improvements proceeds to confirm the initial findings that no known or potential hazardous waste problems exist within or near the proposed project. Should further analysis determine the existence of hazardous materials, removal and remediation will be performed consistent with Caltrans and other regulatory standards.</p> <p>A Hazardous Materials Search was conducted utilizing the County of San Diego Hazardous Materials Search website (http://www.co.san-diego.ca.us/deh/doing_business/hazmat_search.html) for off-site roadway improvements for the Quarry Falls project. The search included establishments with hazardous waste, hazardous inventory, and/or hazardous tanks. The search yielded two addresses (one with multiple tenants, see table below); both addresses are existing buildings not located within roadway or freeway improvement right-of-way. Therefore, no hazardous materials are anticipated from roadway improvements.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 33%;">Address</th> <th style="width: 33%;">Name</th> <th style="width: 33%;">Comment</th> </tr> </thead> <tbody> <tr> <td rowspan="4" style="vertical-align: top;">2333 Camino del Rio South</td> <td>Chiropractic Sports and Injury</td> <td rowspan="4" style="vertical-align: top;">Address is located within an existing building, not in the right-of-way for Quarry Falls roadway improvements.</td> </tr> <tr> <td>Thomas L Roderick DDS</td> </tr> <tr> <td>Beijing Acupuncture Clinic</td> </tr> <tr> <td>Graham Simpson DDS</td> </tr> <tr> <td style="vertical-align: top;">2615 Camino del Rio South</td> <td>Stern Chiropractic Center</td> <td></td> </tr> </tbody> </table>	Address	Name	Comment	2333 Camino del Rio South	Chiropractic Sports and Injury	Address is located within an existing building, not in the right-of-way for Quarry Falls roadway improvements.	Thomas L Roderick DDS	Beijing Acupuncture Clinic	Graham Simpson DDS	2615 Camino del Rio South	Stern Chiropractic Center	
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	<p>E-28. As presented in Section 5.5, build-out traffic noise levels would exceed City standards for useable outdoor space. If private open space areas are used to meet City requirements for open space, noise levels for private open space that abuts Quarry Falls Boulevard, Via Alta or Franklin Ridge Road (internal roadways), or <u>abuts I-805</u>, Friars Road, or Mission Center Road (external perimeter roads) would exceed City standards. The PEIR requires that Mitigation Measure 5.5-2 be implemented to reduce noise levels to below a level of significance.</p>

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<p>Ms. Marilyn Mirrasoul January 7, 2008 Page 6</p> <p>associated with Interstate 805 and recommend proposed abatement in accordance with Caltrans Traffic Noise Analysis Protocol.</p> <p>E-29 The applicant must be made aware of 23 CFR 772 and the requirements with regard to future noise impacts on currently undeveloped lands. This project may not be a Type 1 project but could be considered a Type 2 project that would not be eligible for federal participation in accordance with 23 CFR 772.13(b). Caltrans will not be responsible for existing or future traffic noise impacts associated with I-805.</p> <p>E-30 <u>Air Quality:</u> Caltrans recommends that the Quarry Falls development follow the recommendations in the Air Quality and Land Use Handbook (April 2005) published by the California Environmental Protection Agency and California Air Resources Board with regards to avoiding siting new sensitive land uses within 500 feet of a freeway. The Handbook characterizes sensitive land uses by using the example of residences, school, day care centers, playgrounds and medical facilities. However, many land use types are encompassed.</p> <p>E-31 <u>Environmental Stewardship:</u> Along with USACE & CDFG permits for wetlands that may be impacted as a result of transportation improvements, 401 permits shall be acquired from the Regional Water Quality Control Board (RWQCB).</p> <p>E-32 An encroachment permit will be required for any work within the Department R/W prior to construction. As part of the encroachment permit process, the applicant must provide appropriate environmental review and documentation regarding the potential for environmental impacts within Caltrans R/W. Identification and completion of appropriate mitigation measures will be a condition of encroachment permit approval as well as procurement of any necessary regulatory and resource agency permits.</p> <p>If you have any questions regarding this project please contact Trent Clark, Development Review Branch, at (619) 688-3140.</p> <p>Sincerely,</p> <p> Jacob Armstrong, Chief Development Review Branch</p> <p>Cc: Scott Morgan (State Clearinghouse) Travis Cleveland (SANDAG)</p> <p style="text-align: center;"><small><i>"Caltrans improves mobility across California"</i></small></p>	<p>E-29. Comment noted.</p> <p>E-30. The Air Quality and Land Use Handbook provides recommendations, but also states that any recommendations or considerations contained in the Handbook are voluntary and do not constitute a requirement or mandate for either land use agencies or the local air districts. Restricting development within 500 feet of existing freeways may be in conflict with the goals of the land use agency to approve in-fill projects that have access to transportation corridors. Furthermore, many existing developments and sensitive land uses are already sited within 500 feet of existing freeways.</p> <p>A health risk analysis was conducted for the Quarry Falls project in response to this comment to evaluate potential health risks to residents in the development living in proximity to the I-805 freeway. The analysis was based on an evaluation of diesel emissions on the 805 freeway. Truck traffic was based on data obtained from Caltrans for the portion of the 805 freeway between I-8 and State Route 163, which provides a breakdown of trucks by axles. Data from the five year period 2002 through 2006 indicates that truck traffic volumes did not increase over that time period; therefore, projecting trends based on the most recent five years would indicate steady traffic over the exposure period. For conservative purposes, it was assumed that truck traffic would increase by 2 percent per year. Diesel particulate emission factors were obtained from the EMFAC2007 model and were averaged over the exposure period evaluated. As recommended by the California Office of Environmental Health Hazard Assessment, 70-year exposure, 30-year exposure, and 9-year adult and child exposure scenarios were addressed. The 70-year exposure period represents a lifetime of exposure and assumes that a resident would be present at the same location 24 hours per day, 7 days per week, for 70 years.</p> <p>The 30-year exposure period is based on the U.S. EPA's recommended reasonable maximum exposure, which assumes that a reasonable maximum time for an individual to live in one location would be 30 years. The 30-year exposure scenario also assumes 24 hours per day, 7 days per week of exposure. The 30-year residential duration for carcinogenic effects is a composite of exposure assumptions for six years as a child and 24 years as an adult, assuming that an individual could live in one location during childhood to adulthood.</p>

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	<p>The 9-year adult and child exposure scenarios are based on the U.S. EPA's recommended average exposure, which assumes that a resident will, on average, reside in the same location for 9 years.</p> <p>The portion of the Quarry Falls development that is nearest the 805 freeway will be constructed in Phases 3 and 4 of the development. Thus that portion of the community would not be fully occupied until 2014 at the earliest; certain portions of the development in the upper northwestern portion of the site would likely not be occupied until 2022. This was taken into account in the estimates of diesel particulate through the use of EMFAC2007 emission factors that represent the exposure period.</p> <p>Based on a 70-year exposure scenario, the excess cancer risk to a resident at the point of maximum exposure (i.e., the location within the Quarry Falls development located within 300 feet of the freeway that is predicted to experience the highest risk; other locations within the development would have a lower risk than the point of maximum exposure) would be 129 in a million. This figure represents the increased probability of an individual living in that location for 70 years, 24 hours per day, 7 days per week, of contracting cancer due to exposure to diesel particulate from the freeway. The exposure scenario assumes that the occupant is fully exposed to emissions (for example, the occupant would not close windows in their residence at any time). The excess cancer risk does not represent the number of individuals in an area that are anticipated to be at risk for cancer.</p> <p>Based on a 30-year exposure scenario, the excess cancer risk to a resident at the point of maximum exposure would be 66.5 in a million. For the 9-year exposure scenario, the adult excess cancer risk would be 20.1 in a million, and the child excess cancer risk would be 29.7 in a million. Again, these risk estimates are based on assuming that an individual lives in that location for the duration of the exposure period without any barrier to exposure to emissions.</p> <p>Based on the 2005 Almanac, the California Air Resources Board estimates that the background excess cancer risk within the County of San Diego in the year 2000 was 607 in a million, with 420 in a million attributable to diesel particulate matter. These estimates were based on monitoring data collected at two monitoring stations within the County. Actual risks may be higher or lower at various sites within the County; however, these values are based on</p>

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	<p>measurements collected at the monitoring stations. The risks due to exposure to diesel particulate predicted by the modeling conducted for the Quarry Falls residents would be 3.26 times lower than the background risks in the County due to exposure to diesel particulate.</p> <p>In developing their Air Quality and Land Use Handbook, ARB recognized that diesel particulate contributes to potential health effects and indicated that “Reducing diesel particulate emissions is one of ARB’s highest public health priorities and the focus of a comprehensive statewide control program that is reducing diesel PM emissions each year. ARB’s long-term goal is to reduce diesel PM emissions 85% by 2020.”</p> <p>A number of programs and strategies to reduce diesel particulate matter are in place or are in the process of being developed as part of the ARB’s Diesel Risk Reduction Program. Some of these programs and strategies include the following:</p> <ul style="list-style-type: none"> • In 2001, the ARB adopted new particulate matter and NOx emission standards to clean up large diesel engines that power big-rig trucks, trash trucks, delivery vans and other large vehicles. The new standard for particulate matter takes effect in 2007 and reduces emissions to 0.01 gram of particulate matter per brake horsepower-hour (g/bhp-hr.) This is a 90 percent reduction from the existing particulate matter standard. New engines will meet the 0.01 g/bhp-hr particulate matter standard with the aid of diesel particulate filters that trap the particulate matter before exhaust leaves the vehicle. • ARB has worked closely with the United States Environmental Protection Agency (U.S. EPA) on developing new particulate matter and NOx standards for engines used in offroad equipment such as backhoes, graders, and farm equipment. U.S. EPA has proposed new standards that would reduce the emission from off-road engines to similar levels to the on-road engines discussed above by 2010 – 2012. These new engine standards are expected to become final in 2004. Once approved by U.S. EPA, ARB will adopt these as the applicable state standards for new off-road engines. These standards will reduce diesel particulate matter emission by over 90 percent from new off-road engines currently sold in California.

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	<p>The ARB has adopted several regulations that will reduce diesel emissions from in-use vehicles and engines throughout California. In some cases, the particulate matter reduction strategies also reduce smog-forming emissions such as NOx. These regulations include:</p> <ul style="list-style-type: none"> ○ <i>Waste Collection Trucks (adopted 2003):</i> The waste collection vehicle rule offers a variety of strategies that owners must select and apply to each truck in a phased-in schedule from 2004 through 2010 to achieve particulate matter reductions of up to 85 percent. The rule includes compliance flexibility. A key benefit of the rule is the reduction of particulate matter emissions in residential neighborhoods. ○ <i>Fleet Rule for Transit Agencies (adopted 2000):</i> This regulation cuts NOx and particulate matter emissions from about 10,000 buses operated by transit agencies. The fleet rule for transit agencies moves forward in steps over 10 years, requiring cleaner engines, cleaner fuel, and retrofitting of older buses. Amendments proposed for 2004 will require transit agencies to clean up the buses that had not been covered in the original rule. ○ <i>School Bus Idling Restrictions (adopted 2002):</i> To reduce the exposure of children to toxic particulate matter emissions, ARB enacted a rule to stop the prolonged idling of diesel school buses and other diesel vehicles near schools. Buses and commercial diesel vehicles are required to turn off their engines after arriving at a school and are allowed to start the engine no more than 30 seconds before departing, unless required for safety or work. ○ <i>Transport Refrigeration Units (adopted 2004):</i> Transport Refrigeration Units (TRUs) are diesel-powered refrigeration units that cool temperature-sensitive products while they are being shipped in trucks, trailers, shipping containers and rail cars. Although the diesel engines powering TRUs tend to be relatively small, there are about 40,000 of them operating in California. Their particulate matter emissions will be reduced by 65 percent by 2010 and by 92 percent by 2020.

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	<p>As an ongoing process, the ARB reviews air contaminants and identifies those that are classified as TACs. The ARB also continues to establish new programs and regulations for the control of TACs, including diesel particulate matter, as appropriate. The ARB continues to set forth increasingly stringent emission standards for vehicles in their goal to reduce diesel particulate emissions and achieve the goal of 85% reduction in diesel particulate emissions by the year 2020. It should be noted that no additional emission reductions beyond those accounted for within the EMFAC2007 model (which includes existing regulatory requirements and programs but does not account for potential future regulatory actions) to estimate diesel particulate emissions; it is likely that diesel particulate emissions will decrease in the future based on ARB's programs to reduce emissions.</p> <p>The Air Quality and Land Use Handbook provides recommendations for land use siting, and in Table 1-2 of the handbook, provides a Summary of Basis for Advisory Recommendations. It is important to note that the basis for the advisory recommendations for siting of land uses near freeways and high-traffic roads indicates that: "In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70% drop off in particulate pollution levels at 500 feet." Thus the handbook based its recommendation not on excess cancer risk results, but on non-cancer risks. The range of relative risk identified in the Air Quality and Land Use Handbook for a 70-year residential exposure scenario is shown in Table 1-2 as "300 – 1,700" in a million. The risks predicted for residential exposure at the Quarry Falls development, based on a 70-year residential exposure scenario, is 129 in a million, lower than the lowest level of relative risk reported by the ARB in their handbook.</p> <p>The State of California has also identified diesel particulate as a pollutant with potential non-cancer health effects, and has established a reference exposure level for diesel particulate of 5.0 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). The risk assessment also provided estimates of the hazard index, which is a measure of how much above or below the reference exposure level an individual's exposure would be at a given location. If a hazard index is above 1.0, that indicates that the individual could be exposed to a toxic air contaminant in quantities that are above the reference exposure level and could potentially experience adverse health effects.</p>

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	<p>Based on the health risk analysis, the highest hazard index predicted for the point of maximum exposure was 0.112, which is nearly an order of magnitude below the level at which an individual would be anticipated to experience adverse health effects, based on the California Office of Environmental Health Hazard Assessments reference exposure level for diesel particulate matter.</p> <p>The Quarry Falls development is proposing to build residential units within 300 feet of the I-805 freeway; however, in the vicinity of the project, the freeway is elevated, and prevailing winds are westerly, thus transporting pollutants away from the receptors the majority of the time. Caltrans also follows guidance from the Federal Highway Administration (FHWA) regarding conducting Mobile Source Air Toxics (MSAT) analyses for its projects. The FHWA’s Interim Guidance on Air Toxic Analysis in NEPA Documents (FHWA Memorandum, February 3, 2006, at http://www.fhwa.dot.gov/environment/airtoxic/020306guidmem.htm), acknowledges uncertainties in conducting health risk assessments for highways and indicates that if a project would not be anticipated to increase MSAT emissions or would not result in increases in intermodal freight, no MSAT analysis would be required. The 805 freeway does not have a disproportionately high number of diesel truck traffic which, if present, would warrant analysis under the FHWA’s Mobile Source Air Toxics guidance.</p> <p>According to the Air Quality and Land Use Handbook, the recommendation for siting land uses is based on traffic-related studies, in which the additional non-cancer health risk attributable to proximity was strongest within 300 feet. Also according to the Handbook, a southern California study (Zhu, 2002) showed measured concentrations of vehicle-related pollutants, including ultra-fine particles, decreased dramatically within approximately 300 feet of the 710 and 405 freeways. Cancer risks on the downwind side of the freeway were higher; the cancer health risk at 300 feet on the upwind side of the freeway was much less. In all the analyses the relative exposure and health risk dropped substantially within the first 300 feet. The majority of residences located in the eastern portion of the Quarry Falls development are 300 feet from the I-805 travel lanes, and upwind of the freeway.</p>

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	<p>It should also be noted that the U.S. EPA bases risk management decisions for risks between 1 in 1 million and 100 in 1 million on feasibility and cost effectiveness criteria. In the EPA's Office of Solid Waste and Emergency Response (OSWER) Directive 9355.0-30 (U.S. EPA 1991), U.S. EPA indicates that when cumulative carcinogenic risk based on a reasonable maximum exposure is less than 100 in a million, and non-cancer hazard is less than 1.0, further action (i.e., risk reduction or cleanup) is not generally warranted unless there are adverse environmental impacts. As stated above, the U.S. EPA's reasonable maximum exposure scenario would account for an exposure duration of 30 years; therefore, calculated risks based on this scenario would be below both the carcinogenic risk level and the non-cancer hazard level at which further action is warranted.</p> <p>E-31. The project will not require a permit from the U.S. Army Corps of Engineers (USACOE), as no waters of the U.S. will be affected by the project. Similarly, the project will also not require a Section 401 certification from the Regional Water Quality Control Board</p> <p>E-32. The requirements for an encroachment permit from Caltrans are clearly stated in Section 3.10.9 (pages 3-74 through 3-75 of the draft PEIR), <i>State and Federal Permits and Other Agency Coordination</i>.</p>

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 <p>401 B Street, Suite 800 San Diego, CA 92101-4291 (619) 699-1900 Fax (619) 699-1905 www.sandag.org</p> <p>December 14, 2007</p> <p>File Number 7000300</p> <p>Ms. Jeanette Temple, Project Manager Development Services City of San Diego (MS #501) 1222 First Avenue San Diego, CA 92101</p> <p>Dear Jeanette:</p> <p>Subject: QUARRY FALLS, PTS # 49068</p> <p>Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Quarry Falls project. Overall, this project is a very good example of how a site can be redeveloped to provide additional housing opportunities and to take advantage of existing urban infrastructure. As the Regional Transportation Planning agency, Regional Clearinghouse, and Congestion Management Agency for the San Diego region, we offer the following comments:</p> <p>Smart Growth Incentive Program</p> <p>The Quarry Falls project is located within a SANDAG-designated Smart Growth Area, Urban Center MV-3.</p> <p>The <i>TransNet</i> sales tax includes a \$280 million Smart Growth Incentive Program (SGIP) to be allocated over 40 years (between 2008 and 2048). This results in the availability of approximately \$6-\$7 million of smart growth incentives per year, which can be leveraged with local matching funds or other state and federal funds to augment the total amount of funding available. The guidelines and criteria are in the process of being developed, but based on the principles for smart growth incentives in the Regional Comprehensive Plan (RCP); we anticipate that in order to be eligible to compete for these funds, an area must be designated on the Smart Growth Concept Map.</p> <p>Projects in Urban Center MV-3 may be eligible to compete for both infrastructure and planning grants from the SGIP. Infrastructure grants could include streetscape or sidewalk enhancements, transit station improvements, traffic calming measures, or other quality of life amenities that support smart growth in that area.</p> <p>MEMBER AGENCIES</p> <ul style="list-style-type: none"> Cities of Carlsbad Chula Vista Coronado Del Mar El Cajon Encinitas Escondido Imperial Beach La Mesa Lemon Grove National City Oceanside Poway San Diego San Marcos Santee Solana Beach Vista and County of San Diego <p>ADVISORY MEMBERS</p> <ul style="list-style-type: none"> Imperial County California Department of Transportation Metropolitan Transit System North San Diego County Transit Development Board United States Department of Defense San Diego Unified Port District San Diego County Water Authority Mexico <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-top: 20px;">F-1</div>	<p>F-1. Comments noted. No responses are necessary.</p>

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<p>F-1 It is anticipated that the SANDAG Board will make the final decision on the criteria and guidelines in early 2008. Please contact Stephan Vance (619.699.1924, sva@sandag.org) for more information. This project could be eligible for funds to improve pedestrian access and other smart growth uses.</p>	
<p>Land Use</p>	
<p>F-2 Smart growth and transit-oriented development principles dictate that the highest-density residential development should take place closest to a transit station. However, the "Mixed-Use" area closest to the trolley stop at Rio Vista West (Village Walk District and the Creekside District East) does not require residential development. Housing is allowed in the proposed zone, but it is not required by the plan and does not need to be constructed if approved.</p> <p>SANDAG is therefore concerned that this area nearest the trolley stop may not be developed with residential uses that are dense enough to support transit use a walkable distance away from the stop. The northern reaches of the project are too far from transit to be considered walkable without an internal shuttle. SANDAG is concerned that although there is a great potential for pedestrian and transit options in this development, this potential may not be maximized as the project gets built.</p> <p>As we are greatly concerned with the above, SANDAG requests the following modifications to the project:</p>	<p>F-2.The Specific Plan calls for increased densities closest to the commercial district and trolley station and includes the potential of up to 567 units (representing over 12% of the project total at a density of 29 dwelling units per acre) within the Village Walk District. Although there is no minimum requirement for residential units in this District, the current targeted density of 327 units takes into consideration the location and design of the Village Walk District as integral to the high priority of creating an internal walkable community for residents to live, work and play within. Further, the location of the retail and office components of the project within 2,000 feet of the trolley station creates additional non-residential ridership opportunities. Over three fourths of the average daily trips, which includes the highest residential densities and all of the commercial and office development, are located within a ten-minute walk from the trolley station providing a convenient option and reducing dependency on vehicular trips. An internal shuttle system that connects to nearby light rail stations is a requirement of the Transportation Demand Management Program.</p>
<p>F-3 1. Requiring (rather than just allowing) residential development at transit-supportive densities in the Village Walk District and the Creekside District East to facilitate transit use by residents of the project.</p>	<p>F-3.Please see response to comment no. F-2.</p>
<p>F-4 2. Please consider shifting the location of higher-density residential to provide a more transit-supportive product mix.</p>	<p>F-4.Please see response to comment no. F-2.</p>
<p>F-5 3. Recognizing that cost is a factor, a second footbridge should be considered. The project is located near many transit options, but it has a long frontage on Friars Road, and a single pedestrian crossing does not provide optimal pedestrian access to the other side of the road. The design of Friars Road (curving northward away from the trolley stop as you walk east) and the orientation of the pedestrian bridge away from planned dense residential areas (Creekside Central and West) could result in a circuitous route for residents who may wish to use the trolley. SANDAG is not aware of plans for at-grade crossings at this time. These crossings could alleviate the need for a second footbridge.</p>	<p>F-5.Quarry Falls includes pedestrian improvements to Qualcomm Way and Mission Center Road to encourage the use of multiple routes to bus and light rail stops south of Friars Road. The proposed location of the pedestrian bridge is central to the project and provides the most direct route to the Rio Vista LRT station; in addition the southern property is under the control of the developer which will facilitate the location of the southern landing of the bridge and the pedestrian path through the commercial project. Finally, the ability to locate a second bridge between Mission Center Road and the proposed pedestrian bridge is highly constrained due to the need to acquired access rights from a different private property owner and the existing residential project that has restricted access due to fencing.</p>
<p>F-6 If the project qualifies, it could compete for Smart Growth Incentive Program funds when they become available to help fund this and other improvements.</p>	<p>F-6.Comment noted.</p>
<p>Traffic</p> <p>SANDAG, as the designated Congestion Management Agency (CMA) for the San Diego region, must develop, adopt, and regularly update a Congestion Management Program (CMP). One of the</p>	


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	<p>requirements of the CMP is that local jurisdictions implement a CMP Land Use Analysis Program requiring enhanced CEQA reviews for large projects. A large project is defined as:</p> <p style="padding-left: 40px;"><i>"...a project that upon completion would be expected to generate either an equivalent of 2,400 or more average daily vehicle or 200 or more peak-hour trips."</i></p> <p>The Quarry Falls project is projected to generate over 66,000 daily trips by completion of Phase 4 and is clearly a large project that merits serious mitigation consideration.</p>	
F-7	<p>SANDAG agrees with the DEIR's conclusion that the Quarry Falls project will result in significant impacts to the existing or planned regional transportation network, including the freeway and transit system. The DEIR states that the project will have significant impacts to various freeway ramps and segments of Interstates 8 and 15 and State Route 163. All of these segments are on the CMP system. SANDAG policy requires that all segments that operate at LOS F are subject to deficiency plan requirements. SANDAG encourages local jurisdictions, through the CMP Land Use Analysis Program, to mitigate the impacts of new development on the CMP system as one means to minimize future congestion on the CMP system.</p>	<p>F-7. The project has identified approximately 30 locations where required mitigation would improve operations.</p>
F-8	<p>Additionally, SANDAG, Caltrans, and the City of San Diego have been working to develop an I-8 Corridor Study to evaluate the long-term needs for this corridor. As such, proposed mitigation measures should be implemented using appropriate fair share funding and by coordinating with Caltrans and SANDAG using previously approved improvements identified in the RTP, as may be further refined in the future I-8 Corridor Study. SANDAG believes that additional language should be added to commit the applicant to assist in funding the I-8 Corridor Study and to pay for their fair share of required transportation improvements to the regional network to mitigate the direct and cumulative impacts of the project.</p>	<p>F-8. See response no. E-8.</p>
F-9	<p>A vehicular connection to Phyllis Place would enable more direct access to I-805, which would serve to disperse traffic from the project and reduce the effects on other roads. SANDAG recognizes that this is a sensitive community issue, but the lack of this connection limits options for traffic and transit and forces additional traffic onto Friars Road and Mission Center Road.</p>	<p>F-9. Comments noted. The PEIR includes an alternative – <i>Alternative 4 – Road Connection to Phyllis Place</i> - which would provide a connection between Friars Road and Phyllis Place, through the Quarry Falls project. The discussion under Alternative 4 addresses traffic circulation impacts that would result from this road connection. As presented in the PEIR, traffic impacts under this alternative would occur at different locations; in other locations, impacts would be avoided. Although significant impacts are comparable, in general the redistribution of traffic to the Phyllis Place/I-805 interchange is beneficial to existing Mission Valley circulation streets where total vehicular trips are reduced, such as for Friars Road between SR-163 and I-15; Mission Center Road from Friars Road to I-8; and Qualcomm Way from Friars Road to I-8.</p>
F-10	<p>The applicant should continue to work with SANDAG and Caltrans to ensure that impacts to the regional highway system have been adequately assessed and mitigated.</p>	<p>F-10. The applicant has coordinated with SANDAG and Caltrans throughout the project development and review process. This process has resulted in defining the parameters of the traffic study and including necessary mitigation measures for impacts to the regional circulation system. As lead agency, the City of San Diego will coordinate the participation of SANDAG and Caltrans.</p>
F-11	<p>Pedestrian Orientation and Transit</p> <p>SANDAG recognizes and appreciates the effort the applicant has made in developing a transportation system that provides for alternative modes of transportation. In particular, we wish to commend the project's internal pedestrian and bicycle circulation systems as being of great benefit to residents of the project.</p>	<p>F-11. Comments noted.</p>


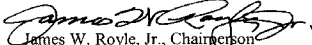
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<p>We have the following comments:</p> <p>F-12 Transit impacts were not assessed in the EIR and traffic study. Transit impacts are environmental effects under CEQA and should be discussed. Please prepare a transit impact analysis to include the following:</p> <ol style="list-style-type: none"> 1. Transit mode share as a share of total project trips 2. Proposed transit trip generation rates of individual land uses 3. Proposed bus stop locations within the project 4. Effects of an internal shuttle on transit use (see below) <p>This analysis should consider the walking distance to transit as a factor affecting transit use. If the outcome of this analysis indicates negative impacts on the public transit network, SANDAG may request fair-share mitigation for effects of these impacts on the transit system.</p>	<p>F-12. See response no. E-22.</p>
<p>F-13 As the project progresses, please consult with SANDAG and the Metropolitan Transit System (MTS) to further explore transit impacts and the possibility of service to this location. Bus routes could potentially be restructured to serve the project, if this were feasible. MTS has previously indicated that they would be willing to evaluate the re-routing of the Mission Valley-Serra Mesa bus (Route 928) through Quarry Falls if the connection at Phyllis Place was made. Since the EIR states that the current project plan is to <u>not</u> complete that connection on the north end, analysis would probably not support routing existing service through Quarry Falls.</p>	<p>F-13. As a condition of the Master Planned Development Permit, the project applicant will continue to coordinate with SANDAG and MTS as the project develops.</p>
<p>F-14 According to Denis Desmond of MTS, the applicant should directly fund service, either MTS service or a private shuttle. It is SANDAG's and MTS's current understanding that the applicant is developing a plan for a privately funded shuttle. The EIR, as well as various project proposals and public relations materials, states that an internal shuttle will be a part of the project. Please detail plans for this shuttle, including stops, routing, and scheduling. This shuttle, and plans for it, can be an important part of Transportation Demand Management (TDM) for this project. Effects of this shuttle should be included in the transit analysis requested above.</p>	<p>F-14. As a component of the project's TDM program, the project will implement a shuttle, which will operate between Quarry Falls and transit stations in Mission Valley. The details of the shuttle (including stops, routing, and scheduling) will be developed in the future and in concert with the City, SANDAG, and MTS.</p>
<p>F-15 MTS has previously recommended that the project include the bus stop facilities as detailed in the specific plan, including a plan for constructing and maintaining those facilities, in the event that future services are ever implemented through Quarry Falls, either MTS service or private service.</p>	<p>F-15. As identified in the Quarry Falls Specific Plan, Section 4.3.1 – <i>Mass Transit</i>, the project has planned for the inclusion of bus and shuttle stops within the site. As a condition of the Master Planned Development Permit, the location and design of these facilities will be coordinated with SANDAG and MTS at the time of the design of public improvements.</p>
<p>F-16 MTS also recommended paying special attention to pedestrian movements, including design of the pedestrian bridge over Friars Road. People within a 1/3 to a 1/2 mile of the Rio Vista Trolley Station would more likely walk than wait for any shuttle or bus. They will be more likely to do so if the pedestrian environment is conducive: the path of travel direct, safe, secure, accessible, and attractive.</p>	<p>F-16. Quarry Falls has been designed with a focus on the pedestrian. Internal pedestrian circulation includes not only sidewalks separated from streets with attractive parkways, but also paths and trails that further enhance the pedestrian experience. Pedestrian access has been designed to connect development areas with parks and other amenities planned for Quarry Falls, as well as with off-site pedestrian accessways connecting to bus stops and trolley stations.</p>
<p>F-17 <u>The applicant should continue to work with SANDAG and MTS to assess options for transit service and to ensure that impacts to the transit system have been adequately assessed.</u></p>	<p>F-17. The applicant's on-going coordination with SANDAG and MTS will provide opportunities to assess transit options and make necessary adjustments to ensure that transit remains an important component of the project.</p>

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<p>F-18</p> <p>SANDAG is interested in the creation of a Transportation Demand Management (TDM) program for Quarry Falls and would like to participate. SANDAG can be a valuable resource for TDM strategies. The proposed internal shuttle would be an excellent TDM opportunity. We appreciate and encourage the inclusion of a TDM-related condition in the final permit. Please involve SANDAG in all plans for TDM and replace "MTS" with "MTS and SANDAG" anywhere the creation of a TDM program is referenced in the text.</p> <p>Thank you for the opportunity to comment on Quarry Falls. We look forward to further review of this project. Please send the next draft of the EIR to:</p> <p>Travis Cleveland, Assistant Regional Planner Intergovernmental Review SANDAG 401 B Street, Suite 800 San Diego, CA 92101 tcl@sandag.org, City Mail Stop 980</p> <p>SANDAG staff is available to meet with City staff, the applicant, and any other interested party as necessary.</p> <p>Sincerely,</p>  <p>TRAVIS CLEVELAND Assistant Regional Planner</p> <p>TC/sgr</p> <p>cc: SANDAG: Daniel Levy, Stephan Vance, Coleen Clementson, Heather Werdick City of San Diego, Development Services: Gary Geiler, George Ghossain, Marilyn Mirrasoul City of San Diego, City Planning & Community Investment: Brian Schoenfisch MTS: Conan Cheung, Denis Desmond Caltrans: Jacob Armstrong, Chief, Development Review Branch, District 11</p>	<p>F-18. As a condition of development, a comprehensive Transportation Demand Management Program will be developed prior to the issuance of any building permits for Phase 1 of the project. This and other features are listed in the PEIR as additional transportation mitigation measures and will provide further reductions to average daily trips; however, because the TIS did not identify a transit reduction as a credit for these measures, they are not required mitigation for traffic impacts. As the lead agency, the City of San Diego will coordinate the participation of SANDAG and MTS.</p>

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<p data-bbox="195 261 386 440"></p> <p data-bbox="411 329 978 358">San Diego County Archaeological Society, Inc.</p> <p data-bbox="464 380 705 399">Environmental Review Committee</p> <p data-bbox="516 417 653 436">26 November 2007</p> <p data-bbox="275 493 632 586">To: Ms. Marilyn Mirrasoul Development Services Department City of San Diego 1222 First Avenue, Mail Station 501 San Diego, California 92101</p> <p data-bbox="275 605 632 662">Subject: Draft Environmental Impact Report Quarry Falls Project No. 49068</p> <p data-bbox="275 699 422 719">Dear Ms. Mirrasoul:</p> <p data-bbox="142 753 191 773">G-1</p> <p data-bbox="275 737 863 776">I have reviewed the historical resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.</p> <p data-bbox="275 797 877 836">Based on the information contained in the DEIR and its Appendix F, we agree with the impact analysis and mitigation measures for historical resources included in the DEIR.</p> <p data-bbox="275 850 856 889">Thank you for providing this project's environmental documents to SDCAS for our review and comment.</p> <p data-bbox="638 907 709 927">Sincerely,</p> <p data-bbox="617 932 926 1000"> James W. Royle, Jr., Chairperson Environmental Review Committee</p> <p data-bbox="275 1057 457 1114">cc: ASM Affiliates SDCAS President File</p> <p data-bbox="401 1260 772 1279">P.O. Box 81106 • San Diego, CA 92138-1106 • (858) 538-0935</p>	<p data-bbox="1083 737 1346 756">G-1. Comments noted.</p>

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<p style="text-align: center;">Serra Mesa Planning Group A Recognized San Diego City Planning Group – Serving the Citizens of Serra Mesa Post Office Box 23315 San Diego, CA 92193</p> <p>January 6, 2008</p> <p>Marilyn Mirrasoul Environmental Planner City of San Diego Development Services 1222 First Avenue, MS 501 San Diego, CA 92101-4155</p> <p>Subject: Quarry Falls, Project No. 49068/SCH No. 2005081018</p> <p>Dear Ms. Mirrasoul:</p> <p>The Serra Mesa Planning Group (SMPG) discussed the Quarry Falls Draft Program Environmental Impact Report (Program EIR) at special public meetings on December 13, 2007 and January 3, 2008. We appreciated the presence of staff, Maxx Stalheim, Long Range Planning, and Jeanette Temple, Development Services, at our December meeting and were disappointed by their absence at our January meeting.</p> <p>The representatives from Sudberry Properties have shown professionalism, readily provided information and assistance, and been sensitive to Serra Mesa concerns.</p> <p>On January 3, 2008 SMPG passed the motion (9/1/0) that “The Serra Mesa Planning Group renews our support of our existing community plan in its lack of a road connection between Phyllis Place/Abbots Hill and Mission Valley. In keeping with that support we strenuously oppose Alternative 4 proposed in the Draft PEIR for Quarry Falls and any other proposal that includes a road connection.”</p> <p>Also, SMPG unanimously passed the motion that “as a recognized planning group, SMPG submit to the City the comments we have assembled regarding the Quarry Falls DEIR.” These comments are listed below.</p> <p>Air Pollution If the Phyllis Place connection were implemented, vehicles would be traveling uphill on a steep grade. There is a Senior Citizen housing complex located across the street from this connection, and senior housing proposed as part of the first phase of Quarry Falls. Vehicles traveling up this connection, and idling in queue at the traffic signal, must affect air quality. This impact is not addressed in the Draft PEIR.</p> <p>Alternative The following statement, found in both the Conclusion and Executive Summary sections, “This alternative would impact roadway segments and intersections similar to the proposed project” trivializes the impacts the Phyllis Place connection would have on Serra Mesa and contradicts the findings in the report. The total ADTs for Phase 4 without the Phyllis Place connection south of the I-805 ramp is 3,056; with the Phyllis Place connection, 29,060. This is an increase of 951%. Page 10-31 indicates that “1/3 of the project traffic would be expected to use the road connection to go to I-805 and beyond.” This is a significant impact to the Serra Mesa area and should be reflected in the Conclusion and Executive Summary sections when discussing the Phyllis Place connection. Also Table 10-1 states that the impact on Murray Ridge Road will be fully mitigated with the road connection. We question whether that conclusion is justified given the tremendous increase in traffic and the physical limitations of Murray Ridge Road over I-805 (e.g., bridge width).</p> <p>Other If the Phyllis Place road connection is implemented, the character of the Serra Mesa community will be changed as the residents in Abbots Hill would most likely become more isolated from Serra Mesa, cut off by the massive increase in traffic at the I-805 interchanges, and closely aligned to Mission Valley due to proximity and ease of travel (fewer stop lights). Serra Mesa already experiences challenges adequately representing this area, as well as the Birdland area (similarly isolated by the construction of I-805) and Hve Park. An objective stated in the Serra Mesa Community</p>	<p>H-1. Comments noted. No responses are necessary.</p> <p>H-2. The CO “hot spots” analysis was conducted for both with and without the Phyllis Place road connection alternatives in accordance with Caltrans guidelines, and addresses the potential for adverse air quality impacts at intersections where significant cumulative traffic impacts were predicted. The EMFAC2007 model calculates emission factors in grams per mile based on vehicle speed. For CO emissions, the lower the speed, the higher the emissions predicted by the model. For conservative purposes, the analysis was run using an estimated speed of 1 mile per hour so that emissions would be the highest and vehicle travel in conditions such as uphill travel or queuing would be accounted for in a conservative manner. The analysis demonstrated that no CO “hot spots” would be anticipated from the project with or without the road connection.</p> <p>H-3. The project has identified feasible mitigation for this location. The curb-to-curb width of the I-805/Murray Ridge Road Interchange allows for restriping to provide for additional lanes to increase roadway capacity. This proposed improvement is consistent with the City of San Diego Street Manual widths and the proposed through lanes and bike lanes are drawn to Caltrans’ standards. The impacts and mitigation measures and their effectiveness are addressed for each alternative of the project and for each phase in the reports. The project has identified feasible mitigation for this location. The TIS understates that the mitigation proposed would increase the capacity to that of a collector. With mitigation the roadway segment would have a functional classification of a Major Road given the lack of side street friction.</p> <p>Without the Phyllis Place connection the interchange would operate in the horizon year (2030) as follows with mitigation:</p> <ul style="list-style-type: none"> • Roadway segment: LOS A • Phyllis Place/I-805 southbound intersection: LOS B/C AM/PM peak hour respectively • Phyllis Place/I-805 northbound intersection: LOS C/D – AM/PM peak hour respectively

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	<p>With the Phyllis Place connection the interchange would operate in the horizon year as follows with mitigation:</p> <ul style="list-style-type: none"> • Roadway segment: LOS C • Phyllis Place/I-805 southbound intersection: LOS B/B – AM/PM peak hour respectively • Phyllis Place/I-805 northbound intersection: LOS B/D – AM/PM peak hour respectively <p>H-4. The Alternative 4 – <i>Phyllis Place Connection</i> alternative, including its required mitigation, would result in both the roadway segment of Phyllis Place and the I-805/Phyllis Place interchange operating at an acceptable level of service. Therefore, it is not anticipated that the Abbots Hill neighborhood would be more isolated from Serra Mesa.</p> <p>Potential impacts to the physical environment, visual appearance, safety, identity and character of the Serra Mesa community resulting from the Phyllis Place road connection were analyzed in the draft PEIR within the discussion of Alternative 4 (pages 10-30 through 10-39 of the draft PEIR) and which also referenced the analysis of the Quarry Falls project without the road connection. For example, on page 10-35 the PEIR states: “<i>Development of the project site as envisioned under this alternative [Alternative 4] would result in slightly greater impacts to biological resources than the proposed project, because this alternative would require additional grading associated with the road connection to Phyllis Place.</i>” Relative to visual quality and aesthetics, that PEIR states: “<i>This alternative would result in similar impacts associated with visual effects and neighborhood character as the proposed project, because the same development would occur. This alternative would allow for a connection through Quarry Falls, between Friars Road and Phyllis Place, providing an additional travelway for motorists traveling to/from the Mission Valley area. However, the connection of the roadway would not significantly affect the visual environment beyond what is addressed in the Program EIR.</i>”</p>

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	<p>This alternative is consistent with the Serra Mesa recommendation regarding “careful urban design”, since the roadway would connect with Phyllis Place in an area where no single family residential units occur and to the west of the Assembly of God Church and associated senior housing (located immediately north of Quarry Falls across Phyllis Place). Both the I-805 freeway interchange and the Phyllis Place bridge over I-805 occur east of the church and senior housing. Creating a road connection at this location would not be disruptive to the physical arrangement of the community and would appear as another surface street in the community. Neither the Quarry Falls project nor a connection to Phyllis Place through Quarry Falls would result in dividing an established community. However, the PEIR also states on pages 10-31 and 10-39 that Alternative 4 would be in conflict with the Serra Mesa Community Plan, which does not include a road connection between Friars Road and Phyllis Place.</p>

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<p>Plan is "to preserve and enhance the physical environment, visual appearance, safety, identity and character of the Serra Mesa community through aesthetic improvement and careful urban design." This impact is summarily dismissed as insignificant on page 10-35 of the Draft PEIR, with no evidence to support the conclusion, which the SMPG believes is false. How would the road connection impact this Community Plan objective and the quality of life of Serra Mesa residents?</p>	<p>H-5. The City's Trip Generation Manual estimates traffic based on land use type. For residential land uses, the Trip Generation Manual assigns a trip generation rate of 9 trips/single family unit (urbanized areas); 10 trips/single family unit (urbanizing areas); 8 trips per multi family units, if the density is less than 20 dwelling units/per acres; and 6 trips per dwelling units. If the density is more than 20 units per acre. These rates apply no matter what the bedroom count might be. Population estimates are based on SANDAG's estimate of 1.74 people per household for Mission Valley.</p>
<p>H-5</p> <p>Population Is the estimated population figure cited in the Draft PEIR accurate? The project specifies the number of dwelling units but not the number of bedrooms/unit. Any change in population would impact traffic. The Program EIR should reflect any foreseeable range in population, and take this into account with all traffic projections and other impacts.</p>	
<p>H-6</p> <p>Review – Program Once the project is approved will changes be accepted through substantial conformance? Will there be any additional environmental review? We're concerned that sections of the project could change substantially and environmental reviews would not be required.</p>	<p>H-6. The draft PEIR describes the development review process for the subsequent Quarry Falls projects on pages 3-52 through 3-57. Applications for future construction and development permits within Quarry Falls would be acted on in accordance with one of five decision processes established in Division 5, Article II, Chapter 11 of the City's Land Development Code (LDC). Applications for construction permits, which are consistent with the LDC base zone use categories, development regulations applied to the district or subdistrict by the Quarry Falls Specific Plan, and setback deviations as described in the Specific Plan would be processed pursuant to Process One, <i>Substantial Conformance Review (SCR)</i>. Those projects would be in accordance with all approvals for the project that were evaluated in the PEIR; no further environmental review would be necessary [see CEQA Guidelines Section 15152(f)(3)(B)]. Projects that are consistent with the additional land use designations included in the Specific Plan, require a transfer of trips between districts or land uses, and/or deviations in height as described in the Specific Plan shall be processed pursuant to Process Two, <i>Substantial Conformance Review (SCR)</i>. Process Two SCR's require subsequent review by staff to determine if the project is consistent with the project analyzed within the PEIR and if additional environment review would be required.</p>
<p>H-7</p> <p>School Analysis Would the school district reconsider the need for a school if the number of bedrooms/unit were specified?</p>	
<p>H-8</p> <p>Traffic The timeline and detailed description for the "more regional set of improvements" to the Friars Road/SR-163 Interchange discussed in sections 5.2 and 11.3 as an alternative to the applicant completing improvements, at the City's option, as well as any improvements to be made to freeways and other freeway interchanges, are not presented. The freeways will be impacted by the project. Until scheduled improvements to freeway interchanges are completed, surface streets such as Mission Center Road and Murray Ridge Road will experience significantly more traffic. This should be noticed in the Program EIR. What will be done to mitigate the impacts and when will the mitigations occur? Details on these projects need to be included in the Program EIR.</p>	
<p>H-9</p> <p>Traffic impact thresholds are being used which are lower than the new threshold requirements that were published in January 2007. If the new thresholds were used, would there be greater impacts and greater mitigations? Additionally, the data used for the traffic study was collected in 2005. The PEIR should include information on changes in traffic conditions in the last three years, and how that affects the baseline and future projections</p>	
<p>H-10</p> <p>A cumulative analysis was not conducted. Cumulative projects listed in the Draft PEIR (Table 5.1 in Appendix) did not include the Mission Village Shopping Center. What would be the impact if the Mission Village Shopping Center was included? If a cumulative analysis was conducted, what would be the impacts? These should be included in the Program EIR.</p>	
<p>H-11</p> <p>No discussion of impact of Friars Road travelers –those traveling to and from the Fenton Parkway and Rio San Diego shopping centers – that would use the "shortcut" to I-805 from the Qualcomm Way intersection to Phyllis Place along the project's proposed Franklin Ridge, is included in the analysis of Alternative 4. With 15,000 people already living in Mission Valley, this should be discussed in the Program EIR.</p>	
<p>H-12</p> <p>Traffic – Bridge "The acceptable LOS for roadways and intersections in San Diego is LOS D, except for undeveloped locations where the goal is to achieve LOS C", 5.2 Transportation (page 5-2-5). Table 5.2-1 uses LOS E capacity. If the table used the LOS D capacities, what would be the results? Since this is an undeveloped location, should the table use LOS C?</p>	
<p>H-13</p> <p>Mitigations include installing traffic signals at the intersection of Murray Ridge/Mission Center and on each side of the Murray Ridge Rd. bridge over I-805. These signals need to be carefully coordinated to avoid chaos. Mission Center Road is very steep, and backups occur down this road at least as far as the I-805 overpass during afternoon rush hour even today. With the addition of three new traffic signals, within a distance of about a third of a mile, coordination is mandatory. A detailed procedure for this should be included in the Program EIR.</p>	
<p>H-14</p> <p>The location of the freeway ramp meters on both the northbound and southbound ramps onto I-805 from Murray Ridge Road need to be analyzed. Existing conditions are not conducive to merging with freeway traffic. With greatly increased traffic, their locations become more important.</p>	<p>In the event that any future actions require discretionary review, in accordance with CEQA Guidelines Sections 15168(c) and 15162 through 15164, those projects would be examined in light of this Program EIR to determine whether an additional environmental document must be prepared. The Quarry Falls Specific Plan outlines three other approval processes, based on Division 5, Article II, Chapter 11 of the LDC, that could occur with future construction projects. Separately regulated uses as defined in the LDC (effective May 17, 2005) and identified in the Specific Plan would be processed as a Process Three discretionary approval – <i>Hearing Officer action</i>.</p>

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	<p>Applications which are not consistent with the Master PDP approved in concert with the Quarry Falls Specific Plan but would meet the intent of the design guidelines presented in the Specific Plan would require approval of a separate Site Development Permit (SDP), PDP, or amendment to the Master PDP, and would be processed pursuant to Process Four - <i>Planning Commission action</i>.</p> <p>For projects which require a subsequent rezone or which are not consistent with the Specific Plan land use designation and/or development intensity, an amendment to the Specific Plan and/or Rezone would be required. A Specific Plan Amendment and Rezone are actions processed in accordance with Process Five – <i>City Council action</i>. All of these processes are discretionary and require that the City evaluate the proposals against the project analyzed within the PEIR and determine if subsequent environmental review is required.</p> <p>The PEIR fully analyzes environmental impacts for the proposed project and provides an implementation process for the development of individual parcels and phases. In response to comments that raise the possibility of the project exceeding the Target Density as presented in Table 3-1, <i>Quarry Falls Land Use Summary</i>, the Specific Plan has been revised to identify the maximum cap for development in each of the land use categories. Specifically, residential development will be limited to a maximum of 4,780 units, retail commercial development will be limited to a maximum of 603,000 square feet, and office development will be limited to a maximum of 620,000 square feet. In order to respond to any future projects that propose development which would exceed the overall development cap in any land use category, the following modification has been made to the implementation review process:</p> <ul style="list-style-type: none"> • Project Review Category 5. For projects which require a subsequent rezone or which are not consistent with the Specific Plan Land Use designation and/or development intensity, an amendment to the Specific Plan and/or Rezone would be required. A Specific Plan Amendment and Rezone are actions processed in accordance with Process Five, <i>City Council</i> approval. Additionally, for projects which exceed the maximum development cap as established in the Quarry Falls Specific Plan, an amendment to the Specific Plan and Master Planned Development Permit would be required.

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	<p>H-7. Schools services are evaluated in the PEIR (see Section 2.6.5) and are based on demographics of the Mission Valley community. The analysis in the PEIR is based on discussions and correspondence with the San Diego Unified School District, which determined adequate capacity in existing schools in surrounding communities to serve the project. The school district’s estimate of student generation is on a per-unit basis, depending on the residential unit type (e.g., single family or multi family) and general trends in the area, without regard to number of bedrooms.</p> <p>The proposed project is providing a site for a future school, and the developer has engaged in an agreement with High Tech High to locate a Charter School within Quarry Falls. The San Diego Unified School District has approved a charter for High Tech High to operate a K – 8 school on approximately three acres in Quarry Falls.</p> <p>Additionally, the developer would be required to pay school fees in accordance with SB 50. Developer fees collected pursuant to SB 50 are “deemed to be full and complete mitigation” for impacts related to the provision of adequate school facilities. (Gov. Code, §65995, subd. (h).) SB 50 also prohibits local agencies from denying land use approvals on the basis of inadequate school facilities, so long as the project proponent, if required to do so, pay the statutorily-capped developer fees. (Gov. Code, §65995, subd. (I).)</p> <p>H-8. The phasing of improvements to the Friars Road/SR-163 Interchange are included in the Transportation Phasing Plan and will be provided as described in the TIS (pages 314-317), which calls for mitigation to be implemented in Phase 1 and Phase 2 of the project. Should the City require a fair share payment in lieu of constructing the mitigation improvements, the current schedule anticipates construction to be ready for commencement in 2010 (see Caltrans comment letter dated January 7, 2008 to the PEIR).</p> <p>The SR-163/Friars Road interchange includes three phases of work. Phase 1 will include widening Friars Road and bridge, improving Frazee Road and Avenida de las Tiendas, coordinating signal timing through the Friars Road corridor, improving freeway ramp connections, and constructing soundwalls. Phase 2 will include constructing a new collector bridge, new flyover bridge from Ulric Street, and constructing a portion of the new Friars Road off-ramp.</p>

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	<p>Phase 3 will include constructing permanent southbound auxiliary lanes and constructing a new northbound on ramp with auxiliary lanes.</p> <p>The Quarry Falls project intends to contribute substantially to help make this project eligible for funding. Other improvements to Mission Center Road, Murray Ridge Road, and Phyllis Place would be implemented in the initial phases of the project that would ensure an acceptable level of service at these locations.</p> <p>H-9. As required by the City, the PEIR uses the Traffic/Parking thresholds from the City's current Development Services Department, Significance Determination Thresholds, dated January 2007 for projects deemed complete prior to January 1, 2007 (page 73). This project was deemed complete on May 11, 2005.</p> <p>KOA Corporation has reviewed year 2007 counts conducted for the Hazard Center project and compared them to counts taken for the Quarry Falls. This comparison shows that traffic patterns have not changed in a way that would affect the baseline conditions. The data was collected within the suggested timeline by the City of San Diego (no longer than two years) based on the study's submission date. Additionally, future baseline traffic volumes were increased to account for local and regional growth based on forecast projections from the SANDAG model.</p> <p>H-10. A cumulative analysis was conducted as part of the TIS. Numerous cumulative projects were included in the analysis and allowances were made for the possible effect of other, unforeseen projects and growth. The forecasting system and models developed by SANDAG and the City also allow for the mature development of communities above and beyond the explicit inclusion of projects based on land used in the Community and General Plans.</p> <p>The Mission Village Shopping Center project has changed from commercial to residential uses, which represents a decrease in the projected traffic trips. Therefore, in order to be conservative (because the new project would generate less average daily trips than included in the baseline traffic model), the reduction in trips due to the Mission Valley Shopping Center was not included.</p>


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	<p>H-11. Traffic volumes and the conditions of roads and intersections throughout the study area are addressed in the TIS. Under Alternative 4, Franklin Ridge Road would experience LOS E. However, in order to maintain a pedestrian friendly environment, traffic calming measures (fewer and narrower lanes) have been proposed as part of the project design. The traffic modeling performed as part of this analysis accounts for “cut-through” traffic associated with Serra Mesa trips traveling through the project to access the valley under the “with Phyllis Place” alternative.</p> <p>H-12. The City of San Diego bases their roadway level of service on tables found in their Traffic Impact Study Manual. Quarry Falls is considered an infill site subject to LOS D for developed locations. The LOS E capacity in Table 5.2-1 represents the capacity for an unacceptable level of service for a developed location.</p> <p>H-13. A condition of the project’s permit would require the applicant to install traffic signal interconnect among these signals, allowing coordination to be implemented successfully.</p> <p>H-14. Acceleration requirements can be found in the Caltrans Design Manual 6th Edition in sections 504.2(2) and 504.3(2). The I-805 Northbound on-ramp from Phyllis Place provides sufficient acceleration distance for the ramp meter and merge configuration. The I-805 Southbound on-ramp from Phyllis Place also provides sufficient acceleration distance for the ramp meter and merge configuration. This meter location may be re-positioned, if determined necessary by Caltrans.</p>

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<p>H-15 Traffic – Mission Village An increase in traffic on Friars Road could result in additional traffic on Mission Village Drive. For example, the development of Stonecrest resulted in additional traffic on Mission Village Drive. The traffic impact on Mission Village Drive wasn't included in the study, and needs to be included in the Program EIR.</p>	<p>H-15. The traffic study, approved by the City, presents conditions on roadways and intersections deemed to be meaningfully affected by the project using guidelines published by the City. The threshold for analysis is 50 peak hour trips in the peak direction. Quarry Falls will contribute less than two-percent of its trips to Mission Village. The traffic distribution to Mission Village Drive was below the threshold for analysis. See response to comment no. H-10 regarding cumulative analysis. The Mission Village Shopping Center project has changed from commercial to residential uses, which represents a decrease in the projected traffic trips. Therefore, the analysis in the TIS is conservative, because the new project would generate less average daily traffic than included in the baseline traffic model.</p> <p>H-16. The restriping of Murray Ridge Road from 2 lanes to 4 lanes would provide 2 travel lanes in each direction as identified in the Serra Mesa Community Plan. This would result in either loss of parking or loss of a bike lane; however, there is no environmental impact from either the loss of parking or the loss of the bike lane. The street is fronted by single family residences for which on-street parking was not required to serve the individual residences; and the Class II Bike Lane will be replaced by a Class III Bike Lane to provide bicycle circulation. Maintaining on street parking is a significant convenience to residents, however widening the street to accommodate both parking and the Class II Bike Lane would be less desirable as it would disrupt the residential character of the neighborhood due to the loss of front yards to the single family residences facing the street. Alternatively, the City Council may decide that the project provide traffic calming in the Serra Mesa community in lieu of the restriping. If the City Council chooses to implement traffic calming then the Class II bike lane and parking would remain.</p> <p>H-17. Maintenance of streets is not considered an environmental issue. The standard maintenance of streets is part of the general services provided by the City of San Diego for all public streets. The City maintenance schedule does not include LOS as a factor for the purpose of establishing the maintenance and repair schedule.</p>
<p>H-16 Traffic – Murray Ridge The environmental impact of proposed mitigation for Murray Ridge Road (e.g., re-stripe to four lanes) has not been studied. What would be the impact on the community if this mitigation was implemented? If the community does not want the road to be re-striped, will the City honor the community's desire? Can this mitigation stand by itself over time, or will other sections need to be re-striped to four lanes also, specifically that section north of the Murray Ridge Rd/Mission Center Rd. intersection? This needs to be included in the Program EIR.</p>	
<p>H-17 The traffic study indicated the amount of traffic that will be using Serra Mesa roads but not the impact it will have on Serra Mesa roads (e.g., wear and tear on the road). This needs to be included in the Program EIR. Given the existing condition of major roads in Serra Mesa, it is likely that increased traffic will necessitate resurfacing or more major repairs. This mitigation should be included in the PEIR.</p>	
<p>H-18 What will be the impacts of installing a traffic signal on Murray Ridge (e.g., result in people using alleyway between Murray Ridge Rd. and Greyling Dr.)? For instance, a stop sign added on Greyling Drive near Jones Elementary School has produced increased traffic in the alley and illegal u-turns on Greyling to avoid the stop sign, right in front of an elementary school. Considerations as to what drivers might do to avoid traffic delays needs to be included in the Program EIR.</p>	
<p>H-19 View Impact Simulations are usually done from key observer viewpoints surrounding a project to show visual impacts, if any, for all project alternatives. These viewpoints are typically publicly accessible locations. Currently there are no simulated views of the project area from the north, or of the southeast corner of the site looking from the east, and none from the Serra Mesa area. There should be a simulation included in the PEIR for each of the project alternatives as seen from Phyllis Place, a public right of way.</p>	
<p>H-20 Water The City does not currently have a reclaimed water pipeline to service the project site. This is a significant impact on water resources and is not addressed in the Draft PEIR. Water use for landscape irrigation is the number one use of water in San Diego, and using reclaimed water for landscape irrigation is standard and required practice for most cities in San Diego County. How will this issue be addressed, and what is the timeline for connecting this project to the reclaimed water system?</p> <p>In light of recent court rulings and policy changes on the availability of water supplies from the State Water Project and the Metropolitan Water District, including the status of the Delta Smelt, the City must re-analyze its estimated future capacity, and the impact of this project must be re-evaluated before the publication of the PEIR.</p> <p>For further information or questions, please contact me at doug@wescotts.org, or 858-361-8462.</p> <p>/s/ Doug Wescott Chair, Serra Mesa Planning Group</p>	

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	<p>H-18. The signals along Murray Ridge Road would operate at LOS C or better, and therefore should not result in a significant diversion of traffic to side streets.</p> <p>H-19. The Draft PEIR includes photo simulations for the project in Section 5.3, <i>Visual Effects and Neighborhood Character</i>. Cross sections of the site from Phyllis Place looking towards the southwest and southeast are also depicted in Figure 5.3-8, <i>View Looking South from Phyllis Place</i> which concludes the maximum elevations of all buildings are lower than the elevation of Phyllis Place. A photo simulation of the view south from Phyllis Place has been prepared to supplement this analysis and is included in the Final EIR as a courtesy to the commenters.</p> <div style="text-align: center; margin-top: 20px;">  </div> <p style="text-align: center; margin-top: 10px;"><i>Photo Simulation – View from Phyllis Place</i></p>

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	<p>Views from the east of the southeast corner of the site are visible from Friars Road, however, there are no public views, significant visual landmarks, scenic vistas, or view corridors to the west that would be blocked by the development of Quarry Falls; therefore, this vantage point does not meet the criteria for evaluating visual effects. A photo simulation of the pedestrian bridge, looking from the east along Friars Road, was included in the Draft PEIR as Figure 5.3-10 – <i>Photo Simulation – Views Traveling West on Friars Road</i>.</p> <p>H-20. The Quarry Falls project is located in the City Water Department’s Central Service area, which is not served by reclaimed water. At this point in time, the City has no plans to serve the area with reclaimed water, although in 2007 the City Council directed the Water Department to conduct a comprehensive study of recycled water opportunities in the City as a source of future supply for San Diego water needs. Accordingly, at this time, the Quarry Falls project does not include reclaimed water infrastructure, with the exception of reclaimed water piping for landscaping purposes.</p> <p>The Water Supply Assessment prepared in October 2007 (referenced in Appendix L) confirmed that there are sufficient water supplies to serve existing demands, estimated demands of the Quarry Falls project, and future water demands within the Water Department’s service area in normal and dry year forecasts, over the required 20 year planning horizon. The Quarry Falls project includes reclaimed water piping for landscaping purposes should reclaimed water infrastructure be installed to serve the project. If the Quarry Falls Project is connected to reclaimed water in the future, it will only improve the reliability of the City’s water supply.</p>

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<p>Bruce Warren made a motion to recommend that the MVUPC find that the DEIR is flawed and inadequate due to following reasons...</p> <p>I-1</p> <ul style="list-style-type: none"> CEQA requires identification of an "environmentally superior alternative". The most obvious alternative is the community plan intensity with the Phyllis Place connection. The EIR does not include this alternative. A side-by-side analysis of the Quarry Falls proposal and the community plan alternative is necessary. <p>I-2</p> <ul style="list-style-type: none"> A private traffic consultant sampled 7 of the 68 intersections analyzed in the EIR and analyzed the traffic impacts at the community plan intensity (with Phyllis Place connection). The Level of Service is improved at 3 of those 7 intersections: <ol style="list-style-type: none"> Friars/SR-163 Friars/Frazee I-8/Mission Center <p>The EIR should analyze all 68 of the intersections to determine which are improved and fairly compare the Quarry Falls proposal with the community plan intensity.</p> <p>I-3</p> <ul style="list-style-type: none"> The traffic analysis is based upon the City's traffic significance thresholds dated July, 2004. In January, 2007 the City updated those thresholds and made them more stringent, but did not require the Quarry Falls project to utilize them. If the current thresholds are used the traffic impacts would change from "not significant" to "significant" at several intersections, including: <ol style="list-style-type: none"> SR-163/Friars I-8/Mission Center I-15/Friars Friars/Mission Gorge <p>No mitigation is offered, because no impacts were identified. The EIR's traffic analysis should be revised to utilize the 2007 thresholds.</p> <p>I-4</p> <ul style="list-style-type: none"> The EIR assumes that 21% of the traffic generated by Quarry Falls will remain internal to the project. Is there any project in San Diego which captures so many trips internally? The EIR seriously underestimates the project's actual traffic impacts. <p>I-5</p> <ul style="list-style-type: none"> Adequacy of Public Services is not addressed in the EIR. There is inadequate capacity at elementary and high schools. 23 additional police officers required, but not provided. The impact of the project upon these services and to the existing residents of Mission Valley is not analyzed. <p>I-6</p> <ul style="list-style-type: none"> The Growth Inducement section of the EIR provides no rationale to explain or support the doubling of the community plan intensity. With Quarry Falls as a precedent the EIR should analyze the impacts to traffic and public services which would result if all undeveloped properties in Mission Valley were to develop to a similarly doubled intensity. <p>I-7</p> <ul style="list-style-type: none"> The EIR is inadequate and should be returned to the developer and the City to be made more complete and accurate, before it is considered by the MVUPC. <p>and therefore cannot be used to make an informed decision on the proposed project. It should be substantially revised to correct its deficiencies and re-circulated for public comment before the MVUPC takes a position on the project. The revised DEIR should focus particular attention to more fully analyzing Alternatives 2 and 3 (lower density alternatives); should be consistent with the naming of the individual phases; and a more rigorous relationship should be established between the allowed</p>	<p>I-1. The "Environmentally Superior Alternative" is the title of Section 10.3, and the environmentally superior alternative is identified on page 10-43 of the draft PEIR. According to the analysis, the "Reduced Density Project" alternative is considered the environmental superior alternative. The PEIR addresses the build-out under the existing community plans (Alternative 2) as well as an alternative which would provide a connection to Phyllis Place (Alternative 4) and a side-by-side comparison is shown on pages 10-40 through 10-42. The Community Plan alternative did not include a comparison of the with and without road connection due to the fact that the road connection is inconsistent with the Serra Mesa Community Plan and would therefore not be an alternative that was feasible under the existing proposal. At the request of the Mission Valley Unified Planning Committee, a comparison of the with and without road connection has been included in the Final PEIR Section 10, <i>Alternatives</i> for both the Community Plan and Reduced Density alternatives. That analysis has also been included in the appendix of the TIS.</p> <p>I-2. The analysis of the Phyllis Place Road Connection Alternative analyzed all 68 intersections and identified fewer unmitigated impacts and a lessening of overall traffic volumes in the local Mission Valley circulation network which is consistent with the conclusions of the third party traffic consultant. Traffic impacts are determined by significance thresholds, rather than any change in level of service (unless the roadway currently operates acceptably and the project traffic causes the roadway to operate unacceptably); therefore, there is no change to the conclusions of analysis prepared by KOA, Corporation. A discussion of the Community Plan Alternative with and without the road connection is included in Section 10.0 of the Final PEIR. Tables 10-1 thru 10-5 include a summary of traffic impacts at project build-out for each alternative with and without the road connection.</p> <p>I-3. See response to comment letter no. H-9. The City of San Diego requires projects deemed complete after January 1, 2007 to be analyzed under the new significance thresholds. Quarry Falls was deemed complete on May 17, 2005; therefore, it was reviewed using the July 2004 significance thresholds. Regarding the intersections identified above, mitigation has been identified to reduce impacts to below a level of significance at each location with the exception of Friars Road/Mission Gorge Road (see Table 5.2-8c, Project Phase 1 Through Horizon Year Traffic Impacts Summary – Intersections). At this intersection the LOS does not exceed "D" and therefore the impact is below a level of significance.</p>

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<p>Quarry Falls ADTs and the actual completion of SR-163 and Friars Road interchange. Jason Broad seconded the motion. Motion approved 13-2-1 (Gina Cord abstained because she wrote a letter to the Union Tribune).</p>	<p>I-4. The TIS accurately states the reduction for internal trips with mixed-use reduction and cumulative trip generation for the project. Quarry Falls is a large, master-planned project of over 200 acres with a mix of retail, office, residential, recreation and public uses designed to serve the community. A mixed-use reduction accounts for the traffic interaction between land uses; some people who live in Quarry Falls would also work, shop and play in Quarry Falls. The traffic study only reduces mixed use trips based on the interaction of residential, office and industrial uses with retail trips. It does not reduce mixed use trips based on the interaction of residential, office and industrial uses with each other and is therefore conservative. This is also true for internal trips for recreation purposes such as the neighborhood park, civic center and community recreation center.</p> <p>The mixed-use reduction is appropriate for use on this project. Based on the mixed use reduction guidelines the project incorporates adequate community and neighborhood oriented commercial for the trip reductions to apply. A mixed-use project may be comprised of both vertical and horizontal elements; a person does not have to live on top of a store in order for them to shop there, merely they need to live in proximity to the store. The TIS uses internal capture assumptions that are consistent with the City of San Diego Guidelines for mixed use and internal trip reduction.</p> <p>The cumulative trip generation rates used in the TIS are also consistent with the City of San Diego Guidelines, therefore, the TIS does not understate the impact of trips in the surrounding Mission Valley community. The City of San Diego Trip Generation Manual defines cumulative (also known as external) trips as the new vehicle trips added to the community. These trips constitute the project's impact on the community and are used in the TIS. As stated in the San Diego Municipal Code Land Development Code Trip Generation Manual (May 2003) the cumulative trip generation rates are used to determine the community-wide impact of a new project.</p>


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	<p>The City of San Diego trip generation rate data available have been developed from measurements at isolated single use developments. When uses are combined, simply adding the single use estimates together can result in a total trip generation estimate that is too great for the site. To account for this, the City has recommended trip reductions for mixed use developments that include commercial retail. It is standard practice to account for mixed use reductions in specific plans for large projects with mixed use components. Other studies that have been prepared for Mission Valley, the city and throughout the region use mixed use reductions to correctly estimate the external project trip generation (Stonecrest and Mission City to name two).</p> <p>The cumulative trip generation and mixed use reduction are not <u>only</u> locally utilized practices rather these are nationally recognized trip behavior characteristics and are documented in the Institute of Traffic Engineers (ITE), an international education and scientific association of transportation professionals, Trip Generation Manual. The traffic study did not reduce the total trips to account for transit reductions, which are estimated to be up to five percent of the total daily trips. Caltrans has reviewed the project trip generation and finds it acceptable.</p> <p>I-5. The Quarry Falls PEIR analyzed Public Services in Section 2.6, <i>Existing Public Services and Facilities</i>. The discussion in Section 2.6 addresses Fire, Emergency Services, Police, Libraries, Schools, and Parks.</p> <p>The discussion presented in Section 2.6 is detailed and not only quantifies the project's potential to affect public services and facilities, but also presents the results of correspondence (see Appendix N) with services providers and the need for facilities to serve residents of Quarry Falls, as well as the surrounding communities. Figure 2-9, <i>Public Facilities Map</i>, shows the location of all of the public facilities addressed in the PEIR and their relationship to the project site.</p>

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	<p>Public services are evaluated in light of whether or not the deficiency would result in a physical change in the environment related to the construction or alteration of facilities; since new public facilities are not required to serve the project, physical change to the environment would not occur (CEQA Guidelines Section 15358). However, as stated in the draft PEIR on page 2-17, “New developments within the Mission Valley community are required to pay Development Impact Fees (DIF) in accordance with the Public Facilities Financing Plan (PFFP) for the Mission Valley Community to assist in funding public services and facilities...” The applicant will be required to pay DIF to cover their fair share of the costs of public services and facilities.</p> <p>I-6. It is speculative to suggest that other properties in Mission Valley would chose to re-develop based on what is proposed for Quarry Falls. Any future proposal to change existing land uses and existing approved land use plans would require review by the City. That review would include environmental analysis of any proposed change.</p> <p>I-7. All of the issues raised in this comment letter are adequately addressed in the Draft and Final PEIR. This comment letter does not raise any issues that would require re-circulation of the Draft PEIR. No new environmental impacts have been identified, and for those impacts identified in the PEIR, no impacts would result in an increased in severity. The PEIR provides a thorough analysis of the potential environmental impacts associated with the project allowing meaningful public review and comment.</p> <p>Additional information and revisions have been made to the Final PEIR to clarify and augment the original analysis. However, significant new information has not been added that would require re-circulation of the environmental document per CEQA Section 15088.5 (b).</p>

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COMMENT	RESPONSE
<p style="text-align: center;"><i>Mission Valley Community Council</i></p> <p style="text-align: center;">900234 92190 PO BOX 900234 San Diego, CA 92190 619-280-3745 missionvalleycommunitycouncil@hotmail.com</p> <div style="text-align: right;">  <p>Lynn Mulholland P.O. BOX 900234 San Diego, Calif. 92190</p> </div> <p>Marilyn Mirrasoul, Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, Calif. 92101</p> <p style="text-align: center;">Subject: Project No. #49068/SCH #2005081018</p> <p style="text-align: center;">Comments regarding the adequacy of the DEIR and the Technical Appendices.</p> <p>J-1 1. Only the DEIR was provided to the public. Members of the Mission Valley Unified Planning Group received the DEIR and the two volumes of the Technical Appendices. Such portioned information is contrary to CEQA. Weeks later, the Technical Appendices were in the Mission Valley Library and the main Library downtown.</p> <p>J-2 2. The General Plan precludes development that compounds existing deficiencies. All intersections on Friar's Road from Mission Gorge to Avenida de las Tiendas are F rated. Secondary to Quarry Falls, the wait time at the intersections increases astronomically; in some intersections to two hours or more.</p> <p>J-3 3. The proposed General Plan precludes development that reduces service levels. Again, large increases in delays at intersections are contra-indicated.</p> <p>J-4 4. Per development Intensity District Chart, 140 average daily trips (ADT'S) per acre are allowed. When the terrain is steep (one foot rise for every four feet horizontal - 25%), no ADT'S are allowed. The drop from Serra Mesa to Friar's Road is 250 feet. Therefor, not ADT'S are allowed.</p> <p>J-5 5. The proposed 20 story structures exceed the height restrictions.</p> <p>6.</p> <p style="text-align: right;">Page 1 of 3</p>	<p>J-1. CEQA requires that the public be notified of the availability of the Draft EIR. The notice must include the location of where the EIR, including background material, may be reviewed. CEQA does not require that copies of the Draft EIR or technical appendices be sent to the public. However, the City of San Diego tries to make copies of the Draft EIR available to members of the public upon request.</p> <p>As stated in the Public Notice and in the PEIR Section 1.0, <i>Introduction</i>, copies of the PEIR were placed at the Mission Valley, Serra Mesa and the San Diego Central Library. During the public review period, staff was made aware that copies of the technical appendices were not at the public libraries. Staff had copies of the technical appendices delivered to the public libraries. However, the technical appendices were available for review at the City of San Diego Development Services Department during the duration of the public review period, as well as the extension of time provided for public review of the PEIR. Copies of the PEIR and technical appendices were provided to the State Clearinghouse on November 6, 2007.</p> <p>Upon request by the public and as an additional convenience to access the documents, hardcopies of the Technical Appendices were delivered to the Mission Valley and Serra Mesa libraries on Wednesday, December 12, 2007. Furthermore, at the request of the Serra Mesa Community Planning Group, the public review period was extended from December 17, 2007 until January 7, 2008 – providing the public with an additional three weeks of review time.</p> <p>J-2. It is unclear where the Mission Valley Community Council found that the “General Plan precludes development that compounds existing deficiencies.” Such a goal or objective was not found in the Progress Guide and General Plan – Transportation Element, or the Draft General Plan – Strategic Framework, Land Use and Mobility Elements. However, the General Plan does state: “It is the intent of the City to ensure that future development does not adversely affect any community.” Therefore, consistent with policy PF-C.1.a, the City has identified the demand for public facilities and services resulting from this discretionary project. In addition, as a condition of approval, the project is subject to exactions that are reasonably related and in rough proportionality to the impacts resulting from the proposed development. As stated previously, the developer will be required to pay a fair share contribution to facilities costs.</p>

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	<p>A traffic study has been prepared for the project that identifies impacts and provides mitigation measures. The traffic study is summarized in Section 5.2 of the PEIR; the complete traffic study is provided in the Technical Appendices to the PEIR. As stated in the PEIR, even with mitigation measures, some traffic impacts would remain significant and unmitigable.</p> <p>J-3. Again, it is unclear where the Mission Valley Community Council finds this goal or policy in the City’s Progress Guide and General Plan or in the newly adopted General Plan. Included within the General Plan’s Public Facilities, Services and Safety Element are the following policies which would applicable to the Quarry Falls project:</p> <p><i>PF-A.1. Reduce existing deficiencies by investing in needed public facilities and infrastructure to serve existing and future development.</i></p> <p><i>PF-A.2. Address current and future public facility needs by pursuing, adopting, implementing, and maintaining a diverse funding and management strategy.</i></p> <p>Goals included within the Public Facilities, Services and Safety Element do include the provision “Adequate public facilities that are available at the time of need” and for “Public facilities exactions that mitigate the facilities impacts that are attributable to new development.” The Element further states that “The comprehensive evaluation of development proposals will be critical to ensure any impacts to public facilities and services are identified and addressed. While the City endeavors to respond to existing and future needs with development impact fees (DIF) and other capital funding sources, private development will also be responsible for ensuring existing needs are not compounded by a proposed project. It is the intent of the City to ensure that future development does not adversely affect any community. Projects will be subject to DIFs or facilities benefits assessments to contribute their proportional fair-share of existing and future facilities, and under certain circumstances are required to provide a physical improvement as a condition of project approval.” The Quarry Falls project would be subject to payment of DIF, as well as implementation of public improvements (including roadway improvements) and contributing fair share payments. Last, as required by the Public Facilities, Services and Safety Element, the Quarry Falls project has fully addressed public facilities and services which would serve the project (see Section 2.0, <i>Environmental Setting</i>, of the PEIR).</p>

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	<p>J-4. The MVPDO establishes 140 ADT/acre as the threshold for requiring a discretionary action. Projects that generate less than 140 ADT/acre and meet all other requirements of the MVPDO may be processed ministerially. For projects that exceed 140 ADT/acre, the MVPDO requires that a Community Plan Amendment and traffic study be prepared.</p> <p>The Mission Valley Planned District Ordinance, Table 1514-03A, allocates 140 trips per gross acre to the Development Intensity District F, in which Quarry Falls is located. The MVPDO excludes acreage within <i>steep hillsides</i> as defined in Land Development Code Section 113.0103:</p> <p style="padding-left: 40px;"><i>Steep hillsides</i> means all lands that have a slope with a <u>natural</u> gradient of 25 percent (4 feet of horizontal distance for every 1 foot of vertical distance) or greater and a minimum elevation differential of 50 feet, or a <u>natural</u> gradient of 200 percent (1 foot of horizontal distance for every 2 feet of vertical distance) or greater and a minimum elevation differential of 10 feet.</p> <p><i>Steep hillsides</i> are identified as Sensitive Lands in the City’s Environmentally Sensitive Lands (ESL) Ordinance (LDC Section 143.0100). The impact to steep hillsides requires the processing of a Site Development Permit (SDP) concurrently with the projects actions. Section 3.0, Page 3-60 and Page 3-76 of the Final PEIR have been revised to include to <i>steep hillsides</i> with the processing of the SDP required for the project.</p> <p>TCB, Inc. analyzed the portion of Quarry Falls outside of the northern mining limit to identify if any <i>steep hillsides</i> that meet the Land Development Code definition exist. This analysis used the “As Built” drawings (March 27, 1972) from the construction of I-805 and Phyllis Place and the latest offsite topographic survey from January 15, 2005. Based upon this analysis, the site contains no natural gradients of at least 25% and a vertical elevation of at least 50 feet. The majority of slopes are the result of previous disturbance to the site from the construction of I-805 and the Phyllis Place/Murray Ridge Road Interchange as well as the ongoing mining operations permitted by CUP 5073.</p>

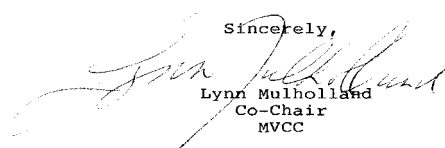
LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE																
	<p>To analyze for steep hillsides of at least 200% and a vertical elevation of at least 10 feet, the analysis was conducted using the more restrictive variables of 175% slope and a vertical elevation of 9 feet. This analysis identified approximately 0.016 acre of steep hillsides (see graphic below).</p> <div data-bbox="1073 378 1944 748" data-label="Figure"> </div> <p>This area is adjacent to a small (0.06 acre) disturbed wetland that will be removed in order to ensure geotechnical stability and prevent stormwater from undermining manufactured slopes. In addition, this area would be impacted by the Phyllis Place Road connection as discussed in Alternative 4. The deduction of the <i>steep hillsides</i> from the area allocated for ADT results in a reduction of 3 ADT from the Mission Valley portion of the project.</p> <p>The combined ADT for Alternative 2 – <i>No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative</i> from the Mission Valley and Serra Mesa portions of the project is 31,881 ADT (see table below).</p> <table border="1" data-bbox="1157 1133 1898 1268"> <thead> <tr> <th>Community Plan</th> <th>Acres</th> <th>Intensity</th> <th>Total ADT</th> </tr> </thead> <tbody> <tr> <td>Mission Valley ¹</td> <td>224.98</td> <td>140 ADT/acre</td> <td>31,497</td> </tr> <tr> <td>Serra Mesa ²</td> <td>5.5</td> <td>8 ADT/unit</td> <td>384</td> </tr> <tr> <td>TOTAL ADT</td> <td></td> <td></td> <td>31,881</td> </tr> </tbody> </table> <p>¹ Excludes 0.02 acres of <i>steep hillsides</i>. ² Allows 48 units (RS-1-7 Residential Zone of 1 unit per 5,000 square feet)</p>	Community Plan	Acres	Intensity	Total ADT	Mission Valley ¹	224.98	140 ADT/acre	31,497	Serra Mesa ²	5.5	8 ADT/unit	384	TOTAL ADT			31,881
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	<p>The most conservative estimate of the community plan alternative assumes a maximum development intensity based upon driveway trip generation for the mix of land uses. In addition, in response to comment no. K-107, a discussion of the community plan alternative assuming the maximum development intensity based upon external cumulative ADT provides an additional land use scenario within the range of alternatives selected for analysis.</p> <p>J-5. As part of the proposed project, development areas would be rezoned using the City’s Land Development Code base zones. Height limitations would be established by the zone applied to specific development areas. Where a specific City base zone does not have a height limit, the PEIR assumes specific building heights based on that anticipated for the proposed project. Those height limits are shown on page 5.3-16 of the Draft PEIR. Development would not exceed the maximum height allowed by the applied zones and maximum heights presented on page 5.3-16 of the PEIR.</p>

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<p>J-6</p> <p>6. The increasing frequency and severity of asthma and cancer are directly related to the toxic emission of the internal combustion engine: particulates, carbon monoxide, carbon dioxide and hydrogen sulfide. The proposal of 10,000 to 14,000 or more vehicles portends huge additional tons, daily, of toxic emissions. Yet, not one word about particulates, nor carbon monoxide, nor carbon dioxide, nor hydrogen sulfide.</p>	<p>J-6. Air quality impacts are addressed in Section 5.4, <i>Air Quality</i>, of the PEIR. The air quality analysis addresses particulates, carbon monoxide, carbon dioxide and hydrogen sulfide.</p>
<p>J-7</p> <p>7. In 2004, Serra Mesa Unified Planning Group distributed 1,000's of surveys at grocery stores, beauty salons, barber shops, car washes, bridge clubs and other gatherings. There were two questions concerning Quarry Falls. The response options for each were favor, oppose or undecided.</p> <p style="margin-left: 40px;">(1.) Favor Quarry Falls Development? 78% Opposed (2.) Favor connecting road to Phyllis Place? 67% Opposed</p>	<p>J-7. Comment noted.</p>
<p>J-8</p> <p>8. In 2005, Mission Valley Community Council mailed surveys to 1,423 owners of record in five condo complexes. There was one question about Quarry Falls; one question about the Mission Valley Community Plan.</p> <p style="margin-left: 40px;">(1.) What are your thoughts about Quarry Falls? 94% Opposed (2.) What do you think about updating the Community Plan of Mission Valley to reduce density and impose height restrictions? 95% Favorable</p> <p>The disinterest by the electorate in Quarry Falls is considerable. In January 2006, the Mission Valley Community Council passed three resolutions:</p> <p style="margin-left: 40px;">(1.) Mission Valley is built out. No additional residential units or office space is indicated. Correction of present deficiencies in infrastructure (population based park, permanent fire station, K-12 public school) is indicated. (2.) Amend the Mission Valley Community Plan to decrease density, impose height restrictions, i.e. to down-zone. (3.) Opposition to Quarry Falls.</p>	<p>J-8. Comments noted.</p>
<p>J-9</p> <p>To avoid compliance with various statutes, the applicant wants a specific plan.</p> <p>Thank you, in advance, for including this letter in your documents.</p> <p style="text-align: center;">Sincerely,  Lynn Mulholland Co-Chair MVCC</p> <p style="text-align: center;">Page 2 of 3</p>	<p>J-9. The Mission Valley Community Plan, page 61, recommends that a specific plan be prepared for multi-use projects of 10 or more acres. The PEIR also describes that the Mission Valley Community Plan and the Mission Valley Planned Development Ordinance require that a Specific Plan be prepared for development of the project site. The project applicant has complied with these requirements and has prepared a Draft Specific Plan.</p>

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<p>Marilyn Mirrasoul January 4, 2008 Page 2</p> <p>proposal and properly weigh other alternatives...." <i>San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus</i> (1994) 27 Cal.App.4th 713, 734.</p> <p>K-2</p> <p>K-3</p> <p>K-4</p> <p>The ultimate residential density of the Project is not described and is unclear. The residential "target density" is "approximately 4,780 units". [pgs. 3-10 and 3-11 & Table 3-2]. There is no explanation of what the word "target" means, whether that could include higher density or not. It does not appear that there is a cap on density. The PEIR states that, "the Quarry Falls Specific Plan allows for a range of development intensity..." and "other development scenarios and land use mixes may result in more or less than the target development intensity... [pg. 3-13]. Moreover, the Project proposes that 10% of residential units will be affordable housing so the developer may apply for a density bonus. [pg. 3-28]. The PEIR even discusses a procedure for "a request to exceed the targeted residential units of 4,780...". [pg. 3-53].</p> <p>K-5</p> <p>Table 3-2 of the PEIR identifies a 'Development Intensity Range' for residential use. The upper end of the range is 6,834 residential units. The PEIR provides no analysis of the impacts to traffic or public services resulting from residential build-out at the upper end of the range. It would not be adequate for the analysis to suggest that commercial trips might be reduced to offset an increase in residential intensity. Commercial and residential uses distribute their peak hour trips in very different percentages and directions. The PEIR must fully assess the impacts resulting from the higher intensity residential scenario provided by the form of project entitlements requested by Quarry Falls.</p> <p>K-6</p> <p>Similarly, Table 3-2 indicates that 1,530,000 square feet (vs. a "target" of 1,223,000 square feet) might be developed in the retail and office areas. The CC-3-5 and IL-3-1 zones proposed for the property would allow all of the space to be devoted to a single use -- retail or office -- rather than the "target" allocation of approximately 50% each. The PEIR does not describe how the traffic analysis would be affected by an emphasis on one or the other use.</p> <p>K-7</p> <p>The PEIR claims that the project is limited by the amount of traffic that can be generated. It does provide that "...should future development be proposed that is in excess of the constraints set by the traffic analysis, subsequent traffic analysis and environmental review would be necessary." But already the projected Project ADT's are double that allotted for in the Mission Valley Community Plan. The PEIR claims to have evaluated "the worst case impacts based on development which could occur...". [pg. 3-</p>	<p>K-2. As shown in Table 3-1, <i>Quarry Falls Land Use Summary</i>, Quarry Falls would provide approximately 31.8 acres of publicly and privately-owned parks (with the privately-owned area having easements to allow for general public use), civic uses, open space and trails; approximately 4,780 residential units offered as a variety of "for sale" and/or "for rent" and built as condominiums, town homes, apartments and/or flats, row homes, courtyard units, lofts, live/work units, carriage units (dwelling units on one or more floors located above a private garage), senior housing and assisted care units; approximately 603,000 square feet of retail space; and 620,000 square feet of office/business park uses. Additional land uses provided for within Quarry Falls include an option for a school site. All of these land uses are described in detail in Section 3.0, <i>Project Description</i>, of the PEIR. The project description has been revised to clarify that no more than 4,780 residential units, 603,000 square feet of retail space, and 620,000 square feet of office/business park uses could be built at the project site.</p> <p>K-3. See response no. K-2 and H-6.</p> <p>K-4. The project will provide 10% of the residential units as affordable units. This is included within the overall residential intensity and is not in addition to that intensity. In other words, the project is not seeking a density bonus for affordable units. The Master Planned Development Permit shall include conditions that prohibits the project from seeking an increase under the City's Density Bonus Ordinance. Even without this condition, the Density Bonus Ordinance would not apply unless the applicant were to propose to exceed the maximum density allowed by the proposed zone. In this case, the applicant does not propose to meet or exceed the densities allowed by the applicable zones which are also limited by the development cap.</p> <p>K-5. See response nos. K-2 and H-6.</p> <p>K-6. See response no. H-6. In addition, to the limits of overall intensity, the controls placed on the project relative to the maximum amount of overall ADT further controlled by the limitations on AM and PM "in" and "out" peak-hour trips to ensure that any change in development intensity would not alter the traffic analysis for the PEIR.</p>


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	<p>K-7. Comments noted. The PEIR acknowledges that the project would result in significant traffic impacts to the community and proposes measures to mitigate those impacts. Even with mitigation, the project would result in significant and unmitigable traffic impacts. In order for the decision maker to approve the project, a Statement of Overriding Considerations must be adopted which present the reasons for approving the project in light of its significant unmitigable impacts.</p> <p>It should be noted that the PEIR addresses an alternative that would develop the project site in accordance with the land uses and intensities allowed by the Mission Valley and Serra Mesa Community Plans. (See Section 10.2.3, Alternative 2 – <i>No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative.</i>) As evaluated in the PEIR, while this alternative would reduce traffic impacts, significant traffic impacts would not be avoided. Mitigation similar to the proposed project would be required under this alternative. Even with implementation of mitigation measures, traffic impacts to portions of Friars Road, Texas Street, and Mission Center Road, as well as freeway ramps and segments, would remain significant and unmitigable. Please also see response no. H-6 regarding the development process for future projects.</p>


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<p data-bbox="283 289 436 350">Marilyn Mirrasoul January 4, 2008 Page 3</p> <p data-bbox="142 402 193 431">K-8</p> <p data-bbox="283 393 999 454">13]. But the reader does not know what other future development could occur. If there is possible future development in excess of the traffic constraints as the PEIR suggests, the worst case scenario impacts were not analyzed.</p> <p data-bbox="142 548 193 578">K-9</p> <p data-bbox="283 470 999 594">The PEIR states “the Quarry Falls project proposes 10 percent of residential units provided by the project as affordable in accordance with Section 142.1309 of the City’s Land Development Code.” If a density bonus will be sought for any or all of the residential districts then there would ultimately be far more than the proposed 4,780 units, and the impacts on traffic and public facilities and services would be greater than presented in this PEIR.</p> <p data-bbox="283 610 999 695">Moreover, the City’s recently adopted Density Bonus regulations allow a density bonus to be granted ministerially. The impact of such additional units, therefore, must be assessed in the PEIR in order to provide an accurate and complete characterization of project impacts upon public facilities and services and traffic.</p> <p data-bbox="283 711 999 753">2. THE QUARRY FALLS PROJECT IS NOT APPROPRIATE FOR THE USE OF A PROGRAM EIR OR TIERING</p> <p data-bbox="283 769 999 912">The PEIR represents that it “functions” as a “first tier” EIR. [PEIR pg. ES-2]. “Tiering” refers to using the analysis of general matters contained in a broader EIR...with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussion from the broader EIR...” Id. ; Cal. Code Regs., tit. 14, § 15152 (a). Tiering is only appropriate when “the sequence of analysis” is from a program EIR to a site-specific EIR (or negative declaration) or an EIR (or negative declaration) of a lesser scope. Id. § (b).</p> <p data-bbox="142 906 214 935">K-10</p> <p data-bbox="283 928 999 1032">In direct contrast, the PEIR claims that it qualifies as a “program EIR” that contains a detailed analysis of “the specific impacts of overall project implementation” and that it “is not broad and general, but specific to the overall Quarry Falls project and its “associated actions”.” [Emphasis added]. [pg. ES-2]. The Executive Summary provides:</p> <p data-bbox="336 1049 945 1133">“The Quarry Falls project proposes a Specific Plan, Master Planned Development Permit (PDP), Vesting Tentative Map (VTM), and <i>associated actions</i> which provide guidance for future development of Quarry Falls. It is intended that this Program EIR, once certified, serve as the primary</p> <p data-bbox="709 1182 1079 1227" style="text-align: right;">WYRZ, Mc DADE WALLACE MOGOT & BROWER, A.P.C.</p>	<p data-bbox="1100 230 1969 318">K-8. The impacts of the proposed project have been fully analyzed within the PEIR. See response no. K-3 for a description of the development process and the environmental review required for subsequent projects.</p> <p data-bbox="1100 350 1969 438">K-9. See response no. K-2 and H-6. The project does analyze the worst case scenario. Any projects exceeding the densities analyzed would require subsequent environmental review.</p> <p data-bbox="1100 470 1969 1006">K-10. The Environmental Analysis Section of the City’s Development Services Department determined that a Program EIR should be prepared for the project consistent with CEQA Guidelines Section 15168, described on page 1-1 of the PEIR. The PEIR is considered a first tier EIR. According to CEQA Guidelines Section 15152(b), “Agencies are encourage to tier the environmental analysis which they prepare for separate but related projects including general plans, zoning changes, and development projects.” Section 15152(b) provides the Lead Agency with the rationale to tier environmental analyses for the purposes of eliminating “repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative declaration for another plan, policy, or program or lesser scope, or to a site-specific EIR or negative declaration.” This CEQA Section further states that “Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration.” Therefore, the use of a program EIR and the eventual tiering of subsequent projects is consistent with CEQA.</p> <p data-bbox="1171 1039 1969 1214">The analysis is as detailed as it can be at this stage in the project and is, admittedly, more detailed than what might occur in a typical Program EIR. However, providing more detail and analysis is not in conflict with CEQA. Rather CEQA requires that, even with a Program EIR, the analysis must adequately analyze reasonably foreseeable significant impacts and cannot defer that analysis.</p> <p data-bbox="1171 1247 1969 1364">As clearly stated in the PEIR, for the Quarry Falls project, the Specific Plan, Master Planned Development Permit (PDP), Vesting Tentative Map (VTM) and associated actions identify future build-out of the project. Implementation of those actions is evaluated in the Program EIR.</p>


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<p data-bbox="310 285 457 354">Marilyn Mirrasoul January 4, 2008 Page 4</p> <p data-bbox="365 402 949 444">environmental document for those future actions.” [Emphasis added.] [pg. ES-2].”</p> <p data-bbox="310 464 1003 578">Tiering is only appropriate for EIR’s that will be followed by further, specific environmental review in the future. This PEIR claims it already contains a specific analysis and does not specify which aspects of the Project, if any, will be subject to any further environmental analysis. The PEIR does not identify what environmental analysis is being deferred for later and on which future “associated actions.”</p> <p data-bbox="310 597 1003 782">The PEIR and the form of entitlements proposed by Quarry Falls reflect that the implementation of individual projects within Quarry Falls is intended to be accomplished through the ministerial substantial conformance review process, without the opportunity for subsequent discretionary review. Tiering from a program EIR is appropriate only where there will be subsequent environmental review in the form of another site specific EIR or negative declaration with a narrower scope. Cal. Code Regs., tit. 14, § 15152 (b). The use of a program EIR and tiering is not appropriate when there will be no further discretionary approvals subject to CEQA review. Id.</p> <p data-bbox="310 802 1003 941">“Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental impacts of the project and does not justify deferring such analysis to a later tier EIR or negative declaration.” Cal.Code Regs., tit. 14, § 15152, subd. (b). CEQA’s demand for meaningful information is not satisfied by simply stating information will be provided in the future. <i>Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova</i> (2007) 40 Cal.4th 412, 431.</p> <p data-bbox="310 961 1003 1211">The PEIR attempts to justify the lack of further environmental review by claiming to provide a specific, project level analysis sufficient to deem the PEIR the primary environmental document for “future actions.” Only a program EIR that “deals with the effect of the program as specifically and comprehensively as possible” can be used in this fashion. Cal.Code Regs., tit. 14, § 15168 (c)(5). In order to effectively act as the “single environmental document that can allow an agency to carry out an entire ‘program’ without having to prepare additional site-specific EIRs or negative declarations”, a program EIR must address enough site-specific details to allow an agency to make informed site-specific decisions about future program components and “clearly inform the public whether future CEQA documents are anticipated.” Guide to the California Environmental Quality Act, 11th Ed., Chpt. XIII, pg. 638 (2006).</p> <p data-bbox="722 1273 1079 1318">  WERTZ MCDADE WALLACE MOOT & BREWSTER LLP </p>	<p data-bbox="1171 227 1974 493">As discussed in response no. H-6, applications for future construction and development permits within Quarry Falls would be acted on in accordance with one of five decision processes established in Division 5, Article II, Chapter 11 of the City’s Land Development Code (LDC). In the event that any future actions require discretionary review, in accordance with CEQA Guidelines Sections 15168(c) and 15162 through 15164, those projects would be examined in light of this Program EIR to determine whether an additional environmental document must be prepared. Specifically, CEQA requires that:</p> <ul data-bbox="1192 526 1974 1123" style="list-style-type: none"> ▪ If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. If subsequent environmental review results in additional impacts and the identification of new mitigation measures, those mitigation measures would be applied to that later activity. Additionally, if as part of the subsequent review, the City has updated mitigation measures, the updated measures would be applied to any future Quarry Falls projects that are required to have subsequent environmental review under CEQA. ▪ If the City finds that, pursuant to CEQA Section 15162, no new significant impacts would occur or no new mitigation measures would be required, the City may approve the activity as being within the scope of the original review contained in this Program EIR, and no new environmental document would be required. ▪ When future discretionary actions associated with implementing the Quarry Falls project occur, the City must incorporate feasible mitigation measures including those developed in this Program EIR into those subsequent actions. All mitigation measures included in this Program EIR would be incorporated into the current project as specified in this Program EIR. <p data-bbox="1171 1156 1974 1211">Therefore, the PEIR does function as a “first tier” EIR consistent with the approach outlines in CEQA Guidelines Section 15152.</p>

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<p>Marilyn Mirrasoul January 4, 2008 Page 5</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;"> K-10 (con't) </div> <p>This PEIR does not provide a specific, project level analysis. For example, at a minimum, a project level analysis would address the impacts based on the number of bedrooms for residential units and the specific commercial and offices uses that would be developed. This level of project detail and the related analysis would affect the impacts on traffic and public facilities/services. This is a serious deficiency which should be corrected by expanding the project details and conducting and incorporating into the PEIR a project-level analysis.</p> <p><u>3. THE PEIR DOES NOT SERVE ITS PURPOSE AS AN INFORMATIVE DOCUMENT BECAUSE THE LAND USE ANALYSIS (§ 5.1) DOES NOT IDENTIFY AND ANALYZE DEVELOPMENT INTENSITY CONFLICTS BETWEEN THE PROJECT, THE MVPDO AND THE MVCP</u></p> <p>A proposed project can have a potentially significant impact if it conflicts with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project including, but not limited to, the general plan, specific plan or zoning ordinance adopted for the purpose of avoiding or mitigating an environmental effect. Cal. Code Regs., tit. 14, § 15000, et seq., Appendix G, pg. 7.</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;"> K-11 </div> <p>A city's land use decisions must be consistent with the policies expressed in its general and community plans. A program or project is consistent with the general/ community plan if, considering all its aspects, it will further the objectives and policies of the plans and not obstruct their attainment. To be consistent the project must be compatible and "in harmony" with the objectives, policies, general land uses, and programs specified in the applicable plan. Gov. Code, § 66473.5; <i>Friends of Lagoon Valley v. City of Vacaville</i> (2007) 154 Cal.App.4th 807, 817.</p> <p>There is no identification or analysis of the conflict between the Average Daily Trips (ADT's) allocated under the Mission Valley Community Plan (MVCP) and the ADT's generated by the Project. On pages 5.1-12 and 5.1-13, the EIR states the following regarding development intensity as addressed by the Mission Valley Community Plan:</p> <p style="padding-left: 40px;">"The Development Intensity Element establishes guidelines for intensity of development in Mission Valley. Mission Valley is divided into Development Intensity Districts based on existing and projected traffic generation. The purpose of Development Intensity Districts is to "ensure</p> <div style="text-align: right; margin-top: 20px;">  <small>WERTZ MCDADE WALLACE MOOT & BROWER, APC</small> </div>	<div style="margin-top: 100px;"> <p>K-11. Land use impacts associated with the Quarry Falls project are analyzed within Section 5.1, <i>Land Use</i>, of the PEIR. As stated in Section 5.1, the project would generate traffic in excess of the traffic Threshold 2 established by the Mission Valley PDO which requires that a Community Plan Amendment be processed. The Community Plan Amendment is being processed concurrent with the various project actions. The project would result in significant impacts associated with traffic circulation. Mitigation measures are proposed to reduce impacts; however, all impacts would not be reduced to below a level of significance. The PEIR identifies the projects impacts associated with traffic circulation as a significant and unmitigable land use impact. Therefore, approval of the project would require that the decision-makers adopt Findings and a Statement of Overriding Considerations in accordance Sections 15091 and 15093 of the CEQA Guidelines.</p> </div>


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<p>Marilyn Mirrasoul January 4, 2008 Page 6</p> <p>compatibility between the street carrying capacity and the maximum development intensity.” The project site is in Development Intensity District F. Objectives and proposals of the Development Intensity Element relevant to the proposed project include the following:</p> <p>K-11 (con’t)</p> <ul style="list-style-type: none"> • Provide a level of future development intensity which will enhance and maintain a high quality of life in the community. • Formulate innovative land use regulations which will establish development intensities based upon the capacity of the circulation system.” <p>K-12</p> <p>The PEIR does not disclose that Development Intensity District F allocates 32,040 ADT’s to this site and the Project will generate 66,286 ADT’s. This is a significant omission that must be corrected. The impact analysis on pages 5.1-18 through 5.1-21 only discusses community plan goals and overlooks the requirement that the Project’s compatibility be evaluated for consistency with the intensity of development specified in the Mission Valley Community Plan and the Mission Valley Planned District Ordinance.</p> <p>On page 5.1-22 the conclusory statement is made that the Project goals are consistent with the goals of the MVCP and the MVPDO. As with the impact analysis, there is no significance determination regarding consistency with the “intensity of development.” Since the project would generate 66,286 trips versus 32,040 trips, it is evident that the inconsistency with the “intensity of development” is significant. The PEIR must be expanded to fully address the issue in its entirety.</p> <p>K-13</p> <p>4. <u>THE PEIR DOES NOT SERVE ITS PURPOSE AS AN INFORMATIVE DOCUMENT BECAUSE THE LAND USE ANALYSIS (§ 5.1) DOES NOT IDENTIFY AND ANALYZE THE IMPACTS OF EACH OF THE PERMITTED USES IN EACH OF THE PROPOSED ZONES</u></p> <p>The PEIR identifies that land uses in Quarry Falls will be those permitted by the underlying zoning to be applied to the property. Any of the uses provided in the zones could be implemented without subsequent review or assessment. The impacts of such uses could be substantially different than those described in the PEIR. For example, the CC-3-5 zone is proposed to be applied to the commercial area of Quarry Falls. This zone allows Permanent Parking Facilities as a permitted use. The visual impacts of vast lots of automobiles stored along Friars Road is nowhere described.</p> <p>K-14</p> <p style="text-align: center;">  WETZEL MC DADE WALLACE MOCHT BROWER, INC. </p>	<p>K-12. The PEIR evaluates the project’s traffic circulation impacts and identifies that the intensity of development proposed by the project would result in traffic volumes greater than what is established in the MVPDO. Additional language has been added to Section 5.1 to include the amount of traffic allocated to the site as established by the threshold for DID “F”. Specifically, the following clarification has been added to the PEIR on pages 5.1-21:</p> <p><i>The MVPDO establishes 140 ADT/acre as the threshold for requiring a discretionary action. Projects that generate less than 140 ADT/acre and meet all other requirements of the MVPDO, may be processed ministerially. For projects that exceed 140 ADT/acre, the MVPDO requires that a Community Plan Amendment and traffic study be prepared.</i></p> <p><i>For the Quarry Falls project, 140 ADT/acres would equate to 31,497 ADT; whereas the proposed project would result in 66,286 ADT.</i></p> <p>The addition of this clarifying language does not change the analysis and/or conclusions of the PEIR.</p> <p>K-13. See response nos. K-11 and K-12.</p> <p>K-14. Future development proposals will be evaluated against the approved Specific Plan and Master Planned Development permit. Uses must not only be consistent with the City Land Development Code for each zone, but must also meet the design guidelines and development standards contained in the Specific Plan and Master Planned Development Permit.</p> <p>The Land Development Code for the City of San Diego identifies Use Categories for each zoning designation, such as Residential, Retail Sales, and Offices. The CC-3-5 Zone includes a number of Use Categories and Subcategories that would not be consistent with the purpose and intent of the retail components of Creekside East Subdistrict and Village Walk District as described in Chapters 2, 8, and 9 of the Quarry Falls Specific Plan. Therefore, certain uses could not be implemented without further review and approval.</p>

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	<p>The Specific Plan discussion describes uses consistent with the Use Categories of Residential, Retail Sales, Commercial Services, and Office. Permanent Parking Facilities as a Primary Use is a separately regulated use within the Commercial Services category, permitted by right in the CC-3-5 Zone. Separately regulated uses are subject to additional development regulations, such as the requirement that surface parking facilities shall be screened from adjacent residential development by fences or walls and landscaping. In addition, Section 5.3, <i>Visual Effects and Neighborhood Character</i>, has concluded the development of the project would result in a significant, unmitigable impact to the visual character of the site and surrounding area. Therefore, the development of a parking facility would not result in any impacts more severe than those analyzed in the Final PEIR.</p>

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<p>Marilyn Mirrasoul January 4, 2008 Page 7</p>	<p>K-15. The Land Development Code for the City of San Diego identifies Use Categories for each zoning designation, such as Residential, Retail Sales, and Offices. The IL-3-1 Zone includes a number of Use Categories and Subcategories that would not be consistent with the purpose and intent of the Office components of the Quarry District as described in Chapters 2, 8, and 9 of the Quarry Falls Specific Plan. Therefore, certain uses could not be implemented without further review and approval.</p>
<p>K-15</p> <p>Similarly, the IL-3-1 zone proposed for the Quarry District permits, with ministerial approval only, 'energy generation facilities', 'trucking and transportation terminals', and 'outdoor storage of new, unregistered vehicles as a primary use'. The visual, air quality, and community character impacts of each of these uses, among others permitted by right in the proposed zoning, should be thoroughly assessed.</p>	<p>Furthermore, the Traffic Impact Analysis is based upon the Specific Plan targets for determining average daily and peak hour trips. The Quarry District is zoned IL-3-1 and identifies office and ancillary retail uses, such as restaurants or other gathering places. However, any addition of other retail uses in the Quarry District would require a change to the land uses as defined in the Specific Plan, which would require Process 5 review and approval. Energy generation, transportation terminals, and outdoor storage of unregistered vehicles belong to Use Categories inconsistent with the purpose and intent of the Specific Plan and therefore would require an amendment to the Plan.</p>
<p>K-16</p> <p>The PEIR identifies that "Assembly and Entertainment Uses" are permitted as an interim use. These uses are not defined, nor are the impacts of these activities assessed. The impacts of each of the permitted uses in each of the proposed zones should be identified and assessed.</p>	<p>K-16. The Land Development Code defines Assembly and Entertainment Uses which are a subcategory of the Commercial Services Use Category. The Specific Plan identifies these uses as additional, allowed uses on a temporary/interim basis because they would be otherwise prohibited by the Land Development Code on residential zoned land. Specific Plan Section 8.2.8 requires approval of such uses to be subject to compliance with all City-wide development regulations and permit requirements for separately regulated uses. Such uses are subject to the requirements of the Land Development Code for temporary use (less than 30 days) and are approved by Process 1. Specific Plan Section 9.5 requires separately regulated uses identified in the Specific Plan to be processed as a Process 3 discretionary approval. Therefore, Assembly and Entertainment Uses would be subject to the provisions of the Land Development Code and require the processing of the appropriate use permit.</p>
<p>K-17</p> <p>5. <u>THE PEIR DOES NOT SERVE ITS PURPOSE AS AN INFORMATIVE DOCUMENT BECAUSE THE TRAFFIC ANALYSIS (§5.2) UNDERSTATES THE ADTS SO THE TRAFFIC IMPACTS HAVE NOT BEEN ADEQUATELY DISCLOSED AND ANALYZED</u></p> <p>A proposed project can have a potentially significant impact relative to public service systems if it causes an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., results in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads or congestion at intersections.) Cal. Code Regs., tit. 14, § 15000, et seq., Appendix G, pg. 9.</p>	<p>K-17. Comment noted. See also response to comment no. K-11.</p>
<p>K-18</p> <p>The residential "target density" for the Specific Plan is identified to be 4,780 units [see Table 3-2]. (The ultimate density that will end up being implemented is not clear as this is just a "target" for residential rather than a cap, so it appears that the worst case scenario has not been analyzed). The PEIR provides that "[t]he target development scenario and intensity would result in a total of 66,286 average daily driveway trips (ADT)." [pg. 3-13]. However, the Mission Valley Community Plan only allocates 32,040 ADTs to this site. Thus, the Project proposes more than double the ADTs allocated in the Mission Valley Community Plan.</p>	
<p>K-19</p> <p>The PEIR attempts to reduce the impact of that 66,286 figure by relying upon reductions that do not apply thereby disguising the actual number of trips impacting the community. The PEIR substantially understates the trips that will impact Mission Valley roadway and freeway segments and intersections in determining internal versus external trips. Where inaccuracies in data cause ADTs to be underreported, the EIR fails to meet CEQA standards. <i>American Canyon Community United for Responsible Growth v. City of American Canyon</i> (2006) 145 Cal.App.4th 1062, 1080. The PEIR provides :</p>	
 <small>WERTZ MCDADE WALLACE MOOT & BROWER, APC</small>	

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	<p>K-18. Comment noted. See also responses to comments nos. K-1 and K-11.</p> <p>K-19. See response no. I-4.</p>

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<p data-bbox="296 248 443 315">Marilyn Mirrasoul January 4, 2008 Page 8</p> <p data-bbox="348 362 936 472">“As shown in Table 5.2-6, Total Driveway Trip Generation, build out of the proposed Project would generate a total of 66,286 daily driveway vehicle trips internally. Of the 66,286 total driveway vehicle trips, 52,332 trips are cumulative external trips...(Table 5.2-7, Total External Cumulative Trip Generation). (Cumulative external trips that would leave the site).”</p> <p data-bbox="296 492 989 578">The PEIR suggests that 13,954 of the trips (66,286 - 52,332) will never leave the boundaries of Quarry Falls but the questionable rationale for this reduction in trips is premised on a faulty assumption that a mixed-use reduction applies. The Traffic Impact Study at page 17 provides:</p> <p data-bbox="348 597 667 618">“Internal Capture / Mixed-use Reduction</p> <p data-bbox="348 638 936 748">The City of San Diego Traffic Impact Study Manual has allowable trip reductions for mixed-use developments. For residential uses it is 10% of the daily, 8% of the a.m. peak hour and 10% of the p.m. peak hour traffic. For commercial office a reduction of 3% of the daily, 5% of the a.m. and 4% of the p.m. peak hour traffic is allowable.</p> <p data-bbox="348 768 936 899">For mixed-use projects that contain residential, retail, industrial and office uses, some of the trips calculated as being generated by one use may be traveling to another use on the site. For instance, trips that are generated by the residential component of Quarry Falls, will be attracted to the retail or office component of Quarry Falls. These trips never leave the project site’s internal road network.</p> <p data-bbox="348 919 936 985">...The proposed development will generate 66,286 daily driveway vehicle trips internally. Of the 66,286 total vehicle trips, 52,332 trips are cumulative external trips ...”</p> <p data-bbox="296 1005 989 1071">To apply trip reductions to all residential units, including single-family, regardless of their distance from the commercial and office areas is not appropriate. The only areas that qualify for trip reductions are the following districts:</p> <p data-bbox="296 1091 747 1157">Creskside East Residential, Retail and/or Office 84 Units Village Walk Residential, Retail and/or Office 327 Units Total 411 Units</p> <p data-bbox="705 1224 1066 1265" style="text-align: right;">  WERTZ Mc DADE WALLACE MOOT & BROOPER, LLC </p>	<p data-bbox="1098 524 1541 548">K-20. See response to comment no. I-4.</p>


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<p>Marilyn Mirrasoul January 4, 2008 Page 9</p>	
<p>K-21</p> <p>Just by assembling different land uses within the same specific plan does not mean that the project is a mixed-use project. A multiple-use project, with horizontally distributed uses, has very different traffic characteristics than a vertically integrated mix of uses. Where else in Mission Valley, or in the city as a whole, have reductions to anticipated residential traffic generation been allowed just because they are in proximity to a commercial or office center? Are there precedents anywhere in the city for projects which can be demonstrated to have achieved such a reduction?</p>	<p>K-21. See response no. I-4</p>
<p>K-22</p> <p>The Project proponent claims that they are entitled to a reduction in the number of ADTs because the City Of San Diego Traffic Impact Study Manual allows for a 3% reduction of the daily trip rate for mixed-use developments. However, there is no information provided in the PEIR as to what specific retail and office uses will be located on-site and therefore the public does not know whether the retail/office facilities will be serving the Quarry Falls residents on a daily basis. Given the immense square footage planned for retail commercial and office commercial it is reasonable to surmise that these uses would be more regional in nature. Therefore, it is not appropriate for all of the commercial offices to receive the 3% reduction.</p>	<p>K-22. See response no. I-4.</p>
<p>K-23</p> <p>The thousands of residential units which are not part of the mixed-use portion of the project should be calculated at 100% of the trip generation rate. The 21% assumption is simply not supported. Accordingly, the external driveway trip generation rate must be recalculated if this PEIR is to accurately describe the traffic impacts.</p>	<p>K-23. See response no. I-4.</p>
<p>K-24</p> <p>Moreover, there is nothing in the form of entitlements proposed for Quarry Falls that requires the project to have a mixed use component. Table 3-2 of the PEIR identifies that Creekside East and the Village Walk District could be developed with zero residential units and still be consistent with the Specific Plan. The amount of commercial space could therefore increase from the 1.22 million square feet analyzed in the PEIR to 1.53 million square feet, a 25% increase. This scenario, which is allowed by proposed entitlements, would present a substantially different traffic condition within Mission Valley, a condition which was not assessed in the PEIR.</p>	<p>K-24. Please see response to comments nos. I-4.</p>
<p>K-25</p> <p>There is also a discrepancy regarding the external driveway trip generation. The text on page 5.2-10 and Table 5.2-7, Total External Cumulative Trip Generation, in the EIR and the text on page 17 in the Traffic Impact Study (TIS) indicate that there will be an external driveway trip generation of 52,332. However, Table 2-3, External Driveway Trip Generation in the TIS shows a total of 59,984. This discrepancy should be corrected</p>	<p>K-25. The traffic analysis for the project sets limits to average daily and peak hour trips that limit the total potential retail and office square footage to well below the maximum intensity range identified by the Specific Plan for the CC-3-5 and IL-3-1 zones; therefore it is not possible to develop to the maximum intensity of 1.53 million square feet based upon the constraints of the traffic study. The Final PEIR and Specific Plan have been revised to include a development cap as a component of the implementation process. See also response to comment H-6.</p>
<p>K-26</p> <p style="text-align: right; font-size: small;">  WERTZ Mc DADE WALLACE MOOT & BROWER, LLP </p>	<p>K-26. The PEIR and the TIS are consistent with respect to the number of external cumulative trips (52,332 ADT). The external driveway trips are not included within the PEIR. The traffic study states on page 17 that the project will generate 66,286 internal driveway trips, and 52,332 external cumulative trips. The 59,984 external driveway trips number is shown in Table 2-3 of the TIS.</p>


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<p data-bbox="279 334 426 399">Marilyn Mirrasoul January 4, 2008 Page 10</p> <p data-bbox="279 446 968 487">and further modified by not applying the trip reduction to the majority of the residential units as discussed above.</p> <p data-bbox="279 508 968 573">6. <u>THE PEIR SECTION ON TRAFFIC (§5.2) IS INACCURATE AND MISLEADING AS IT USES 2004 TRAFFIC SIGNIFICANCE THRESHOLDS RATHER THAN 2007</u></p> <p data-bbox="279 592 968 703">The use of scientifically outdated information does not meet the standard of "a good faith effort at full disclosure" required by CEQA Guideline § 15151. Without current scientific information there has been no "reasoned and good faith effort to inform decision makers and the public" about project impacts. <i>Berkeley Keep Jets Over the Bay Committee v. Board of Port Com'rs</i> (2001) 91 Cal.App.4th 1344, 1367.</p> <p data-bbox="279 719 968 894">The PEIR relies upon outdated information contained in the City of San Diego's 2004 Significance Determination Thresholds for determining whether impacts to the roadway and freeway segments and the intersections are significant. The City of San Diego's Development Services Department published new traffic significance thresholds in January, 2007. Excerpts from these 2007 Significance Determination Thresholds are attached hereto as Exhibit A. The new thresholds effectively halved the significance threshold for intersections and street segments operating at LOS F and added thresholds for freeways and their ramps.</p> <p data-bbox="279 911 968 976">City staff decided that the new thresholds would only be applied to project applications deemed complete after January 1, 2007. This decision has never received the blessing of City Council.¹</p> <p data-bbox="279 995 968 1084">The impacts of Quarry Falls have therefore been assessed using outdated thresholds from 2004. [pg. 5.2-17]. The outdated thresholds present the public and the decision makers with a clear understatement of the actual impacts. A proposed project can have a potentially significant impact if it creates vehicle use that exceeds, either</p> <p data-bbox="279 1141 968 1230">¹ Moreover, neither the 2004 nor the 2007 thresholds meet the requirement of Cal. Code Regs., tit. 14, § 15064.7 (b) which provides that thresholds of significance for use as part of the lead agency's environmental review process "must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence." None of the thresholds have been adopted by the City Council.</p> <p data-bbox="688 1295 1045 1336" style="text-align: right;"> WERTZ MCDADE WALLACE MOUT & BROWER, APC</p>	<p data-bbox="1098 256 1969 435">K-27. See response no. H-9. A good faith effort was undertaken to determine the transportation impacts of this project; and the traffic study was prepared using the guidelines of the City of San Diego Traffic Impact Study Manual. The 2004 thresholds for projects deemed complete prior to January 2007 are the appropriate thresholds for analyzing the traffic impacts of this project and are currently used in several other jurisdictions in California.</p> <p data-bbox="1178 454 1969 987">It is correct to state that the Development Services Department's Significance Determination Thresholds, used as a tool by the City's environmental staff to determine whether project impacts would be considered significant, have not been adopted by the City Council. CEQA Section 15064.7(b) states: "Thresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolutions, rule, or regulation, and developed through a public review process and be supported by substantial evidence." Historically, only a few agencies have formally adopted a comprehensive set of significance thresholds as part of their local CEQA guidelines. Many others utilize in-house criteria which have not been adopted by a governing body which makes it easier to amend the thresholds and makes them less subject to political pressure. When the transportation thresholds were revised to be more stringent, the thresholds were posted on the City's web site for at least a month prior to use. The thresholds are periodically revised in response to CEQA case law, and changes in federal, state, and local regulations. Staff is currently in the process of revising the thresholds for consistency with the General Plan recently adopted by the City Council.</p> <p data-bbox="1098 1052 1549 1084">K-28. See response no. H-9 and no. K-27.</p>

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<p>Marilyn Mirrasoul January 4, 2008 Page 11</p> <p>individually or cumulatively, the established standards of the congestion management agency. Cal. Code Regs., tit. 14, § 15000, et seq., Appendix G, pg. 9.</p> <p>The Traffic Impact Study relied upon in the PEIR understates the number of significant impacts by using the old threshold. More segments are significantly impacted using the 2007 thresholds. Using the 2007 thresholds, the following additional freeways/roadway segments and intersections would also be significant according to an independent traffic engineer:</p> <p>K-29 Phase 1: 5 freeway segments Phase 2: 7 roadway segments Phase 3: 2 roadway segments and 2 freeway segments Phase 4: 3 roadway segments and 3 freeway segments Horizon Year 2030: 3 roadway segments and 1 freeway segment</p> <p>K-30 See Exhibit B attached hereto which is a study prepared by an independent traffic engineer which compares impacts using the old thresholds versus the new thresholds and highlights the additional freeway and roadway segments that are deemed significant using the current thresholds. At a minimum, the PEIR must “summarize the main points of disagreement among experts to assure that” it is “adequate, complete and a good faith effort has been made to fully disclose environmental impacts.” Cal. Code Regs., tit. 14, § 15151. Moreover, where comments from experts disclose new or conflicting data or opinions that cause concern that the agency may not have fully evaluated the project and its alternatives, these comments may not simply be ignored. There must be good faith, reasoned analysis in response. <i>People v. County of Kern</i> (1974) 39 Cal.App.3d 830, 841-842.</p> <p>K-31 Since traffic is a major issue in Mission Valley and since the traffic impact study was not completed until September 2007, well after the Development Services Department published the new thresholds, it is imperative that an analysis using the current thresholds be analyzed in the PEIR. Failure to utilize the proper thresholds not only understates the traffic impacts, but also overlooks necessary mitigation.</p> <p style="text-align: center; font-size: small;">  WERTZ MCDADE WALLACE MOOT & BROWER, APC </p>	<p>K-29. See response no. H-9 and no. K-27.</p> <p>K-30. The analysis in Exhibit B to this comment letter has not been reviewed and analyzed by the City of San Diego for adequacy.</p> <p>K-31. See response no. H-9 and no. K-27.</p>

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<p>Marilyn Mirrasoul January 4, 2008 Page 12</p> <p>7. <u>THE PEIR SECTION ON TRAFFIC (§ 5.2) AND THE TRAFFIC STUDY UPON WHICH IT RELIES, DO NOT SET FORTH SUFFICIENT INFORMATION TO FOSTER INFORMED PUBLIC PARTICIPATION AND TO ENABLE DECISION MAKERS TO MAKE A REASONED DECISION</u></p> <p>The PEIR and accompanying traffic study generate more questions than they answer. Page by page comments concerning the Transportation/Traffic Circulation/Parking section of the PEIR are attached hereto as Exhibit C. Further analysis of the manner in which the Traffic Impact Study is inadequate as a tool for analyzing traffic impacts of the Project as required by CEQA is attached hereto as Exhibit D.</p> <p>Given the significance of traffic issues in the Mission Valley community an adequate and complete traffic analysis is critical.</p> <p>8. <u>THE PEIR SECTION ON AIR QUALITY (§ 5.4) DOES NOT SET FORTH SUFFICIENT INFORMATION AND ANALYSIS TO FOSTER INFORMED PUBLIC PARTICIPATION AND TO ENABLE DECISION MAKERS TO MAKE A REASONED DECISION</u></p> <p>The Quarry Falls project will increase delays and lower the Level of Service at several intersections. The PEIR does not discuss the air quality impacts resulting from this increased congestion and idling time.</p> <p>Nor does the PEIR provide a discussion or analysis of greenhouse gas emissions. The following is an excerpt from "Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents", published by the Association of Environmental Professionals.</p> <p>"Prior to the passage of AB32, the majority of CEQA documents did not evaluate GHG emissions or impacts on GCC. The primary focus of air pollutant analysis in CEQA documents was the emission of criteria pollutants, or those identified in the state and federal Clean Air Acts as pollutants of concern. The passage of AB 32 (Statutes of 2006) could be construed as evidence that an analysis of GHG emissions and effects of climate change should be presented in CEQA documents. Also known as the California Global Warming Solutions Act of 2006, AB 32 added Division 25.2 to the Health and Safety Code, commencing with § 38500. In</p> <p style="text-align: right; font-size: small;">  WERTZ MCDADE WALLACE MOOT & BROWER LLP </p>	<p>K-32. See responses to comments nos. K-67 – K-94 for responses to comments presented in Exhibit C and D of this letter.</p> <p>K-33. The Air Quality Technical Report provides a detailed analysis of potential impacts associated with increased delays and Level of Service degradation at intersections within the project study area. The Air Quality Technical Report includes CALINE4 modeling and results for 23 intersections without the Phyllis Place connection (Table 19a), and 20 intersections with the Phyllis Place connection (Table 19b). All CALINE4 modeling results were provided in the appendix to the Air Quality Technical Report. Thus the Air Quality analysis does address impacts resulting from increased congestion and idling time. The information was summarized in the draft PEIR on pages 5.4.1 through 5.4.19.</p> <p>K-34. The PEIR does include a discussion and analysis of greenhouse gas emissions in Section 8.0, <i>Cumulative Effects</i> (see 8.3.15, <i>Global Climate Change</i>). The Air Quality Technical Report includes a detailed evaluation of greenhouse gas emissions associated with the project and an analysis of potential impacts (Section 5.0, <i>Global Climate Change</i>). That analysis was conducted based on methodologies recommended in the Association of Environmental Professionals' <i>Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents</i>. Associated calculations are provided in the appendix to the Air Quality Technical Report.</p>


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<p>Marilyn Mirrasoul January 4, 2008 Page 13</p> <p>§ 38501(a), the findings of the act included the declaration by the Legislature that “global warming poses a serious threat to the economic well-being, public health, natural resources, and environment of California.” This legislative finding provides added state policy basis for addressing GCC in CEQA, in addition to the basic purpose of CEQA. § 38501(a) of the act also states that “the potential effects of global warming including the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in incidences of infectious diseases, asthma, and other human health-related problems.” Section 38598(b) of the California Global Warming Solutions Act directs that “nothing in this division shall relieve any state entity of its legal obligations to comply with existing law or regulation.” When the legislative findings about the threats to the environment and the absence of relief from other laws are considered together, the act creates compelling statutory basis for addressing significant adverse effects of GCC in CEQA compliance.”</p> <p>Failure to provide a discussion and analysis of greenhouse gas emissions is a significant deficiency in the PEIR.</p> <p>9. <u>THE PEIR SECTION ON NOISE (§ 5.5) DOES NOT SET FORTH SUFFICIENT INFORMATION TO FOSTER INFORMED PUBLIC PARTICIPATION AND TO ENABLE DECISION MAKERS TO MAKE A REASONED DECISION</u></p> <p>The noise analysis identifies sensitive receptors in Serra Mesa. It does not, however, assess impacts to the closest receptor, the Murray Canyon Apartments, currently under construction. These apartments will be completed before construction begins at Quarry Falls, and will be subject to a variety of noise sources including mining, processing, and construction activities. The PEIR should assess the impact on the closest receptor.</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-top: 10px;">K-35</div> <p style="text-align: center; font-size: small; margin-top: 20px;">WIERZ MCDADD WALLACE MOGENSEN & BROWER LLP</p>	<p>K-35. Noise impacts on adjacent properties associated with construction are evaluated in the PEIR. Project construction would be required to comply with the City of San Diego’s Noise Standards regarding construction noise, Municipal Code Section. 59.5.0404, and the construction noise limit at residential property lines is discussed on pages 5.5-2 through 5.5-6 of the draft PEIR. Compliance with regulations is not considered mitigation; therefore, no mitigation is required. As stated in the PEIR, the peak noise from on-site construction equipment would be around 95 dB (Lmax) at 50 feet from the source. Spreading losses would reduce this level to around 75 dB (Lmax) at the nearest Serra Mesa homes. At existing off-site residences, construction noise would be at levels currently experienced from other sources (aggregate equipment, airplanes, sirens, etc.). Project-related construction equipment maxima are therefore no louder than maxima observed from other sources. Given the limited duration of required heavy equipment operations, such noise impacts are considered less than significant outside the project limits.</p> <p>Because the current mining operation is an existing condition operating legally under Conditional Use Permits 5073 and 82-0315, any new use in proximity to the site is legally required to analyze potential environment impacts under the California Environmental Quality Act (CEQA). The PEIR for Quarry Falls includes a detailed discussion of several potential environmental impacts resulting from the phasing of development with the existing mining operation, including noise and air quality. As required by law, the Murray Canyon Apartments also conducted an environmental analysis for potential impacts and concluded no unmitigated noise impacts would result from the construction of the project adjacent to the existing mining operations.</p> <p>The Murray Canyon Apartment project was approved on April 28, 2005, adjacent to the existing mining, rock crushing, and batch plant operations permitted under Conditional Use Permits 5073 and 82-0315. Mitigated Negative Declaration Project No. 5700 Final Report dated April 14, 2005 included a discussion and analysis of noise emanating from traffic and the adjacent mining operations based upon possible adverse impacts to residents of the proposed apartments in outdoor usable areas.</p>

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	<p>A Noise Impact Analysis was prepared by Giroux and Associates (October 2003) that concluded “Although rock processing noise appeared audible near the project site, it was well within allowable levels.” Therefore, the requirement to assess the noise impact of existing mining operations to the Murray Canyon Apartments was completed as part of the review and approval of that project.</p>

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<p>Marilyn Mirrasoul January 4, 2008 Page 14</p> <p>10. <u>NOWHERE WITHIN THE PEIR IS THERE AN ADEQUATE ANALYSIS OF THE IMPACTS TO PUBLIC SERVICE SYSTEMS</u></p> <p>When the City issued a Public Notice of the Preparation (NOP) of the Draft PEIR and scoping meeting for this Project, the NOP stated that the proposed project may result in significant environmental impacts in the area of public services. Attached to the NOP was a letter providing a detailed discussion of the issues that were to be addressed in the Draft PEIR, including the following issue as discussed on page 8:</p> <p>Public Services and Facilities</p> <p>Issue 1: Would the proposed project result in the need for new or expanded public facilities, including, fire protection, emergency medical, libraries, schools and parks? If so what physical impacts would result from the construction of these facilities?</p> <p>The reporter's transcript of the scoping meeting on September 19, 2005, included the following statement by the moderator:</p> <p>The scoping letter outlines the issues which must be analyzed within the Program Environmental Impact Report. They include ... public surfaces (sic)</p> <p>Moreover, the City Of San Diego's 2007 Significance Determination Thresholds provide that there should be an evaluation of the significance of a project's impacts on police and fire-rescue services, schools, libraries, parks and recreational resources. But Public Services and Facilities are not given the proper impact evaluation in the PEIR. Instead of being part of a more thorough Environmental Analysis in Section 5, a limited discussion of these topics is addressed in Section 2: Environmental Setting. The PEIR is deficient by not analyzing these serious issues.</p> <p>A proposed project can have a potentially significant impact relative to public service systems if it negatively impacts response times, service ratios and other performance objectives for any public services (i.e. fire protection, police protection, schools, parks, public facilities). Cal. Code Regs., tit. 14, § 15000 et seq., Appendix G pg. 9. The failure to analyze these impacts is a serious flaw in the PEIR. The importance of the potential impacts to public facilities and services is underscored by the following</p> <p style="text-align: right;">  WERTZ MCDADE WALLACE MOOT & BROWNER, APC </p>	<p>K-36. Subsequent to publishing the NOP, the City determined that public services and facilities should be presented in the Environmental Setting section of EIRs. Therefore, the Quarry Falls PEIR addresses Public Services and Facilities in Section 2.6, <i>Existing Public Services and Facilities</i>. The discussion in Section 2.6 addresses Fire, Emergency Services, Police, Libraries, Schools, and Parks.</p> <p>The discussion presented in Section 2.6 is detailed and not only quantifies the project's potential to affect public services and facilities, but also presents the results of correspondence (see Appendix N) with services providers and considers whether the Quarry Falls project will trigger the need for facilities to serve residents of Quarry Falls, as well as the surrounding communities. Figure 2-9, <i>Public Facilities Map</i>, shows the location of all of the public facilities addressed in the PEIR and their relationship to the project site. In this manner, the PEIR does, in fact, analyze impacts to public services and facilities. Public facilities and services are evaluated in light of whether or not the deficiency would result in a physical change in the environment related to the construction or alteration of public facilities. No new facilities are required to serve the project relative to fire protection, police, library and schools. Therefore, a physical change to the environment associated with these services would not occur (CEQA Guidelines Section 15358). Relative to parks, the project would provide construction of a neighborhood park on-site and monetary contribution to a community park as required by the City. See discussion below. They physical change resulting from the on-site neighborhood park is addresses in the PEIR as part of the project as a whole.</p> <p>Fire Rescue (PEIR Section 2.6.1): The Quarry Falls project would increase the call volume for the engine companies responsible for this area (Appendix M: September 12, 2005, letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels). According to the City of San Diego Fire Prevention Bureau, with the temporary station in Mission Valley, the response time to the Quarry Falls site during the day is 4.5 minutes, which is below the national standard (Appendix M: February 17, 2006 letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels). A new fire station is planned in the project vicinity and would replace the temporary station located at Qualcomm Stadium. An MND has been prepared and adopted for the new fire station (Mission Valley Fire Station - Project No. 6595; LDR No. 330900; CIP No. 33-090.0).</p>


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	<p>Based on the City’s Fire-Rescue Department’s evaluation, the project would result in an increased demand for service. The magnitude of the demand can only be approximated based on the number of incidents generated per 1,000 people. New development within the Mission Valley community are required to pay Development Impact Fees (DIF) in accordance with the Public Facilities Financing Plan (PFFP) for the Mission Valley Community to assist in funding public facilities such as the construction of an additional fire station within Mission Valley.</p> <p>Police (Section 2.6.3): The Police Department has stated that the project would add additional police-related calls for service to the Department; therefore, without additional police officers, it is likely that police response times would increase in the project area. While the Police Department did not identify a need for new facilities, it did identify that the effect of the development on response time could be offset by compensating for the initial equipment costs of \$322,000.00 which would not be covered by the DIF. The effect to response times is a function of the allocation of police officers citywide and the annual budget allocation for personnel and non-personnel expenses for the Police Department. However, the 2006 emergency response time for Mission Valley is comparable to the approximate 7.3-minute city-wide average response time for emergency calls.</p> <p>Library (Section 2.6.4): Relative to library service, correspondence with the City’s Library Department the projected population of 8,317 associated with buildout of Quarry Falls is within that anticipated to be served by the Mission Valley Library.</p> <p>Schools (PEIR Section 2.6.5): Based on correspondence with the San Diego Unified School District (SDUSD), Quarry Falls could generate 191 to 382 school-aged children (grades K- 12). The analysis provided by SDUSD concludes that the number of school-aged children expected from the proposed project would be accommodated by existing elementary, middle, and high schools, and no new school facilities would be required.</p>


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	<p>Parks (PEIR Section 2.6.6): The analysis regarding parks stated that the proposed project would develop 4,780 residential units, which would result in approximately 8,317 new residents in Mission Valley, based on SANDAG’s 2006 forecast of 1.74 people per household. Based on the City’s Progress guide and General Plan guidelines of a minimum of 2.8 useable acres of parkland per 1,000 residents, there is a requirement for approximately 16.64 useable acres of Neighborhood Parks and approximately 6.65 useable acres of Community Parks. A total of 17.5 acres of public population-based park area would be provided by the project through a combination of privately owned parks with public easements and public parks. The remaining requirement for population-based community park area would be satisfied by payment of Developer Impact Fees.</p>

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<p>Marilyn Mirrasoul January 4, 2008 Page 15</p> <p>statements regarding public services and facilities in the City’s adopted Strategic Framework Element:</p> <p><u>Page 28</u> – The City of Villages strategy will provide the public facilities and services that growing neighborhoods require. The voices of community planning groups and citizens are clear: higher density development must be accompanied by sufficient public facilities and services.</p> <p><u>Page 37</u> – The provision of adequate infrastructure and public facilities is the key component for the entire strategy. Public facilities like schools, parks, and police services must keep pace with population growth and development.</p> <p><u>Page 70</u> – Infrastructure that is currently lacking must be in place before some of the areas identified as potential villages can begin to accept higher density residential development and/or additional commercial uses.</p> <p><u>Page 70</u> – The rate at which the City of Villages concept can be applied throughout the City will be determined largely by the rate at which infrastructure deficiencies can be remedied.</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-37</div> <p>The PEIR is deficient by not providing an adequate analysis of the Project’s impacts on fire protection, emergency medical services, libraries, schools and parks.</p> <p>A. The Impact On Fire Protection Services Was Not Analyzed In The PEIR</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-38</div> <p>Pursuant to the City Of San Diego’s 2007 Significance Determination Thresholds, a CEQA health and safety analysis must include an evaluation of whether a project would expose people or structures to a significant risk of loss, injury or death involving wildland fires. In addition, there should be an evaluation of whether the project substantially affects fire rescue response times. Id.</p> <p>The analysis of fire protection services should also address the concerns of Samuel L. Oates, City Fire Marshal, in his letter of September 12, 2005 which is part of the PEIR. He stated that the proposed Project would increase the call volume for the engine companies responsible for the area and that the way to mitigate this impact is to build a new fire station in the 9400 block of Friars Road. Mr. Oates stated that development in this area has adversely affected the ability to provide adequate fire protection by</p> <div style="text-align: right; font-size: small; margin-top: 20px;">  WENTZ MCEADE WALLACE MOOT & BROWER, APC </div>	<p>K-37. The PEIR contains a detailed analysis of the project’s effect on public services, including fire protection, emergency medical services, libraries, schools, and parks. The commenter is referred to Section 2.6 of the PEIR. See also response no. K-36.</p> <p>K-38. For a discussion of Fire Protection Services, see Section 2.6.1 of the PEIR. Section 2.6.1 specifically addresses the response letter from City Fire Marshall Samuel L. Oates. As stated in the PEIR:</p> <p><i>“The Quarry Falls project would increase the call volume for the engine companies responsible for this area (Appendix M: September 12, 2005, letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels). According to the City of San Diego Fire Prevention Bureau, with the temporary station in Mission Valley, the response time to the Quarry Falls site during the day is 4.5 minutes, which is below the national standard (Appendix M: February 17, 2006 letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels).”</i></p> <p>Further correspondence received from the City’s Fire-Rescue Department supports the analysis presented in the PEIR. As presented in a memo from Franki Murphy, Assistant Fire Marshal, dated March 27, 2008:</p> <p><i>“As new developments within the Mission Valley community are required to pay DIF to assist in funding public services and facilities such as the construction of an additional fire stations, it is the Fire-Rescue Department’s position that the impact of this planned development would best be addressed by the developer through contribution to DIF for the building of an additional fire station in Mission Valley.”</i></p>

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<p>Marilyn Mirrasoul January 4, 2008 Page 16</p> <p>K-39 increasing incident volume and overcrowding streets which affects response times. In analyzing fire protection service issues, the PEIR should discuss whether the project's significant traffic impacts will diminish fire protection services to below an acceptable standard.</p> <p>The PEIR should also address the remark made by Frankie Murphy, Assistant Fire Marshal, in his letter of September 4, 2007, also part of the PEIR:</p> <p style="padding-left: 40px;">"Because of the anticipated increase in incidents that will result from this project, as well as the marginal responses time to the interior reaches of the planned development, San Diego Fire-Rescue requests a site be reserved in this project for a possible future fire station."</p> <p>Page 2-17 of the PEIR states that "the project would result in an increased demand for [fire] service." The PEIR does not, however, assess the capacity of the six nearest stations to accommodate the demand and what impacts will be unmitigated from the Project's increased demand.</p> <p>K-41 The PEIR does not include construction of any fire stations as a mitigation measure. Nor does the PEIR discuss the status of Mission Valley's pursuit for fire stations which bears on the existing ability to service the public. The Mission Valley Public Facilities Financing Plan FY 2006 identifies the need for two fire stations in Mission Valley : one located north of Friars Road in the Qualcomm Stadium Park lot and a second station to serve the west side of Mission Valley. Construction on the Friars Road facility will be scheduled once funding has been identified (\$6,366,424 in funds are unidentified). The facility serving the west side of Mission Valley will be scheduled for construction once a building location and funding (\$10,640,000 in funds are unidentified) for land acquisition, design and construction have been determined.</p> <p style="text-align: center;">B. The Impact On Emergency Medical Services Was Not Analyzed In The PEIR</p> <p>K-42 The availability of emergency medical services is described, but no analysis was provided of the capacity of the system to respond to the demand generated by Quarry Falls, or of the impact to the level of services currently available to existing residents. The discussion of the Project's impacts on emergency medical services must be evaluated.</p> <p style="text-align: center; font-size: small;">  WERTZ MCDADE WALLACE MOOT & BROWER APC </p>	<p>K-39. Section 2.6.1 of the PEIR evaluates response times for fire services, based on information provided by the City's Fire-Rescue Department. See Section 2.6.1. Fire units are equipped with special technology (mobile data computers) and utilize traffic signal control when available.</p> <p>K-40. The City Fire-Rescue Department has determined that they did not want a fire station site within Quarry Falls, as stated in a memo from Franki Murphy, Assistant Fire Marshal, dated March 27, 2008.</p> <p>Please also see response no. K-38.</p> <p>K-41. As stated in the PEIR, based on the City's Fire-Rescue Department's evaluation, the project would result in an increased demand for service. The magnitude of the demand can only be approximated based on the number of incidents generated per 1,000 people. New developments within the Mission Valley community are required to pay Development Impact Fees (DIF) in accordance with the Public Facilities Financing Plan (PFFP) for the Mission Valley Community to assist in funding public services and facilities.</p> <p>K-42. Emergency medical services are addressed in Section 2.6.2 of the PEIR. Emergency medical services are provided throughout the City of San Diego, including the project site, through a public/private partnership. The private partner is Rural Metro Corporation, which provides some personnel and some ambulances. The City's Emergency Medical Services (EMS) serves as the public partner. As stated in Section 2.6.2, EMS is under contract to meet the 12- or 18-minute response times at least 90 percent of the time.</p>

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<p>Marilyn Mirrasoul January 4, 2008 Page 17</p> <p>K-43 Moreover, under the City Of San Diego's 2007 Significance Determination Thresholds, a CEQA health and safety analysis must include consideration of whether the project would impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p> <p>C. The Impact On Police Protection Services Was Not Analyzed In The PEIR</p> <p>K-44 The City of San Diego's Significance Thresholds provide that there should be an evaluation of whether the project substantially affects police rescue response times. The PEIR identifies that the project will generate a need for 23 additional police officers. The only mitigation discussed is funding for initial equipment costs. No mitigation (funding) is identified for ongoing personnel and equipment costs. This is imperative given the City budget cuts and the lack of funding for police services. The impact should be fully described and adequate mitigation proposed.</p> <p>K-45 D. The Impact On Library Services Was Not Analyzed In The PEIR</p> <p>K-46 The Project's impacts on library services should be fully evaluated in the Environmental Analysis section of the PEIR. The minor discussion under Environmental Setting projected the population of Quarry Falls at 8,317. But, as noted in section 11 below, the PEIR also uses a figure of 12,476 residents based on the City-wide average household size of 2.61 (2000 Census). This is a discrepancy that needs to be corrected.</p> <p>K-47 E. The Impact On School Services Was Not Analyzed In The PEIR</p> <p>The PEIR identifies two elementary schools (Jones and Juarez), which would serve Quarry Falls, as having a total capacity for 101 additional students. Table 2-3 of the PEIR indicates 210 students might be generated by Quarry Falls. The PEIR does not identify whether the schools would then be functioning beyond capacity. Similarly, the high school has capacity for 42 students, yet the PEIR anticipates that 86 students from Quarry Falls might be expected to attend. A full discussion of school availability should be provided. Likely solutions, such as busing students to other locations, should be described, and the air quality and traffic impacts of these solutions should be assessed. The PEIR should contain a full analyses of the traffic impacts on nearby streets from school-bound trips.</p> <p>A further analysis may conclude that a school is indeed needed at Quarry Falls. The PEIR indicates that a school "may" be constructed within Quarry Falls. "May" is not</p> <p style="text-align: center;"><small>WERTZ McDADE WALLACE MOOT BROWER LLP</small></p>	<p>K-43. The project would not impair implementation of, or physically interfere with, the City's emergency response plan or emergency evacuation plan. Emergency response and evacuation is handled in the County of San Diego by the Unified Disaster Council (UDC), which is the governing body of the Unified San Diego County Emergency Services Organization. The Council is comprised of the Chair of the San Diego County Board of Supervisors, who serves as Chair of the Council, and representatives from the 18 incorporated cities. The primary purpose of the UDC and the Emergency Services Organization is to provide for the coordination of plans and programs designed for the protection of life and property in the County of San Diego.</p> <p>The County of San Diego Office of Emergency Services (OES) serves as staff to the UDC. In this capacity, OES is a liaison between the incorporated cities, the State Office of Emergency Services and the Federal Emergency Management Agency (FEMA), as well as non-governmental agencies such as the American Red Cross. The City of San Diego is one of the 18 incorporated cities that participate in the OES program and also has a Homeland Security Office headed by the Mayor.</p> <p>K-44. Police services are addressed in Section 2.6.3, <i>Police Protection Services</i>. The analysis in this section is based on correspondence with the City of San Diego Police Department (see Appendix N to the PEIR). As stated in Section 2.6.3, the project would add additional police-related calls for service to the Department; therefore, without additional police officers, it is likely that police response times would increase in the project area.</p> <p>The current budgeted staffing ratio for police officer to population is 1.67 officers per 1,000 residents based on a residential population citywide of 1,263,000 (2004 SANDAG) and a budgeted strength of 2,108 police officers. As stated in the PEIR, build-out of the Quarry Falls project would result in an additional permanent population increase and an increase in commercial space, requiring an additional 23 police officers.</p> <p>The PEIR does address funding for on-going personnel and equipment costs. Specifically, the PEIR states:</p>

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	<p><i>“The initial costs associated with increased police officer staffing include the following: expansion to existing police facilities (when necessary), police vehicles, portable radios, firearms, and other related safety equipment. This one time, start up amount totals \$14,000 per sworn officer. Salaries and other employee benefits are not included in this figure. Based on the additional officer requirements as described above for 23 officers, the effect of the development on response time could be offset by compensating for the initial equipment costs of \$322,000.”</i></p> <p>The addition of police officers and related equipment for assignment to the Department would be adequate to remain consistent with optimal staffing. Eastern Division currently has 79 patrol officers though optimal patrol staffing is 110 officers. Adding 23 police officers to the Department would not bring the Division to capacity. Therefore, construction of new facilities would not be necessary; no physical change in the environment would occur.</p> <p>Police response times are primarily determined by the allocation of resources for staff and equipment. This occurs annually as part of the City of San Diego’s budgetary process, which is subject to final approval by the City Council. As stated previously, the proposed project would be required to pay DIF which would assure the payment of a fair share contribution toward public facilities and services. Note that DIF cannot be used to pay for operations and maintenance of public facilities.</p> <p>K-45. Library services are addressed in Section 2.6.4, <i>Library Services</i>. The analysis presented in Section 2.6.4 states: that a permanent library is intended to serve a population of about 30,000. Currently, based on the January 1, 2006 SANDAG estimate, the population for Mission Valley is 17,230 people. The project would add 8,317 residents, based on SANDAG’s estimate of 1.74 people per household for Mission Valley. This would bring the estimated population for Mission Valley to 25,547. This projected population is within that anticipated to be served by the Mission Valley Library, and therefore no new library facilities would be required to serve the existing population and the Quarry Falls project.</p>

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	<p>K-46. It is acknowledged that the PEIR uses two different population projections for the project. SANDAG and most departments at the City use an estimate of 1.74 people per household for the Mission Valley Community. The estimate of 1.74 people per household is a more accurate estimate because it pertains to the Mission Valley community specifically and is from the most recent census. This estimate has been used for all analyses in the PEIR except for Police Services. As clearly stated in the PEIR, the Police Department uses the 2000 City-wide census for projecting staffing and facility needs, which is 2.60 people per household. This would result in 12,476 residents within Quarry Falls.</p> <p>K-47. Schools services are thoroughly evaluated in the PEIR (see Section 2.6.6). The analysis in the PEIR is based on discussions and correspondence with the San Diego Unified School District. Table 2-2, <i>Potential Student Generation – Quarry Falls</i>, of the PEIR shows the estimated number of students that could be generated by the proposed project based on information provided by San Diego City Schools. The number of school-aged children expected from the proposed development would be accommodated by the existing elementary, middle, and high schools.</p> <p>Nonetheless, the proposed project is providing a site for a future school, and the developer has an agreement with High Tech High to locate a Charter School within Quarry Falls. The San Diego Unified School District approved a charter for the development of a K – 8 school on approximately three acres in Quarry Falls.</p> <p>Additionally, the developer would be required to pay school fees in accordance with SB 50. Developer fees collected pursuant to SB 50 are “deemed to be full and complete mitigation” for impacts related to the provision of adequate school facilities. (Gov. Code, §65995, subd. (h).) SB 50 also prohibits local agencies from denying land use approvals on the basis of inadequate school facilities, so long as the project proponent, if required to do so, pay the statutorily-capped developer fees. (Gov. Code, §65995, subd. (I).)</p>

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	<p>The PEIR addresses potential environmental impacts associated with developing a school within Quarry Falls. Specifically, traffic impacts associated with the potential school are evaluated in Section 5.2 of the PEIR; air quality impacts are addressed in Section 5.4; and noise impacts associated with locating a school in Quarry Falls are evaluated in Section 5.5.</p>


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The PEIR should accurately depict public and private facilities in order to correctly portray the paucity of park facilities in Mission Valley. The PEIR at page 2-23 states the following:</p> <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">K-48</div> <p>“Based on the City’s Progress Guide and General Plan Guidelines of a minimum 2.8 useable acres of parkland per 1,000 residents, there is a requirement for approximately 16.64 useable acres of Neighborhood Parks and approximately 6.65 useable acres of Community Park, for a total of 23.29 useable acres of population-based parks for Quarry Falls.</p> <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">K-49</div> <p>Both public and private park and recreational facilities are planned as part of the proposed Quarry Falls Specific Plan. These include passive and active recreational amenities in the form of parks and trails, a Civic Center, and a Community Recreation Center. As shown by Table 2-4, a total of 17.5 acres of public population-based park area would be provided by the project through a combination of privately owned parks with public easements and public parks. The remaining requirement for population-based community park area would be satisfied by payment of the DIF.”</p> <p>The community’s need for parks is not “satisfied” by payment of a fee. (A developer’s mere commitment to pay fees is inadequate mitigation if the fees bear no relation to actual mitigation. <i>Save Our Peninsula Comm. v. Monterey County Bd. of Supervisors</i> (2001) 87 Cal.App.4th 99.) Mission Valley is seriously deficient in neighborhood and community parks. It has a current deficit of 47.75 acres. [pg. 2-23]. The need will be satisfied by providing locations for, and constructing, parks in the community. The PEIR must identify that Quarry Falls will exacerbate the park</p> <p style="text-align: center; font-size: small;">WERTZ MCDONALD WALLACE MOORE BROWER LLP</p>	<p>K-48. Comment noted. A note has been added to Figure 2-9 stating that the Mission Valley YMCA is a private recreation facility on public land.</p> <p>K-49. Parks are addressed in Section 2.6.6, Parks in the PEIR. The City of San Diego Park and Recreation Department has reviewed the proposed project and determined that a total of 23.29 useable acres of population based parks are required, based upon a population forecast for the project of 8,317 residents and the requirement to provide 2.8 acres per 1,000 in population. This results in a requirement for 16.64 acres of Neighborhood Parks and 6.65 acres of Community Parks.</p> <p>The project is required to address population-based park requirements based on the increase in the community’s population generated by the project. The project is not responsible for addressing population based deficits within the community. The project is providing 17.5 acres of public recreation by deeding parkland to the City and through public easements on private property to satisfy the project’s neighborhood park requirements. The City has determined that based upon SANDAG’s 2030 projection of additional residential units planned in Mission Valley, there will be adequate Development Impact Fees (DIF) collected from future development and other sources to construct the community park and related facilities identified in the Mission Valley Public Facilities Financing Plan. The Quarry Falls amendment to the Mission Valley Public Facilities Financing Plan will be processed with the Quarry Falls project. It is anticipated that the amendment will include revisions to the population-based park standards for consistency with the new Recreation Element of the General Plan and incorporate revisions relative to the proposed Quarry Falls development. The amendment will also reflect updated project costs and population forecasts.</p> <p>To provide 6.65 acres of community park on-site in lieu of DIF payments would not provide community park facilities associated with a much larger (20-30 acre) community park because park development fees intended for construction of the community park would not be generated. The payment of fees contributes towards the funding of the Community Park, identified as a standard 20 acre active park, oriented to organized sports, in the vicinity of Qualcomm Stadium. This facility includes a community recreation center and swimming pool.</p>

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	<p>It should be noted that the Recreation Element of the recently adopted General Plan establishes new policies for park planning. As stated in the Recreation Element, “Neighborhood and community park facilities should take a variety of forms in response to the specific needs and desires of the residents involved. Neighborhood parks should be oriented towards achieving maximum neighborhood involvement in terms of interest, participation, and support.”</p> <p>In addition to 17.5 acres of on-site population-based parks, Quarry Falls provides a number of other recreation opportunities, both public and private. A publicly accessible trail system and Civic Center, which includes a heritage museum operated by the San Diego River Park Foundation, are proposed as integral parts of the development. A private community recreation center, designed to include community buildings, tennis courts, a swimming pool and plaza, would serve the residents of the project. Mid- and high-density residential projects would include on-site common open space, which includes recreation centers and swimming pools.</p>


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An analysis of the park issue should consider whether the development agreement on Levi-Cushman, plus the lack of a community park in Quarry Falls, will mean that Mission Valley must be without adequate park facilities.</p> <p>The PEIR should explain the distinction between public parks and privately owned parks with public easements and explain why they are treated differently in the analysis.</p> <p>Since the parks (private and public) would be internal to the project, is parking going to be provided to accommodate the non-residents who might wish to use the parks? The illustrative figures provided in the PEIR do not indicate the future availability of parking. Will Quarry Fall's park acreage become de facto private parks if they are accessible only to residents who will have the opportunity to walk? Such issues must be addressed in the PEIR now since the structure of the Project's entitlements, as described above, will not provide an opportunity for project-level environmental review.</p> <p>11. <u>THE PEIR CONTAINS CONTRADICTORY PROJECTED POPULATION FIGURES WHICH DISTORT ENVIRONMENTAL ANALYSES</u></p> <p>Two conflicting methods of calculating future project population are used in the PEIR resulting in a distorted population projection. On page 2-19 the PEIR represents that, "[t]he Quarry Falls project with 4,780 dwelling units would result in an additional permanent population increase of approximately 12,476 residents based on the City-wide average household size of 2.61 (2000 Census)." But on page 2-20 the PEIR represents that the project would add 8,317 residents, based on SANDAG's estimate of 1.74 people per household for Mission Valley. The 4,158 difference between the projected populations distorts traffic analysis, public services analyses and public utility analyses. This discrepancy must be explained. A single, consistent assumption of population should be used throughout the PEIR. CEQA has not been complied with where there are factual inconsistencies in the EIR that leave the reader/decision maker without substantial</p> <p style="text-align: center;">  <small>WENTZ MC DADE WALLACE MOORE & BROWNER, APC</small> </p>	<p>K-50. Neither the Quarry Falls project site or the approved Levi-Cushman Specific Plan area are identified as locations for community parks to serve Mission Valley. Instead, the Mission Valley Community Plan identifies a community park at Qualcomm Stadium:</p> <p><i>“Provide a community park in the vicinity of San Diego Jack Murphy Qualcomm Stadium. Because of the potential expense of land purchase at this site, it will be necessary to find means of financing the facility with other than the standard park fee program, which in its present form cannot guarantee the minimum funding for such a facility. It should be developed as an active park, oriented to organized sports.”</i> Mission Valley Community Plan, page 128</p> <p>According to the Mission Valley PFFP, <i>“The locations for these parks shall be determined during the community plan update process; however, possible sites for neighborhood parks could be in the vicinity of Levi Cushman and Quarry Falls, and in the vicinity of Qualcomm Stadium for the community park as recommended in the community plan.”</i> (Mission Valley PFFP, page 3.)</p> <p>The Quarry Falls project would not preclude locating a community park at Qualcomm Stadium.</p> <p>K-51. Public parks are parks where the fee title is owned by the City, and the City has the responsibility for establishing maintenance for the areas. Private open space with public easements are areas where the land is owned and maintained by a property owners association. Public easements are placed over these areas to ensure access and use by the public. Both the public parks and the project's private open space areas with public easements are treated the same in the PEIR, as both would be accessible to the public.</p> <p>K-52. Parking will be provided at Quarry Falls Park, as determined by the City in accordance with City requirements. It is not anticipated that parking will be provided at the smaller park areas. The City does not require on-site parking for population based neighborhood parks; rather, it relies upon on-street public parking to provide opportunity for those individuals that elect to drive to the park. This approach is meant to avoid the negative impact to the total available active and passive parkland that would occur by including parking on-site. The ultimate design of Quarry Falls Park will go through the City's public park input and review process.</p>

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	<p>Although not required by the City's Land Development Code, parking needs for the park will be evaluated as part of the park design and review process. All public parks and private open space areas with public easements will be open to the public.</p> <p>K-53. Please see response to comment no. K-46.</p>


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<p>Marilyn Mirrasoul January 4, 2008 Page 20</p> <p>evidence for concluding an accurate evaluation has been performed. <i>Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova</i> (2007) 40 Cal.4th 412, 439.</p> <p>K-54 The population assumption should consider the evolving structure and size of families in San Diego, and the emerging form of community development. As the public agencies and developers continue to favor infill development over suburban single-family development, families will increasingly occupy centrally-located, attached residential products. Families with children will occupy these condominiums and apartments. Historic data regarding average household size substantially underestimates the likely population of Quarry Falls. The analysis of public services, particularly impacts to schools, parks, libraries, and similar facilities cannot be done satisfactorily without a more accurate projection of family size. The same is true with respect to household size and its impact on water supply projections.</p> <p>12. <u>THE WATER SUPPLY ASSESSMENT REFERENCED IN THE PUBLIC UTILITIES SECTION OF THE PEIR (§5.12), MUST BE REVISED BASED ON THE CITY ATTORNEY'S MEMORANDUM OF LAW</u></p> <p>K-55 An EIR evaluating a planned land use project must assume that all phases of the project will eventually be built and will need water, and must analyze, to the extent reasonably possible, the impacts of providing water to the entire proposed project. <i>Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova</i> (2007) 40 Cal.4th 412, 431. CEQA's informational purposes are only satisfied when decision makers are presented with sufficient facts to "evaluate the pros and cons of supplying the amount of water that the [project] will need." Id.</p> <p>An adequate environmental impact analysis for a large project, to be built and occupied over a number of years, cannot be limited to the water supply for the first stage or the first few years. Id. The EIR must identify long-term water supplies and the impacts of exploiting those sources. Id.</p> <p>"The future water supplies identified and analyzed in the EIR must bear a likelihood of actually proving available; speculative sources and unrealistic allocations ("paper water") are insufficient bases for decisionmaking under CEQA...where, despite a full discussion, it is impossible to confidently determine that anticipated future water sources will be available, CEQA requires some discussion of possible replacement sources or alternatives to</p> <p style="text-align: right;"> WERTZ MCEADE WALLACE ROOT & BROWN</p>	<p>K-54. Population projections for the project are based upon the latest SANDAG population forecasts, currently projected to 2030. These forecasts take into account demographic changes, such as age and family size, over a 20+ year horizon. SANDAG is the state authorized metropolitan planning organization responsible for transit planning, funding allocation, project development, and construction in the San Diego region in addition to its ongoing transportation responsibilities and other regional roles.</p> <p>K-55. The Water Department has re-evaluated the Water Supply Assessment for the Quarry Falls project. The revised Water Supply Assessment (October 2007, referenced in Appendix L), post-dates the City Attorney's Memorandum. The Water Supply Assessment confirmed that there are sufficient water supplies to serve existing demands, estimated demands of the Quarry Falls project, and future water demands within the Water Department's service area in normal and dry year forecasts, over the required 20 year planning horizon. The Water Supply Assessment prepared for the Quarry Falls project was supplied to those requesting it and was adequately summarized in the draft PEIR in the draft PEIR Public Utilities Section 5.12. As previously stated, CEQA does not require that all appendices be distributed. Furthermore, the Water Supply Assessment was available throughout the public review period for the Draft PEIR. In response to this comment, more information supporting the Water Supply Assessment's conclusions has been provided in Sections 5.12.1 and 5.12.2.</p>

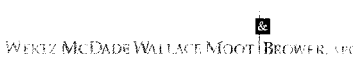
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<p>Marilyn Mirrasoul January 4, 2008 Page 21</p> <p>use of the anticipated water, and of the environmental consequences of those contingencies.” Id. at 432.</p> <p>There is no actual analysis of water supply issues contained within the PEIR itself. The PEIR relies completely upon the City of San Diego Water Supply Assessment (WSA) and concludes, “that there are sufficient water supplies to meet the project demand of the proposed project...” [pg. 5.12-2]. The PEIR claims that the WSA is attached to the Technical Appendices as Appendix L. However, when the reader turns to Appendix L he/she will not find the WSA, only a statement that the report is “on file with the City of San Diego Development Services Department - Environmental Analysis Section.” This was the only Appendix that was not distributed to the public.</p> <p>“[I]nformation ‘scattered here and there in EIR appendices’ or a report ‘buried in an appendix,’ is not a substitute for ‘a good faith reasoned analysis.’ <i>Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova</i> (2007) 40 Cal.4th 412, 442. Without the ready ability to evaluate this critical component of the project, the reader cannot determine whether there has been an adequate and complete analysis of the water supply for this project.</p> <p>The necessity for full and complete disclosure of this aspect of the project has been highlighted by a recent Memorandum of Law issued by the San Diego City Attorney’s office which questioned the adequacy of the Quarry Falls WSA. <i>The Memorandum concludes that the water supply for this Project should be reevaluated.</i></p> <p>The Memorandum which is titled, “In Relation to the Recent California Court Ruling Implicating Bay-Delta-Water Supply Reliability” is attached hereto as Exhibit E, and provides in pertinent part:</p> <p>“Given our growing water dependency on Bay-Delta water supply, and recent court imposed and other operational and climate change limitations to Bay-Delta water availability, it is imperative that the City of San Diego fully take into account these significant changed circumstances and reassess the reliability of future water supply availability and water supply alternatives for existing commercial, residential and industrial use and future development.</p> <p style="text-align: center;">  WERTZ MCDADE WALLACE MOOT & BROWER, APC </p>	

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<p>Marilyn Mirrasoul January 4, 2008 Page 23</p> <p>Plan's designated development intensity. Moreover, if Quarry Falls were to be approved as proposed, it is reasonable to expect that other undeveloped or underdeveloped properties in Mission Valley would view increased intensity as the new standard for land planning. Other property owners are likely to request a Community Plan Amendment to allow increased density to redevelop their site as an urban village.</p> <p>A PEIR is required to discuss project characteristics that may encourage and facilitate activities that, either individually or cumulatively, will affect the environment. Doubling of the project's designated intensity in a Community Plan Amendment is such a project characteristic. The PEIR should analyze the impacts to traffic and public services resulting from its growth inducing character. Quarry Falls and Levi-Cushman are each designated by SANDAG as an "Urban Center". It is appropriate and necessary that the PEIR assess the impacts resulting from a Quarry Falls-induced doubling of the designated intensity at Levi-Cushman as well as increasing density at other sites prime for redevelopment.</p> <p>14. <u>THE CUMULATIVE EFFECTS ANALYSIS IN THE PEIR (§ 8) IS DEFICIENT IN THAT IT OMITTS TWO FUTURE DEVELOPMENT PROJECTS</u></p> <p>A proposed project that has impacts that are individually limited, but cumulatively considerable (i.e. the incremental effect of a project is considerable when viewed in connection with the effects of past projects, other current projects, and possible future projects) requires a mandatory findings of significant impact. Cal. Code Regs., tit. 14, § 15000 et seq., Appendix G pg. 10.</p> <p>CEQA requires an EIR to discuss the cumulative effect on the environment of the subject project in conjunction with other closely related past, present and reasonably foreseeable probable future projects. Pub. Resources Code, § 21083 (b); Cal. Code Regs., tit. 14, §§ 15130, 15355. The term "cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cal. Code Regs., tit. 14, § 15355; <i>San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus</i> (1994) 27 Cal.App.4th 713, 739-740.</p> <p>At a minimum, the following two projects should also be considered as part of the cumulative effects analysis because they would produce related or cumulative impacts</p> <div style="text-align: right; margin-top: 20px;">  </div>	<p>K-57. The PEIR takes a conservative approach to evaluating cumulative impacts. According to CEQA Guidelines Section 15130(b), the evaluation of cumulative impacts should include <u>either</u> "a list of past, present, and probable future projects . . ." <u>or</u> "a summary of projections contained in an adopted general plan or related planning document . . ." The Quarry Falls PEIR uses both approaches; it includes build-out of applicable plans which have an affect on the cumulative analysis, as well as a specific list of projects that are approved, under construction, planned, or proposed that should be considered for the evaluation of cumulative effects and which were known at the time the PEIR was prepared. Therefore, the analysis includes the possible effect of other, unforeseen projects and growth.</p> <p>The forecasting system and models developed by SANDAG and the City also allow for the mature development of communities above and beyond the explicit inclusion of projects based on land used in the Community and General Plans. Not all projects that are more distant to this project site are necessarily included explicitly, nor should they be.</p> <p>With respect to the Mission Village Shopping Center, the center is located outside the geographical scope of traffic study. There is only nominal interaction between the Quarry Falls project and the Mission Village project and therefore the affect on baseline conditions is also nominal. As presented in the Mitigated Negative Declaration for the Mission Village project (LDR No. 99-1245), the Mission Village project will generate substantially less traffic than that associated with the previous commercial center located on the site. Therefore, the change in traffic generation from the previous and new use at the Mission Village Shopping Center is not material to the Quarry Falls TIS cumulative analysis.</p> <p>Relative to the Pacific Coast Office Building, that project is located in Mission Valley. Staff determined that the project would be consistent with the Mission Valley Community Plan. Because the traffic study assumes build-out of the community plan, this project is included in the analysis. It should be noted that the environmental document (MND) for the Pacific Coast Office Building project was appealed to the City Council. City Council determined that the MND was not adequate and has required preparation of an EIR. See also response no. H-10.</p>

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<p data-bbox="310 289 453 354">Marilyn Mirrasoul January 4, 2008 Page 24</p> <p data-bbox="310 402 982 444">when evaluated in relation to the potential impacts of the proposed Quarry Falls project, particularly the impacts related to traffic and public facilities/services:</p> <div data-bbox="121 418 239 487" style="border: 1px solid black; padding: 2px;"> <p>K-57 (con't)</p> </div> <ul data-bbox="340 470 982 581" style="list-style-type: none"> • Mission Village (Project No. 6547) - an approved 160-unit apartment complex located at 9160 Gramercy Drive in the Serra Mesa Community Plan area; and • Pacific Coast Office Building (Project No. 54384) - a proposed two-story, approximately 9,885 square-foot office building to be located at the southerly end of Schiedler Way in the Mission Valley Community Plan area. <p data-bbox="310 607 982 672">15. <u>THE ALTERNATIVES SECTION OF THE PEIR (§ 10) DOES NOT CONTAIN A MEANINGFUL AND INFORMATIVE ANALYSIS OF ALTERNATIVES</u></p> <p data-bbox="310 695 982 873">An EIR must describe a range of reasonable alternatives to the project or to the location of the project, which could feasibly attain the basic objectives of the project and evaluate the comparative merits of the alternatives. Cal. Code Regs., tit. 14, § 15126 (d). The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. Cal. Code Regs., tit. 14, § 15126.6 (b). The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. Cal. Code Regs., tit. 14, § 15126.6 (f).</p> <div data-bbox="121 850 218 893" style="border: 1px solid black; padding: 2px;"> <p>K-58</p> </div> <p data-bbox="310 893 982 1071">The discussion of alternatives must be "meaningful" and must "contain analysis sufficient to allow informed decision making." <i>San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus</i> (1994) 27 Cal.App.4th 713, 736. It must "focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." <i>Id.</i> Density alternatives that were considered and rejected must be discussed. <i>San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus</i> (1994) 27 Cal.App.4th 713, 737.</p> <p data-bbox="310 1094 982 1224">An EIR must explain why each suggested alternative either does not satisfy the goals of the proposed project, does not offer substantial environmental advantages or cannot be accomplished. <i>San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus</i> (1994) 27 Cal.App.4th 713, 737. A rote discussion that is "devoid of substantive factual information from which one could reach an intelligent decision as to the environmental consequences and relative merits of the available alternatives to the</p> <div data-bbox="709 1279 1066 1321" style="text-align: center;">  <small>WEST MCDADE WALLACE MOGG & BREWER, LLC</small> </div>	<p data-bbox="1100 850 1969 938">K-58. Comments noted. The alternatives analysis within the draft PEIR, Alternatives Section 10 includes a meaningful analysis along with comparison tables consistent with CEQA Section 15126.6.</p>

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<p>Marilyn Mirrasoul January 4, 2008 Page 25</p> <p>proposed project” violates CEQA. <i>Kings County Farm Bureau v. City of Hanford</i> (1990) 221 Cal.App.3d 692, 733.</p> <p>K-59 The CEQA Guidelines provide that the specific alternative of “no project” must be evaluated along with its impact. “The purpose of describing and analyzing a no project alternative is to allow decisionmakers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.” Cal. Code Regs., tit. 14, § 15126.6 (e). “The “no project” analysis must discuss the existing conditions at the time the notice of preparation is published, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” Id.</p> <p>K-60 The PEIR discusses several alternatives to the proposed project. Some qualitative comparison is provided among the alternatives. The comparison and alternatives analysis is of little value, however, without a quantitative assessment and comparison of the alternatives. In the case of the traffic analysis, the degree of benefit, improvement of level of service, or reduction in delay is not apparent from a qualitative discussion alone. The basis for the qualitative discussion itself is unclear, since no analysis is offered to substantiate the conclusions. On Exhibit F attached hereto each alternative discussed in the PEIR is analyzed against CEQA standards and fails to measure up.</p> <p>Moreover, the PEIR contains a significant and fatal flaw in that it omits the most appropriate alternative : development in accordance with all aspects of the Mission Valley Community Plan. This alternative was not identified, considered or rejected and yet is the most obvious and reasonable alternative available.</p> <p>The Mission Valley Community Plan recommends a connection to Interstate 805 via Phyllis Place (the Phyllis Place connection). The project site is within the Development Intensity District “F” (DID “F”) and therefore development intensity is limited “to the levels allowed under the adopted community plan.” In order to stay within the traffic limits of the Mission Valley PDO, the project’s intensity within Mission Valley cannot exceed 32,040 ADT.</p> <p>K-61 In alternative 2, the “no project/continuation of existing plan alternative” the PEIR analyzed build out of the project using <i>some</i> of the components of the MVCP, but not all. Specifically, it decided not to include the Phyllis Place connection but it did utilize the development intensity requirements. [PEIR pg. 10-20 & 21]. It is misleading of the</p> <p style="text-align: right;"> WENTZ MCEADE WALLACE MOOT & BROWER LLP</p>	<p>K-59. Rather than just one “No Project” Alternative, PEIR Section 10.0, <i>Alternatives</i>, includes a discussion of two No Project alternatives. The first is the No Project/No Build alternative, which is the continuation of the mining operations under the approved Conditional Use Permit and ultimate implementation of the approved Reclamation Plans. The second No Project alternative describes what would reasonably be expected to occur if the proposed project is not approved, based on build-out under the land uses and development intensities of the adopted community plans and consistent with available infrastructure and community services.</p> <p>K-60. Comments noted. The discussion of the project alternatives presented in Section 10.0 of the PEIR includes a quantitative analysis wherever possible. This is particularly true in the case of the evaluation of traffic impacts for each alternative. See response nos. K-96 – K-120 for responses to Exhibit F. While previously not included because it would be inconsistent with the Serra Mesa community plan, an additional “No Project” scenario has been added, which is the build-out under the existing Mission Valley community plan with the Phyllis Place connection.</p> <p>K-61. See response to comment no. I-1.</p>


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<p>Marilyn Mirrasoul January 4, 2008 Page 26</p> <p>PEIR to state that alternative 2 would implement the intent of the MVCP when it does not include a key component of that plan : the Phyllis Place connection. [PEIR pg. 10-21 & 25].</p> <p>In alternative 4, the “road connection to Phyllis Place alternative” the PEIR analyzed implementation of the “Mission Valley Community Plan’s recommendation” of the Phyllis Place connection. [PEIR pg. 10-30 & 31]. The key here is that this alternative does not include the development intensity limits set forth in the MVCP. So, again, the PEIR is selective in its analyses thereby limiting the choices presented to the public.</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-61 (con’t)</div> <p>The bottom line is that the PEIR does not contain an alternative that includes both the Phyllis Place connection and the ADT limitation of 32,040 ADT. This alternative must be addressed as it is the only alternative that truly represents the intent of the MVCP.</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-62</div> <p>Attached hereto as part of Exhibit F are the traffic studies of an independent traffic engineering firm that evaluated traffic impacts with and without the inclusion of the Phyllis Place connection <i>and</i> within the required development intensities for both the Mission Valley Community Plan and the Serra Mesa Community Plan. These analyses highlight the glaring omission of the PEIR in not identifying and analyzing the most reasonable of alternatives.</p> <p>16. <u>THE MITIGATION MONITORING AND REPORTING PROGRAM IS FLAWED</u></p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-63</div> <p>The PEIR inappropriately identifies measures as mitigation when there is no assurance that the measure will ever occur or that the measure will truly provide any mitigation. Examples of this can be found on Exhibit G attached hereto.</p> <p>17. <u>BASED ON THE DEFICIENCIES NOTED, RECIRCULATION IS REQUIRED</u></p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-64</div> <p>As documented in this letter, there are serious deficiencies in the PEIR. Correcting these deficiencies will require the addition of substantive analysis. These deficiencies should be corrected and the PEIR should be recirculated for additional public comment. Section 15088.5 of the CEQA Guidelines states the following:</p> <div style="text-align: center; margin-top: 20px;">  <small>WERTZ MCEADE WALLACK MOOT & BROWER, LLC</small> </div>	<div style="margin-top: 100px;">K-62. See response nos. K-96 – K-120 for responses to Exhibit F.</div> <div style="margin-top: 100px;">K-63. See response nos. K-121 – K-124 for responses to Exhibit G.</div> <div style="margin-top: 100px;">K-64. This comment letter does not raise any issues that would require re-circulation of the Draft PEIR. Pursuant to CEQA Section 21092.1, no new environmental impacts have been identified, and for those impacts identified in the PEIR, no impacts would result in an increased in severity. There are no new feasible project alternatives or mitigation measures that are considerably different than those addressed in the PEIR. The PEIR provides a thorough analysis of the potential environmental impacts associated with the project allowing meaningful public review and comment.</div>

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<p data-bbox="275 289 422 354">Marilyn Mirrasoul January 4, 2008 Page 27</p> <div data-bbox="128 396 243 467" style="border: 1px solid black; padding: 2px; width: fit-content;"> <p data-bbox="149 407 222 456">K-64 (con't)</p> </div> <p data-bbox="327 402 968 488">(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. . . . 'Significant new information' requiring recirculation, include, for example, a disclosure that:</p> <p data-bbox="327 509 919 553">(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.</p> <p data-bbox="327 570 951 634">(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.</p> <p data-bbox="327 656 968 721">(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.</p> <p data-bbox="327 740 919 805">(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. <i>Mountain Lion Coalition v. Fish and Game Com.</i> (1989) 214 Cal. App.3d 1043.</p> <p data-bbox="275 821 968 865">Thank you for the opportunity to comment. We look forward to reviewing the revised and recirculated PEIR.</p> <p data-bbox="646 883 783 902">Very Truly Yours,</p> <div data-bbox="621 911 852 984" style="text-align: center;">  Sandra J. Brower </div> <p data-bbox="688 1292 1052 1336" style="text-align: center;">  WERTZ MCDADE WALLACE MOOT BROWER, APC </p>	

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<p>Marilyn Mirrasoul January 4, 2008 Page 28</p> <p>Exhibit A - Excerpts from Draft City of San Diego Significance Determination Thresholds Exhibit B - Traffic Engineer's Chart applying 2007 Significance Thresholds Exhibit C - Comments on PEIR § 5.2 Transportation/Traffic Circulation/Parking Analysis Exhibit D - Comments on PEIR Traffic Impact Study Analysis Exhibit E - Memorandum of Law, City Attorney's Office September 17, 2007 Exhibit F - Additional Comments on Alternatives (Section 10.0) Exhibit G - Additional Comments on the PEIR's Mitigation Measures for Significant Traffic Impacts</p> <p style="text-align: center;">  WERTZ MCDADE WALLACE MOOT & BROWER, APC </p>	

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<div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">K-65</div> <p style="text-align: center;">Excerpts from CEQA Significance Determination Thresholds as Revised by Department of Development Services in 2007</p> <p>O. TRANSPORTATION / CIRCULATION and PARKING</p> <p>Note: This section is to be applied for projects deemed complete on or after January 1, 2007. For projects deemed complete prior to January 1, 2007, the following Section 0.1 on Page 73 is to be applied.</p> <p>Project-related traffic impacts are one of the most commonly identified environmental impacts under the CEQA. Traffic operations and safety impacts are addressed in this section. Other environmental impacts associated with project-related traffic and transportation infrastructure improvements (e.g., air quality, noise, biology) are addressed in the applicable sections of this manual which pertain to such issues.</p> <p>Direct traffic impacts are those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (near term).</p> <p>Cumulative traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project and when additional proposed developments in the area become operational (short-term cumulative) or when the affected community plan area reaches full planned build out (long-term cumulative).</p> <p>It is possible that a project's near term (direct) impacts may be reduced in the long term, as future projects develop and provide additional roadway improvements (for instance, through implementation of traffic phasing plans). In such a case, the project may have direct impacts but not contribute considerably to a cumulative impact.</p> <p>For intersections and roadway segments affected by a project, level of service (LOS) D or better is considered acceptable under both direct and cumulative conditions.</p> <p>INITIAL STUDY CHECKLIST QUESTIONS</p> <p>The following are taken from the City's Initial Study Checklist. They provide guidance on determining the potential significance of impacts to transportation, circulation systems, and parking:</p> <p>Would the proposal result in:</p> <ol style="list-style-type: none"> 1. Traffic generation in excess of specific community plan allocation? 2. An increase in projected traffic which is substantial (see table on following page) in relation to the existing traffic load and capacity of the street system? 3. Addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp as shown in the table on the next page? 4. An increased demand for off-site parking? 5. Effects on existing parking? 6. Substantial impact upon existing or planned transportation systems? <p style="text-align: center;">69</p> <p style="text-align: right;">Exhibit A Page 1 of 5</p>	<p>K-65. This is an excerpt from the City of San Diego <i>Development Services Department, Significance Determination Guidelines</i>, January 2007.</p>

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<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;"> K-65 (con't) </div> <p>7. Substantial alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas?</p> <p>8. Increase in traffic hazards for motor vehicles, bicyclists or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)?</p> <p>9. A conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)?</p> <p>SIGNIFICANCE THRESHOLDS</p> <p>The following thresholds have been established to determine significant traffic impacts:</p> <ol style="list-style-type: none"> 1. If any intersection, roadway segment, or freeway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the thresholds shown in the table below. 2. At any ramp meter location with delays above 15 minutes, the impact would be significant if the project exceeds the thresholds shown in the table below. 3. If a project would add a substantial amount of traffic to a congested freeway segment, interchange, or ramp, the impact may be significant. 4. Addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp as shown in the table below? 5. If a project would increase traffic hazards to motor vehicles, bicyclists or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway), the impact would be significant. Note: analysts should refer readers to a discussion of this issue in the Health and Safety section of the environmental document. 5. If a project would result in the construction of a roadway which is inconsistent with the General Plan and/or a community plan, the impact would be significant if the proposed roadway would not properly align with other existing or planned roadways. 6. If a project would result in a substantial restriction in access to publicly or privately owned land, the impact would be significant. <p style="text-align: center; margin-top: 20px;">70</p> <p style="text-align: right; margin-top: 20px;">Exhibit A Page 2 of 5</p>	

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<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;"> K-65 (con't) </div> <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 10px;"> <thead> <tr> <th rowspan="3" style="text-align: center;">Level of Service with Project *</th> <th colspan="6" style="text-align: center;">Allowable Change Due To Project Impact **</th> </tr> <tr> <th colspan="2" style="text-align: center;">Freeways</th> <th colspan="2" style="text-align: center;">Roadway Segments</th> <th style="text-align: center;">Intersections</th> <th style="text-align: center;">Ramp Metering</th> </tr> <tr> <th style="text-align: center;">V/C</th> <th style="text-align: center;">Speed (mph)</th> <th style="text-align: center;">V/C</th> <th style="text-align: center;">Speed (mph)</th> <th style="text-align: center;">Delay (sec.)</th> <th style="text-align: center;">Delay (min.)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">E (or ramp meter delays above 15 min.)</td> <td style="text-align: center;">0.010</td> <td style="text-align: center;">1.0</td> <td style="text-align: center;">0.02</td> <td style="text-align: center;">1.0</td> <td style="text-align: center;">2.0</td> <td style="text-align: center;">2.0</td> </tr> <tr> <td style="text-align: center;">F (or ramp meter delays above 15 min.)</td> <td style="text-align: center;">0.005</td> <td style="text-align: center;">0.5</td> <td style="text-align: center;">0.01</td> <td style="text-align: center;">0.5</td> <td style="text-align: center;">1.0</td> <td style="text-align: center;">1.0</td> </tr> </tbody> </table> <p>Note 1: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes.</p> <p>Note 2: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute.</p> <p>* All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual. The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.</p> <p>** If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see above * note), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.</p> <p>KEY: Delay = Average control delay per vehicle measured in seconds for intersections, or minutes for ramp meters LOS = Level of Service Speed = Speed measured in miles per hour V/C = Volume to Capacity ratio</p> <p>PARKING</p> <p>Parking requirements vary by land use and location and are dictated by the City of San Diego Municipal Code and adopted by the City Council policies.</p> <p>SIGNIFICANCE THRESHOLDS</p> <p>Non-compliance with the City's parking ordinance does not necessarily constitute a significant environmental impact. However, it can lead to a decrease in the availability of existing public parking in the vicinity of the project. Generally, if a project is deficient by more than ten percent of the required amount of parking and at least one of the following criteria applies, then a significant impact may result:</p> <p style="text-align: center;">71</p> <p style="text-align: right;">Exhibit A Page 3 of 5</p>	Level of Service with Project *	Allowable Change Due To Project Impact **						Freeways		Roadway Segments		Intersections	Ramp Metering	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)	E (or ramp meter delays above 15 min.)	0.010	1.0	0.02	1.0	2.0	2.0	F (or ramp meter delays above 15 min.)	0.005	0.5	0.01	0.5	1.0	1.0	
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<p data-bbox="142 331 218 386">K-65 (con't)</p> <ol data-bbox="331 315 890 412" style="list-style-type: none">1. The project's parking shortfall or displacement of existing parking would substantially affect the availability of parking in an adjacent residential area, including the availability of public parking.2. The parking deficiency would severely impede the accessibility of a public facility, such as a park or beach. <p data-bbox="592 1170 611 1183">72</p> <p data-bbox="863 1203 936 1235">Exhibit A Page 4 of 5</p>	

COMMENT	RESPONSE																								
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;"> K-65 (con't) </div> <p>O.1. TRAFFIC/PARKING</p> <p>Note: This section is to be applied to projects deemed complete prior to January 1, 2007.</p> <p>Traffic:</p> <p>Direct traffic impacts are those projected to occur at the time a proposed development becomes operational. The calculations include other operating projects and those not yet operational but which are anticipated to be operational when the proposed project goes into effect.</p> <p>Cumulative traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project or when additional proposed developments in the area become operational (short-term cumulative) or when affected community plan areas reach full planned buildout (long-term cumulative).</p> <p>For intersections and roadway segments affected by a project, level of service (LOS) D or better is considered acceptable under both direct and cumulative conditions. However, for undeveloped locations, the goal is to achieve LOS C.</p> <p>Significance Thresholds</p> <p>1. If any intersection or roadway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the following allowable increases in delay or intersection capacity utilization for affected intersections or volume-to-capacity ratio or speed for affected roadway segments:</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <caption style="text-align: center;">Allowable Increase Due to Project Impacts*</caption> <thead> <tr> <th rowspan="3" style="text-align: center;">Level of Service with Project</th> <th colspan="4" style="text-align: center;">Intersections</th> <th colspan="2" style="text-align: center;">Roadway Segments</th> </tr> <tr> <th style="text-align: center;">Delay (sec.)</th> <th style="text-align: center;">ICU (V/C)</th> <th style="text-align: center;">V/C</th> <th style="text-align: center;">Speed (mph)</th> <th style="text-align: center;">Speed (mph)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">E**</td> <td style="text-align: center;">2</td> <td style="text-align: center;">0.02</td> <td style="text-align: center;">0.02</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> <tr> <td style="text-align: center;">F**</td> <td style="text-align: center;">2</td> <td style="text-align: center;">0.02</td> <td style="text-align: center;">0.02</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> </tbody> </table> <p>Notes:</p> <ul style="list-style-type: none"> * If a proposed project's traffic impacts exceed the values shown in the table, then the impacts are deemed "significant." The project applicant shall identify "feasible mitigations" to achieve LOS D or better. ** The acceptable level of service standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve LOS C. <p>Key:</p> <p>Delay = Average stopped delay per vehicle measured in seconds ICU = Intersection Capacity Utilization V/C = Volume-to-Capacity Ratio (capacity at level of service E should be used, as specified in Table 1 of the City of San Diego Traffic Impact Study Manual) Speed = Arterial speed measured in miles per hour</p> <p style="text-align: center;">73</p> <p style="text-align: right;">Exhibit A Page 5 of 5</p>	Level of Service with Project	Intersections				Roadway Segments		Delay (sec.)	ICU (V/C)	V/C	Speed (mph)	Speed (mph)	E**	2	0.02	0.02	1	1	F**	2	0.02	0.02	1	1	
Level of Service with Project		Intersections				Roadway Segments																			
		Delay (sec.)	ICU (V/C)	V/C	Speed (mph)	Speed (mph)																			
	E**	2	0.02	0.02	1	1																			
F**	2	0.02	0.02	1	1																				

K-66

Quarry Falls
Application of 2007 Significance Thresholds
November 2007

Facility Type	Location	KOA May 2007 Traffic Study				1/1/07
		Peak Hour	LOS	Δ Delay	Sig?	Significance Thresholds
Phase 1 (Without the Phyllis Place Connection)						
Freeway	SR-163 (North) I-8 to Friars Rd	AM	F(0)	0.008	NO	YES
Freeway	SR-163 (North) Friars Rd to Genesee Ave	AM	F(0)	0.006	NO	YES
Freeway	I-8 (East) Mission Center Rd to Qualcomm Wy	PM	F(0)	0.007	NO	YES
Freeway	SR-163 (South) I-8 to Friars Rd	PM	F(0)	0.008	NO	YES
Freeway	I-15 (South) North of Friars Rd	PM	F(0)	0.007	NO	YES
Phase 2 (Without the Phyllis Place Connection)						
Roadway	Friars Rd/Mission Gorge (Riverdale to Mission Gorge)	AM	F	-0.9	NO	YES
Roadway	EB Friars Rd/Mission Gorge (Avenida de las Tiendas to Ulric St/SR-163 SB ramps)	PM	F	-0.7	NO	YES
Roadway	EB Friars Rd/Mission Gorge (I-15 NB ramps to Rancho Mission Rd)	PM	F	-0.8	NO	YES
Roadway	WB Friars Rd/Mission Gorge (Ulric St/SR-163 SB ramps to ST-163 nb ramps)	PM	F	-0.7	NO	YES
Roadway	WB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.6	NO	YES
Roadway	WB Friars Rd/Mission Gorge (Riverdale to Mission Gorge)	PM	F	-1.0	NO	YES
Freeway	SR-163 (North) Friars Rd to Genesee Ave	AM	F(0)	0.010	NO	YES
Phase 3 (Without the Phyllis Place Connection)						
Roadway	WB Friars Rd/Mission Gorge (Ulric St/SR-163 SB ramps to ST-163 nb ramps)	PM	F	-0.6	NO	YES
Roadway	WB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.6	NO	YES
Freeway	I-15 (North) North of Friars Rd	AM	F(0)	0.006	NO	YES
Freeway	I-805 (South) North of Phyllis Place	PM	F(0)	0.006	NO	YES
Phase 4 (Without the Phyllis Place Connection)						
Roadway	EB Friars Rd/Mission Gorge (Avenida de las Tiendas to Ulric St/SR-163 SB ramps)	PM	F	-1.0	NO	YES
Roadway	EB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-1.0	NO	YES
Roadway	WB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.9	NO	YES
Freeway	I-15 (North) North of Friars Rd	AM	F(0)	0.006	NO	YES
Freeway	I-15 (North) South of Friars Rd	AM	F(0)	0.007	NO	YES
Freeway	I-805 (South) North of Phyllis Place	PM	F(0)	0.009	NO	YES

Exhibit B
November 2007

COMMENT

RESPONSE

K-66. Comment noted.

LETTERS OF COMMENTS AND RESPONSES

K-66
(cont.)

Facility Type	Location	KOA May 2007 Traffic Study				1/1/07
		Peak Hour	LOS	Δ Delay	Sig?	Significance Thresholds
Horizon Year 2030 (Without the Phyllis Place Connection)						
Roadway	EB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-1.0	NO	YES
Roadway	WB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.9	NO	YES
Roadway	WB Friars Rd/Mission Gorge (Riverdale to Mission Gorge)	PM	F	-0.8	NO	YES
Freeway	I-805 (South) North of Phyllis Place	PM	F(0)	0.009	NO	YES
Phase 2 (With the Phyllis Place Connection)						
Roadway	WB Friars Rd/Mission Gorge (Riverdale to Mission Gorge)	AM	F	-1.0	NO	YES
Roadway	EB Friars Rd/Mission Gorge (Avenida de las Tiendas to Ulric St/SR-163 SB ramps)	PM	F	-0.6	NO	YES
Roadway	EB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-1.0	NO	YES
Roadway	EB Friars Rd/Mission Gorge (I-15 NB ramps to Rancho Mission Rd)	PM	F	-0.8	NO	YES
Roadway	WB Friars Rd/Mission Gorge (Ulric St/SR-163 SB ramps to ST-163 nb ramps)	PM	F	-0.6	NO	YES
Roadway	WB Friars Rd/Mission Gorge (Riverdale to Mission Gorge)	PM	F	-0.9	NO	YES
Intersection	Mission Center Road/I-8 EB Ramps	PM	F	0.9	NO	YES
Phase 3 (With the Phyllis Place Connection)						
Roadway	EB Friars Rd/Mission Gorge (I-15 NB ramps to Rancho Mission Rd)	PM	F	-0.9	NO	YES
Roadway	EB Friars Rd/Mission Gorge (Friars Rd to Zion Ave)	PM	F	-0.9	NO	YES
Intersection	Mission Center Road/I-8 EB Ramps	PM	F	1.7	NO	YES
Freeway	I-8 (West) Mission Center Rd to Qualcomm Wy	AM	F(1)	0.006	NO	YES
Freeway	I-805 (North) I-8 to Phyllis Pl to Murray Ridge Rd	AM	F(0)	0.006	NO	YES
Freeway	I-805 (South) I-8 to Phyllis Pl to Murray Ridge Rd	PM	F(0)	0.006	NO	YES
Phase 4 (With the Phyllis Place Connection)						
Roadway	EB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.8	NO	YES
Roadway	WB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.6	NO	YES
Freeway	I-8 (West) Mission Center Rd to Qualcomm Wy	AM	F(1)	0.008	NO	YES
Freeway	I-805 (North) I-8 to Phyllis Pl to Murray Ridge Rd	AM	F(0)	0.008	NO	YES
Freeway	I-15 (North) South of Friars Rd	AM	F(0)	0.006	NO	YES
Freeway	I-805 (South) I-8 to Phyllis Pl to Murray Ridge Rd	PM	F(0)	0.009	NO	YES
Horizon Year 2030 (Without the Phyllis Place Connection)						
Roadway	EB Friars Rd/Mission Gorge (SR-163 nb ramps to Frazee Rd)	PM	F	-0.9	NO	YES
Roadway	WB Friars Rd/Mission Gorge (I-15 NB ramps to Rancho Mission Rd)	PM	F	-0.8	NO	YES
Freeway	I-8 (West) Mission Center Rd to Qualcomm Wy	AM	F(2)	0.008	NO	YES
Freeway	I-805 (North) I-8 to Phyllis Pl to Murray Ridge Rd	PM	F(0)	0.008	NO	YES
Freeway	I-805 (South) I-8 to Phyllis Pl to Murray Ridge Rd	PM	F(0)	0.008	NO	YES

Exhibit B

COMMENT

RESPONSE

LETTERS OF COMMENTS AND RESPONSES

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;"><u>Comments on PEIR § 5.2 Transportation/Traffic Circulation/Parking Analysis</u></p> <p>Significant Impacts</p> <p>The PEIR states that the project will create significant impacts to the Friars Road/Fenton Parkway intersection during the PM peak hour. However, the KOA Traffic Study, Table 16-3 does not identify this intersection as having an impact nor does Table 16-22 identify mitigation for this impact.</p> <p>Specific Comments</p> <p>Page 5.2-2, second paragraph – The PEIR states that construction traffic impacts were estimated based upon engineering judgment and standards. The estimates themselves are not contained in the KOA Traffic Study, its appendices, or the PEIR, and thus cannot be evaluated.</p> <p>Page 5.2-19, Section 5.2, Impact 5.2-12 – it is unclear how the significant impacts identified to Friars Rd/Fenton Parkway are mitigated.</p> <p>Page 5.2-23, last paragraph – The PEIR states that there are 2 roadway segments and 3 intersections that are unmitigable and that temporary impacts would remain until the “more comprehensive set of improvements are implemented”. What are those temporary impacts and when will the corresponding improvements needed to mitigate such come on line? A significant project related impact should be mitigated at the time the impact is anticipated to occur. If an impact is mitigated at a later time or some time in the future, the roadway network would operate at unacceptable levels of service until the mitigating roadway improvements are constructed. The project should be responsible to mitigate impacts at the time impacts are created by the project.</p> <p>Page 5.2-25, Significance of Impacts – The PEIR states that the impact incurred in Phase 2 to Friars Road from Avenida de las Tiendas to Ulric Street/SR-163 SB ramps is temporary and fully mitigated by the future extension of Hazard Center Drive as identified in the Mission Valley Public Facilities Financing Plan. When is Hazard Center Drive scheduled to be extended? The project should be responsible for temporary mitigation when a temporary impact exists.</p> <p>Page 5.2-34, Table 5.2-8a – There are a number of roadway segments that show significant impacts and no mitigation. A comment or explanation as to why these segments cannot be mitigated should be inserted.</p> <p>Page 5.2-37, Table 5.2-8c – The intersection of Friars Rd at Fenton Parkway is identified as being significantly impacted by the project during the Horizon Year. However, there is no explanation in the body of the PEIR as to why this intersection has an unmitigated impact.</p> <p style="text-align: right;">Exhibit C</p>	<p>K-67. As stated on page 286, Table 16-3, of the TIS, the Quarry Falls project will cause a cumulative impact in the PM peak hour to the Friars Road/Fenton Parkway intersection. Impact 5.2-12 is not mitigated and, therefore, not included in Table 16-22 of the TIS.</p> <p>K-68. The engineering judgment assumptions are shown on pages 5.2-7 and 5.2-8 of the PEIR. As stated in Chapter 5.2, page 5.2-2 of the PEIR, the estimates for construction traffic are derived from standards in the South Coast Air Quality Management District CEQA Air Quality Handbook, 1993; these standards are found in Tables A9-17-A through A9-17-C. The estimated number of construction trips for each phase of development is included in an addendum to the Air Quality Technical Report. The same number of construction trips were then utilized for evaluating potential construction traffic impacts.</p> <p>K-69. See response to comment K-67.</p> <p>K-70. As indicated on page 5.2-23 and 5.2-24, should the project make a fair share contribution towards the Friars Road/SR 163 interchange project, Quarry Falls will cause a temporary impact at Friars Road from Ulric Street to Avenidas de las Tiendas and Mission Center Road: I-8 westbound to I-8 eastbound ramps. There are additional temporary intersection impacts at Friars Road/SR 163 SB ramps, Friars Road/SR 163 NB ramps and Friars Road/Frazee Road. The temporary impacts would remain until the construction of first phase of the interchange, which is currently estimated to be 2010. Funding the local match could accelerate the schedule for completion of the overall project.</p> <p>K-71. In order to be conservative, the traffic analysis assumed that the extension of Hazard Center Drive would be completed by Phase 4 of the project. However, this improvement is a condition of the Hazard Center Development and may be completed sooner.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>K-72. See response no. E-20 regarding ramp meter impacts. An analysis of the feasibility of improvements is included in the TIS as Appendix J – <i>Conceptual Improvement Plans and Feasibility Analysis</i>. This analysis concluded mitigation was infeasible for some impacts as identified in Table 5.2-8a.</p> <p>K-73. See response to comment K-67.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
Comments on PEIR Traffic Impact Study Analysis	
GENERAL	
<p>K-74</p> <p>1. Although the traffic study analyzes the proposed project in phases, the traffic study at a minimum needs to evaluate the following additional study scenarios:</p> <p>* Existing plus Near Term - (this allows an analysis of the cumulative condition impacts from other approved projects that may influence the study area prior to the construction of the project). This establishes a baseline from which project impacts can be compared. Additionally, Near-term implies some time in the future and ambient growth (traffic growth from outside the study area that may influence traffic conditions within the study area) should be applied.</p>	<p>K-74. The traffic study does contain an existing plus near term conditions without the project for Phase 1, Phase 2, Phase 3 timeframes.</p>
<p>K-75</p> <p>2. Existing Condition Traffic Volumes - Page 37 (Traffic Volumes) The body of the report states that existing conditions traffic counts were conducted in November 2005. The traffic count sheets in Appendix C show that traffic counts were taken at various times between August 2004 and March 2006. At a minimum, the report needs to state this. Secondly, traffic counts in some locations that are 3-years old are severely outdated. The City of San Diego's Traffic Impact Guideline's, page 10, "Background Study Area Data" states that traffic counts should be no more than 2 years old. Otherwise, new counts must be taken.</p>	<p>K-75. See response to comment H-9.</p> <p>K-76. All future forecasts are derived from the SANDAG/City of San Diego model. These forecasts have been added to Appendix D of the September 2007 approved TIS.</p>
<p>K-76</p> <p>3. Horizon Year (2030) Volumes – Nowhere in the report does it explain where 2030 volumes are obtained. Year 2030 traffic volumes should be forecasted from SANDAG's subregional model. The size and nature of this project warrants a CMP-type traffic analysis and as such, per the CMP, forecast volumes must be generated by a SANDAG approved model. Model run output 2030 volumes must be included as well as the post-processing sheets in the Appendix of the report and incorporated for accuracy.</p>	<p>K-77. See response to comment no. K-76.</p> <p>K-78. The City of San Diego and SANDAG only require a Select Zone Analysis for large projects that generate over 2,400 ADT. Four Select Zone Analysis runs were completed for this project – two runs for the “without Phyllis Place Connection” and two runs for the “with Phyllis Place Connection”. A separate select zone analysis to determine the project distribution is only necessary when major network changes would result in a redistribution of traffic. Unless major network additions are changing the available routes to and from the project, the project distribution will remain similar by phase. Additionally, distribution by phase was developed using engineering judgment for phases 1-3 of the project where project access to the immediate roadways changes.</p>
<p>K-77</p> <p>4. Select Zone Analysis – The select zone analysis (SZA) model map should be included in the appendix for verification.</p>	<p>K-79. As shown on Figures 4a and 4b of the TIS, the project distributions add up to 100%. However, due to rounding, some phases add to 101%.</p>
<p>K-78</p> <p>5. Figures 4 and 5, Project Distribution and Assignment – Does the project distribution apply for all phases over a 12 year period (Year 2010 to Year 2022)? This trip distribution would be unreasonable to assume over a 12 year period. A SZA should be conducted for each phase to ensure that traffic patterns are reflective of regional traffic conditions.</p>	<p>K-80. As shown on Figure 4b of the TIS, the project distributions used in the analysis add up to 100%. However, due to rounding, Phase 1 adds up to 101% and Phase 2 adds up to 99%.</p>
<p>K-79</p> <p>6. Figure 4a, Near Term Project Distribution – The project distribution percentages at the project site do not add up to 100.</p>	<p>K-81. Figure 5a is the Long Term Project Distribution and Assignment. The project distributions used in the analysis add up to 100%. Due to rounding, this phase adds up to 101%.</p>
<p>K-80</p> <p>7. Figure 4b, Near Term Project Distribution – The project distribution percentages at the project site do not add up to 100.</p>	
<p>K-81</p> <p>8. Figure 5a, Near Term Project Distribution – The project distribution percentages at the project site do not add up to 100.</p> <p style="text-align: right;">Exhibit D Page 62</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT		RESPONSE	
K-82	<p>9. Figures 6, 7, 8, 9, 10 Daily Project Trips – It is unclear where the project trips represented in these figures originate. It is assumed that the external cumulative trip generation is represented. If so, the text needs to state this. Additionally, if external cumulative trips are represented they do not match the trip generation numbers as stated in Table 2-4.</p>	K-82.	<p>The figures represent external cumulative trips and are derived by applying the trip generation in Table 2-4 by the distribution shown in Figures 4a-5b. These volumes are either consistent with the trip generation in Table 2-4 (trip generation) and Figures 6,7,8,9,10 distribution of the report, or more conservative and, therefore, no change in analysis is necessary.</p>
K-83	<p>10. Page 39, Measure of Significance – Table 3-1 under Level of Service with project is missing LOS D. As stated in the City of San Diego’s Traffic Impact Guidelines and in Table B-6 in Appendix B of the report, a significant project impact occurs when the corresponding threshold value is exceeded at LOS D, E or F with the project.</p>	K-83.	<p>Per the DSD CEQA Significance Determination Thresholds (page 71), “The acceptable LOS for freeways, roadways, and intersections is generally D.” Table B-6 in Appendix B to the Traffic Impact Study has been revised.</p>
K-84	<p>11. Page 65, Phase 1 Conditions – The first paragraph states that Phase 1 will begin construction in 2008. The second paragraph states that Phase 1 will begin by 2010. Additionally on page 10, it states that Phase 1 will begin in 2010.</p>	K-84.	<p>It is anticipated that Phase 1 will begin construction in 2009 with occupancy in 2010. The TIS on page 66 has been revised to state that 2010 is the planned year of occupancy.</p>
K-85	<p>12. Page 65, Phase 1 Project Trips – The project trips generated in Phase 1 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>	K-85.	<p>There are typographical errors on page 65, and errata sheets have been added to the TIS showing the corrected project trips. The project generation used for the analysis is as stated in Table 2-4 and is correct.</p>
K-86	<p>13. Page 84, Phase 2 Conditions - The first paragraph states that Phase 2 will begin construction in 2010. Page 10, it states that Phase 2 will begin in 2012. Please correct. Also, the project trips generated in Phase 2 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>	K-86.	<p>The project Phase 2 will begin construction in 2010 with planned occupancy in 2012. The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p>
K-87	<p>14. Page 103, Phase 3 Conditions - the project trips generated in Phase 3 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>	K-87.	<p>The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p>
K-88	<p>15. Page 122, Phase 4 Conditions - the project trips generated in Phase 4 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>	K-88.	<p>The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p>
K-89	<p>16. Page 148, Horizon Year Conditions - the project trips generated in the Horizon Year (2030) as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>	K-89.	<p>The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p>
K-90	<p>17. Page 174, Phase 1 Project Trips – The project trips generated in Phase 1 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>	K-90.	<p>The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p>
K-91	<p>18. Page 175, Phase 2 Conditions - The first paragraph states that Phase 2 will begin construction in 2010. Page 10, it states that Phase 2 will begin in 2012. Please correct. Also, the project trips generated in Phase 2 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>		
K-92	<p>19. Page 194, Phase 3 Conditions - the project trips generated in Phase 3 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>		
K-93	<p>20. Page 213, Phase 4 Conditions - the project trips generated in Phase 4 as stated in the first paragraph are not consistent with the volumes listed in Table 2-4.</p>		
	<p>Exhibit D Page 2 of 3</p>		

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>K-91. The project Phase 2 will begin construction in 2010 with planned occupancy in 2012.</p> <p>The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p> <p>K-92. The typographical errors noted in this comment have been corrected. The project generation is as stated in Table 2-4 and is correct.</p> <p>K-93. The project trips for Phase 4 cited above are consistent with one another.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">K-94</div> <p>CONCLUSIONS ON TRAFFIC IMPACT STUDY</p> <p>The traffic study needs to be revised to account for accurate traffic volumes during the phased portions of the project. Further, the future conditions volumes need to be generated by a SANDAG model and presented in the report for verification. Traffic volumes and their accuracy are the basis for a reliable traffic impact study. Without such, the conclusions are inaccurate and unreliable.</p> <p style="text-align: right; margin-top: 200px;">Exhibit D</p>	<p>K-94. The traffic study does account for accurate traffic volumes during the phased portions of the project (see response to comment K-78). The future condition volumes are generated by a SANDAG/City of San Diego model and are included in Appendix D of the TIS (See response to comment K-76).</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 30%;"> <p style="font-size: small; margin: 0;">SHIRLEY R. EDWARDS CHIEF DEPUTY CITY ATTORNEY</p> </div> <div style="width: 40%; text-align: center;"> <p style="font-size: x-small; margin: 0;">OFFICE OF THE CITY ATTORNEY CITY OF SAN DIEGO</p> <p style="font-size: x-small; margin: 0;">Michael J. Aguirre CITY ATTORNEY</p> </div> <div style="width: 30%; font-size: x-small; margin-top: 20px;"> <p>1200 THIRD AVENUE, SUITE 1620 SAN DIEGO, CALIFORNIA 92101-4178 TELEPHONE (619) 236-6220 FAX (619) 236-7215</p> </div> </div> <p style="text-align: center; font-weight: bold; font-size: small;">MEMORANDUM OF LAW</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-95</div> <p>DATE: September 17, 2007</p> <p>TO: Honorable Mayor and City Councilmembers</p> <p>FROM: City Attorney</p> <p>SUBJECT: In Relation to the Recent California Court Ruling Implicating Bay-Delta-Water Supply Reliability</p> <p style="text-align: center; font-weight: bold; font-size: small; margin-top: 10px;">INTRODUCTION</p> <p style="font-size: x-small;">On August 31, 2007, U.S. District Court Judge Oliver W. Wanger, as a follow-up to his May 25, 2007 ruling, announced a series of severe restrictions on the operations of the massive pumps that supply water from the California Bay Sacramento-San Joaquin Delta [Bay-Delta] to two-thirds of all Californians, including 3 million San Diego County residents. See San Diego County Water Authority News Release, August 31, 2007. Water is supplied or diverted to end-users by way of the Central Valley Project [CVP] and the State Water Project [SWP]. San Diegans get their Bay-Delta water from the City's Water Department, by way of arrangements with the San Diego County Water Authority [Water Authority], who obtains this water from the Metropolitan Water District [MWD] as supplied by the State Water Project.</p> <p style="font-size: x-small;">Judge Wanger's ruling is the consequence of years of significant water use impact on a threatened species—the Delta Smelt—and a recent proposed plan to increase water usage evaluated and considered in the Long-Term Central Valley Project and State Water Project Operations Criteria and Plan [2004 OCAP or OCAP]. The OCAP surveys how these two water diversion projects—the Central Valley Project and the State Water Project—are currently managed in light of evolving circumstances. The United States Fish & Wildlife Service [FWS] evaluated the biological impacts of the OCAP pursuant to the federal Endangered Species Act [ESA] and determined in a written Biological Opinion [BiOp] that the current project operations described in the OCAP and planned future actions would not jeopardize the continued existence of the Delta Smelt or adversely modify its critical habitat.</p> <p style="font-size: x-small;">Judge Wanger found that the Delta Smelt was undisputedly in jeopardy as to its survival and recovery and that the FWS BiOp determination of no jeopardy was arbitrary, capricious, and</p> <p style="text-align: right; font-size: small; margin-top: 20px;">Exhibit E Page 1 of 9</p>	<p style="font-weight: bold; font-size: small; margin-top: 20px;">K-95.</p> <p style="font-size: small;">This represents a copy of the City Attorney's Memorandum of Law regarding water supply availability. See response to comment no. K-55.</p>

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<p>Honorable Mayor and City Councilmembers -2- September 17, 2007</p> <p>contrary to law. See <i>Natural Resources Defense Council v. Kempthorne</i>, Slip Copy, 2007 WL 1577896 at 1 & 58 (E.D. Cal.) (May 25, 2007).</p> <p>San Diegans may be severely impacted by this recent court ruling because the Bay-Delta provides more than one-third of all water used in the County. Last year, 41 percent of all water used in San Diego County was imported from the Bay-Delta. See Water Authority News Release, June 1, 2007. As indicated in a recent San Diego Union-Tribune Article, “[t]he precise amount of water required for smelt protection won’t be known for months,” but “[e]arly estimates are that the safeguards would lower normal deliveries from 14 percent to 37 percent.” <i>Multiyear Shortage of Water Discussed, Agencies Concerned with Recent Ruling</i> by Mike Lee, San Diego Union-Tribune, September 5, 2007.</p> <p>Pursuant to California Law (SB221 and SB610), the City of San Diego is required, before approving certain large developments, to verify that there will be a sufficient water supply over a 20 year window. Any challenge to the verification must be initiated within 90 days. Government Code Section 66473.7(o).</p> <p>ANALYSIS</p> <p>Under California Law, a “sufficient water supply” is defined as a water supplier’s 20-year projected water supplies available during normal, single-dry, and multiple-dry years, which will meet the subdivision’s water demands in addition to existing and planned future uses, including, but not limited to, agricultural and industrial uses. Government code Section 66473.7(a)(2). This City determination must be supported by substantial evidence in the record. Furthermore, if the water supplier’s verification relies on projected water supplies that are not currently available to the public water system, the water verification must be based upon 1) written contracts or other proof of valid rights to the identified water supply that identify the terms and conditions under which the water will be available to serve the proposed subdivision; 2) capital outlay programs for the financing of the delivery of the water; 3) securing the applicable federal, state, and local permits for the construction of necessary infrastructure associated with supplying the water; and 4) necessary regulatory approvals that are required in order to be able to convey or deliver the water to the subdivision. Government Code Section 66473.7(d)(1)–(4). Under the California Environmental Quality Act [CEQA], a water supply assessment should also be incorporated into the Environmental Impact Report. Water Code Section 10910 <i>et seq.</i>; Public Resources Code Section 21151.9. Given recent events and the Delta Smelt judicial determination, the City will need to re-evaluate the adequacy of its water assessments and verifications.</p> <p>In recognition of the County’s serious water deficit and the Delta Smelt determination, Fern Steiner, chair of the Water Authority, has stated in an August 31, 2007 news release that “[t]he water supply impacts of this court decision to San Diego County will be significant, and supply shortages and mandatory water use restrictions are a very real possibility. This decision comes on the heels of the historic dry conditions we are experiencing throughout California, which are already impacting water supplies.” According to a Water Authority June 1st news</p> <p style="text-align: right;">Exhibit E Page 2 of 9</p>	

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<p data-bbox="312 261 514 302">Honorable Mayor and City Councilmembers</p> <p data-bbox="655 261 680 280">-3-</p> <p data-bbox="871 261 1018 285">September 17, 2007</p> <p data-bbox="312 345 1014 527">release, with historic dry-year conditions in California and the West, “the Metropolitan Water District of Southern California [MWD] already was withdrawing water from storage to meet demand this year.” According to the Water Authority August 31st news release, the MWD, from which the Water Authority purchases Bay-Delta water supplies, has already advised agricultural customers who buy water at a discount through an MWD program to expect a 30 percent cut in those supplies beginning January 1, 2008. According to Steiner, “[w]hile this ruling will determine water deliveries for the next year or so, we are very concerned that its limits could continue under the new permanent rules for operating the State Water Project pumps.” <i>See</i> Water Authority August 31, 2007 News Release.</p> <p data-bbox="312 545 1018 769">Leading the drive to address this serious water shortfall, the city of Long Beach declared, on Thursday, September 13, 2007, a water emergency. For Long Beach residents this means (1) a prohibition on lawn watering during the day, (2) a limit on frequency of lawn watering to three times a week, (3) a prohibition on use of water hoses to clean driveways, patios, sidewalks or any other paved or cemented areas unless they use a pressurized water device, (4) a limit on water served to customers at local restaurants, and (5) a requirement that local hotels give guests the option of re-using towels and linens without having them washed every day. The Los Angeles Department of Water and Power may enforce mandatory water rationing similar to Long Beach’s if Judge Wanger’s decision is upheld and if the region has another dry winter. <i>See</i> September 14, 2007, Los Angeles Times Article <i>Long Beach Puts Limits on Water Use</i> by Hector Becerra and Ari B. Bloomekatz.</p> <p data-bbox="312 787 1008 953">This water shortfall is exacerbated by the fact that for years Californian’s have been increasing their water dependency upon Bay-Delta water supply. According to a May 2007 Delta Smelt fact sheet prepared by Earthjustice, “[a]nnual exports have increased 25% from 1994-1998 and 2001-2006, draining the delta of more than 1.2 million acre-feet of additional water. Annual exports in 2005 and 2006 were the first and third highest export levels on record. Wintertime exports have increased by 49% from 1994-1998 and 2001-2006, and springtime exports have increased by 30%.” <i>Delta Smelt Facts</i>, May 2007, Earthjustice, found at http://www.earthjustice.org/library/background/delta-smelt-facts-may-2007.html?print=t</p> <p data-bbox="312 971 1018 1153">In addition to this water shortfall and increasing water usage, San Diegans are further impacted by the environmental consequences of climate change. Recognizing the significance of climate change, Judge Wanger’s May 25, 2007 determination on the inadequacy of the FWS’s Biological Opinion took note of the fact that the BiOp failed to account for the impacts of climate change on “water supply reliability.” The FWS’s Biological Opinion assumed that hydrology of the water bodies affected will follow historical patterns for the next 20 years. The Biological Assessment performed by the Bureau of Reclamation, and provided to the FWS, also did not address climate change impacts. <i>See Natural Resources Defense Council v. Kempthorne</i>, Slip Copy, 2007 WL 1577896 at 38-39 (E.D. Cal.) (May 25, 2007). As stated by Judge Wanger:</p> <p data-bbox="422 1170 911 1232">In California, a significant percentage of annual precipitation falls as snow in the high Sierra Nevada Mountains. Snow pack acts as a form of water storage by melting to release water later in the spring</p> <p data-bbox="968 1305 1066 1352">Exhibit E Page 3 of 9</p>	

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<p>Honorable Mayor and City Councilmembers -9- September 17, 2007</p> <p>6. Incorporate additional water supply analysis into the draft General Plan Update.</p> <p>7. Update the City's 2005 Urban Water Management Plan.</p> <p>MICHAEL J. AGUIRRE, City Attorney</p> <p>By Shirley R. Edwards Chief Deputy City Attorney</p> <p>SRE:sc ML-2007-15</p> <hr/> <hr/> <hr/> <p>Exhibit E Page 9 of 9</p>	

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<p style="text-align: center;">Additional Comments on Alternatives (Section 10.0)</p> <p>The alternative section of the PEIR does not contain a meaningful and informative analysis of alternatives. The section fails to provide substantive factual information from which the public and decision maker can make an intelligent decision as to the environmental consequences and relative merits of the alternatives as discussed below.</p> <p><u>Avoidance of Unmitigated Traffic Impacts Alternative</u></p> <p><u>Page 10-5</u> – The PEIR discusses and rejects the alternative identified as “Avoidance of Unmitigated Traffic Impacts Alternative.” In rejecting this alternative, the PEIR presents the following unsubstantiated arguments:</p> <p>“Due to the reduced number of trips associated with this alternative, the proposed mix of land uses would not be feasible. Instead, 400 single-family homes, 35,000 square feet of neighborhood retail uses, and 45,000 square feet of office space could be constructed on the project site. No multi-family residential or civic uses would occur.”</p> <p>“This alternative would not be in conformance with the Mission Valley Community Plan which envisions an urban, high-density mixed-use development and the City’s Strategic Framework Element. This alternative does not provide for an infill project that allows for higher density housing in proximity to public services, transit and other urban amenities. It would not construct roadway improvements to serve Mission Valley; these improvements would be necessary with or without the proposed project. This alternative would construct only 400 homes and would not provide for an increase in housing to serve the housing needs of the City. Therefore, this alternative would not meet the project objectives and has been rejected from further evaluation.”</p> <p>The reasons provided for rejecting this alternative are not sufficient as stated below:</p> <ul style="list-style-type: none"> • There is no evidence to support the contention that the proposed mix of land uses would not be feasible. If the statement is made in the EIR, it must be substantiated. It is certainly not valid to argue that it will be addressed in the Findings and Statement of Overriding Considerations. • If this alternative is intended to reduce trip generation, why not develop 600 multi-family units as part of a mixed-use project instead of 400 single-family homes? Based on the City’s Trip Generation Manual 400 single-family homes would generate 3,600 ADT (9 X 400); 600 multi-family units would generate the same ADT (6 X 600). • On February 10, 2004, the City Council unanimously approved five innovative projects to become Pilot Demonstration projects for the City of Villages strategy <p style="text-align: right;">Exhibit F Page 1 of 11</p>	<p>K-96. The PEIR does not state that the proposed mix of uses under this alternative would not be feasible. The PEIR states:</p> <p><i>“Due to the reduced number of trips associated with this alternative, the proposed mix of land uses would not be feasible. Instead, 400 single-family homes 35,000 square feet of neighborhood retail uses, and 45,000 square feet of office space could be constructed on the project site. No multi-family residential or civic uses would occur.”</i></p> <p>The intent was that “the proposed mix of land uses” apply to the proposed project. For clarification, the text has been revised to read:</p> <p><i>“Due to the reduced number of trips associated with this alternative, the mix of land uses <u>proposed by the project</u> would not be feasible. Instead, 400 single-family homes 35,000 square feet of neighborhood retail uses, and 45,000 square feet of office space could be constructed on the project site. No multi-family residential or civic uses would occur.”</i></p> <p>CEQA Sections 21081, 15091 and 15093 do not require that infeasible alternatives be included in the EIR.</p> <p>K-97. CEQA does not require that every possible alternative be addressed in an EIR. Rather, per CEQA Section 15126.6 requires that a range of reasonable alternative be evaluated.</p>

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<p style="margin-left: 20px;">of smart growth in San Diego. One of the projects, The Boulevard Marketplace, proposed the following land uses: 366 residential units, 37,250 square feet of commercial and 40,000 square feet of office. How can the Boulevard Marketplace be honored as a Pilot Village project while the “Avoidance of Unmitigated Traffic Impacts Alternative” is rejected as not being in conformance with the Strategic Framework Element?</p>	<p>K-98. The Boulevard Marketplace is located south of Meade Avenue, between 38th and 40th Streets. Proposed for a project site much smaller than Quarry Falls, the Boulevard Marketplace project involves 366 units, 37,250 square feet of commercial space, and a 4-story office building which provides a mix of uses not feasible under the “Unmitigated Traffic Impacts Alternative.”</p>
<p>K-98</p>	<p>The <i>Avoidance of Unmitigated Traffic Impacts Alternative</i> would occur on the 230.5-acre site. Spreading the small amount of development proposed by this alternative over the 230.5-acre site is an inefficient use of the land, particularly for a site that has been identified as an Urban Center by SANDAG’s Smart Growth Concept Plan.</p>
<p>K-99</p>	<p>K-99. <i>Avoidance of Unmitigated Traffic Impacts Alternative</i> would develop an in-fill property but would not be in conformance with the Mission Valley Community Plan which envisions an urban, high-density mixed-use development and the City’s Strategic Framework Element. This alternative does not provide for an infill project that allows for higher density housing in proximity to public services, transit and other urban amenities.</p>
<p>K-100</p>	<p>K-100. The project provides abutting roadway improvements to Friars Road and Mission Center Road. The project provides intersection improvements to Mission Center Road at Quarry Falls Boulevard, Mission Center Road at Creekside Park Lane, and Friars Road at Russell Park Way. Additionally the intersection improvement to Friars Road at Avenida de las Tiendas is a project feature.</p>
<p>K-101</p>	<p>K-101. Yes, 400 or 600 units would provide an increase in housing for the City.</p>
<p>K-102</p>	<p>K-102. The following project objectives would not be met by this alternative:</p> <ul style="list-style-type: none"> ▪ Develop a community that responds to the natural and created attributes of the project site by placing primary focus on the creation of an interactive system of public parks and open space; ▪ Provide a mixed-use area, with neighborhood, community and lifestyle retail commercial uses and residential development, to serve Quarry Falls and the surrounding areas;
<p>K-103</p>	
<p>K-104</p>	
<p>K-105</p>	
<p>Alternatives Comparison Summary of Traffic Impact Significance</p> <p><u>Pages 10-8 – 10-16</u> – Tables 10-1 through 10-5 are presented to compare significant impacts on roadway segments, arterial segments, intersections, ramp metering, and freeway segments for the various alternatives at project build-out.</p> <p>Why is Alternative 1 – No Project/No Build not included in the tables?</p> <p>Where is the data in either the EIR or the Traffic Impact Study to support the determinations of significance?</p> <p>What exactly would be the volumes and levels of service for these segments, intersections, and ramps under each of the alternatives?</p> <p><u>Alternative 2 – No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative</u></p> <p><u>Pages 10-20 and 10-21</u> – Excerpts from the Alternative 2 description follow:</p> <p>“...the proposed project would develop a pedestrian oriented project that integrates residential, commercial retail, commercial office, civic, parks and open space uses.</p> <p>The project site is also within the Development Intensity District “F” (DID “F”), which is intended to “limit development intensity to the levels allowed under the adopted community plan.” In order to stay within the traffic limits of the</p> <p style="text-align: right;">Exhibit F Page 2 of 11</p>	

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	<ul style="list-style-type: none"> ▪ Design individual development projects that positively contribute to the character of the City of San Diego and reinforce community identities through control of project design elements such as architecture, landscaping, walls, fencing, lighting, and signage; ▪ Attract commercial and office uses to serve community and regional needs. ▪ Allow for the option to construct a school to serve children within Quarry Falls and from other areas in Mission Valley, as well as areas served by the San Diego Unified School District. <p>K-103. As stated in Section 10.2.2 of the PEIR, continuation of mining operations under the approved Conditional Use Permit would result in traffic and circulation impacts as described in the existing conditions analysis presented in Section 5.2, <i>Traffic/Circulation/Parking</i>, of this Program EIR and in the accompanying <i>Quarry Falls Traffic Impact Study</i>. Figure 5.2-1, <i>Existing Study Area Roadway Classifications</i>, presents existing roadway classifications in the community; and Tables 5.2.1, <i>Existing Roadway Segment Conditions</i>, and 5.2-2, <i>Existing Arterial Segment Classifications</i>, show the existing LOS on community street segments that would be affected by the proposed project. Under the No Project/No Build alternative, 13 roadway and arterial segments currently operate at unacceptable levels of service (LOS E or F). As shown in Table 5.2-3, <i>Existing Intersection Conditions</i>, five intersections within the community operate at LOS E or worse with the No Project/No Build alternative. Delays also occur at freeway ramps for I-15 Northbound at Friars Road in the AM peak hour and at I-805 Southbound at Murray Ridge, I-8 EB at SB Texas Street, I-15 Northbound at Friars Road, I-15 Southbound at Friars Road, and I-15 Southbound at Friars Road (I-8 Bypass) in the PM peak hour. Freeway segments along SR-163, I-805, I-8, and I-15 also currently operate at unacceptable levels of service. Alternative 1 – the No Project/No Build alternative – is the base condition for analysis and comparison of impacts of the remaining project alternatives. Therefore, there are no significant impacts associated with Alternative 1.</p>

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	<p>K-104. The determination of significance is based on the City of San Diego <i>Development Services Department, Significance Determination Guidelines</i>, January 2007. That information is presented in Section 5.2 of the PEIR. The data are also included in the TIS.</p> <p>K-105. The volumes and levels of service for the project alternatives were derived from a quantitative segment analysis. Intersection and ramp significant impacts are based on a comparison taken from the phases of development analyzed in the TIS. A comparison of the roadway segment LOS and traffic volume for the alternatives is included in TIS.</p> <p>The conditions without the Phyllis Place connection are summarized by phase as follows: Tables 6-1 through 6-6 for Phase 1; Tables 7-1 through 7-6 for Phase 2; Tables 8-1 through 8-6 for Phase 3; Tables 9-1 through 9-6 for Phase 4; and Tables 10-1 through 10-6 for project buildout.</p> <p>The conditions with the Phyllis Place connection are summarized by phase as follows: Tables 12-1 through 12-6 for Phase 2; Tables 13-1 through 13-6 for Phase 3; Tables 14-1 through 14-6 for Phase 4; and Tables 15-1 through 15-6 for project buildout.</p> <p>Level of service and measures of effectiveness for every location with significant impacts are summarized side-by-side in Tables 16-6 through 16-25.</p>

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<p style="text-align: center;">MCPDO, the project's intensity within Mission Valley cannot exceed 32,040 ADT."</p> <p>K-106 Where are the data/calculations in either the PEIR or the Traffic Impact Study that support the implication that the land uses as prescribed in Table 10-6 for Alternative 2 would generate 32,040 ADT? Are these driveway trips or external trips?</p> <p><u>Page 10-21</u> – Table 10-6 compares the Proposed Project and No Project/Continuation of Existing Plan Alternative Development Intensity Plan Alternative. As shown on the table, the alternative would provide less than half the number of residential units (2,200/4,780 = 46%) less than one fourth the retail commercial square feet (150,000/603,000 = 24.8%), and approximately 40% of the office commercial square feet (250,000/620,000 = 40%). Is this truly the maximum amount of development that can occur and still achieve 32,040 ADT? Or were the intensity of these land uses set artificially low in order to support the rationale under Land Use impacts?</p> <p>K-107 <u>Page 10-22</u> – In analyzing the Land Use impacts of Alternative 2, the PEIR states:</p> <p style="padding-left: 40px;">“...this alternative would not result in the intensity of land uses envisioned by the City of Villages Strategy and Strategic Framework Plan. It would not locate dense housing in an area where transit is available. This alternative would result in the construction of less affordable housing units on-site, because the City’s Inclusionary Housing Ordinance is based on the total number of residential units associated with a project.”</p> <p><u>Page 10-25</u> – In the Evaluation of Alternative 2, the PEIR makes a similar statement regarding the City of Villages:</p> <p style="padding-left: 40px;">“This alternative would not result in the intensity of development envisioned for an Urban Village as defined by the City of Villages Strategy and Strategic Framework Plan.”</p> <p>K-108 Please cite the specific language in the adopted Strategic Framework Plan that would support the contention that 2,200 residential units, 150,000 square feet of retail commercial, and 250,000 square feet office commercial “would not result in the intensity of land use envisioned for an Urban Village by the City of Villages Strategic Framework Plan.”</p> <p>K-109 What is the distance from the southernmost portions of the site to the nearest transit stations? Wouldn't the development of 2,200 residential units built as part of a mixed-use project fronting on Friars Road be the same distance from the transit station as the proposed project?</p> <p style="padding-left: 40px;">Why would there have to be less affordable housing units on-site than the proposed project? The City’s Inclusionary Housing Ordinance establishes a minimum but no</p> <p style="text-align: right;">Exhibit F Page 3 of 11</p>	<p>K-106. The Community Plans Alternative combines the trip allocation estimated for both the Mission Valley and Serra Mesa Community Plans (see Comment J-4). The combined total of 31,882 ADT (revised from the previous total of 32,040 ADT) was analyzed in the TIS as external trips based upon the Mission Valley component of 140 ADT/acre and the Serra Mesa associated with the RS-1-7 zone of one unit per 5,000 square feet. This generates 31,497 ADT in Mission Valley and 384 ADT in Serra Mesa. The most conservative estimate of the community plan alternative assumes a maximum development intensity based upon driveway trip generation for the mix of land uses. This alternative based on driveway trip generation rates satisfies the CEQA Guidelines requirement to ensure the provision of a range of reasonable alternatives to a project and to analyze the No Project alternative for the continuation of the existing plan. The trip generation tables for the Community Plan and Reduced Density Alternatives have been included in the appendices of the TIS.</p> <p>K-107. The development intensity for Alternative 2 – <i>No Project/Continuation of Existing Plan Alternative; Build-Out Under Community Plans Alternative</i> - has been revised to reflect a project that generates a total of 31,881 average daily trips. This alternative was prepared using a more conservative assumption of driveway trips and satisfies the CEQA Guidelines requirement to ensure the provision of a range of reasonable alternatives to a project and to analyze the No Project alternative for the continuation of the existing plan. The alternative has been supplemented in the PEIR with a less conservative land use mix that reflects the maximum development intensity achievable using 31,881 external cumulative trips. The land use mix achieves the multiple use development goals of the Mission Valley Community Plan and the single family development identified in the Serra Mesa Community Plan. The intensity of land uses is what can reasonably be expected from a project designed to include lower residential densities and surfaced parked commercial retail and office. The development intensity comparison has been revised in the Final PEIR to include Table 10-6, <i>Proposed Project and No Project/Continuation of Existing Plan Alternative Development Intensity Comparison</i> that provides both trip generation methodologies for the No Project/Continuation of Existing Plan Alternatives.</p>

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	<p>K-108. The City of Villages Strategy, first adopted as part of the Strategic Framework Element of the General Plan in 2002, meets the long-term growth needs of the City by focusing development into mixed-use activity centers. This strategy was developed to address future population growth and the ability to provide adequate public infrastructure, such as parks, libraries and schools. The Strategy acknowledges a range of village types and densities (but does not include specific densities) from Downtown to neighborhood villages. Mission Valley is identified as a subregional employment center that includes major employment and commercial districts. The City of San Diego’s Village Propensity Map (Figure LU-1) in the Draft General Plan reinforces the opportunity for designation and development of the site for development greater than that identified in the current Mission Valley Community Plan, prepared over 20 years ago.</p> <p>In addition, SANDAG’s Smart Growth Concept Map identifies the Quarry Falls site as a location that would support growth opportunities and would benefit from creating additional housing in close proximity to the 50,000+ jobs in Mission Valley. The size of the site, proximity to public transit, and the ability to master plan the development lend it for development for future growth.</p> <p>K-109. The walking distance from the southernmost portion of the project in the vicinity of the pedestrian bridge is approximately 1,500 feet from the Rio Vista trolley station. The City of San Diego concluded the traffic study should be prepared assuming no trip reduction for proximity to transit; thereby assuring traffic impacts would not be underestimated. The relocation of residential units along Friars Road would not change the assumptions of the traffic study nor further the goals of the new General Plan to implement a City of Villages strategy to meet future population growth and housing needs.</p>

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<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-110</div> <p>maximum. In fact, of the five innovative projects approved to become Pilot Demonstration projects for the City of Villages strategy several of the projects exceed the minimum as noted below:</p> <p style="margin-left: 20px;">Mi Pueblo – almost 25 percent will be affordable housing; The Boulevard Marketplace – 20 percent will be affordable; The Paseo – 25 percent of the beds will be set aside for low-income students; and The Village Center at Euclid and Market – more than 20 percent will be affordable.</p> <p><u>Page 10-22</u> – In analyzing the traffic impacts of Alternative 2, the PEIR states:</p> <p style="margin-left: 20px;">“This alternative would generate approximately 32,040 ADT, approximately half the amount of traffic as the proposed project.”</p> <p>Where are the data/calculations in either the PEIR or the Traffic Impact Study to substantiate the conclusion that the land uses as prescribed in Table 10-6 for Alternative 2 would generate 32,040 ADT? Are these driveway trips or external trips??</p> <p><u>Page 10-23</u> – In analyzing the Visual Effects and Neighborhood Character impacts, the PEIR states:</p> <p style="margin-left: 20px;">“Parking would occur primarily in open surface parking lots, similar to adjacent developments, rather than with a parking garage. Large expanses of open surface parking lots are generally considered visually less attractive than consolidating parking into parking garages.”</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-112</div> <p>Why would the parking have to occur primarily in open surface parking lots? Why would large expanses of open surface parking lots be considered visually less attractive than parking garages? Are the parking garages at Fashion Valley or University Towne Center any more attractive than the landscaped surface parking lots?</p> <p><u>Page 10-25</u> – In the Evaluation of Alternative 2, the EIR states:</p> <p style="margin-left: 20px;">“The No Project/Continuation of Existing Plan alternative would result in less impacts to population driven environmental issues, such as public services (including parks)”</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">K-113</div> <p>While this statement may be true, the PEIR fails to analyze the impacts on public facilities and services for the project and for Alternative 2.</p> <p><u>Alternative 3 – Reduced Density Alternative</u></p> <p><u>Page 10-22</u> – In analyzing the Land Use impacts for Alternative 3, the PEIR states:</p> <p style="margin-left: 20px;">“This alternative proposes a multiple use project as an end use to the existing</p> <p style="text-align: right; margin-right: 20px;">Exhibit F Page 4 of 11</p>	<p>K-110. The project would comply with the City’s Inclusionary Housing Ordinance (Section 142.1306) which requires that at least 10 percent (10%) of the total dwelling units in the proposed development be affordable to targeted rental households or targeted ownership households or payment of in lieu fees. The proposed project would provide 10% of the total dwelling units as affordable units. For purposes of comparison, the same percentage of affordable housing was applied to the alternative.</p> <p>K-111. See response to comments nos. K-106 and 107.</p> <p>K-112. In general, lower density development does not justify the higher financial cost of constructing structured parking.</p> <p style="margin-left: 20px;">Large expanses of open parking areas are generally considered less visually attractive than parking structures because of the lack of integration with buildings and structures. The Urban Design Element and the Mobility Element of the City’s General Plan state:</p> <p style="margin-left: 40px;"><i>Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking. (UD-A.11)</i></p> <p style="margin-left: 40px;"><i>Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, mixed-use developments, and managed public parking . . . , while still providing appropriate levels of parking. (ME-G.2.b)</i></p> <p>K-113. See response to comments nos. K-36 – K-52.</p>

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<p style="text-align: center;">mining operations, which would be consistent with the Mission Valley Community Plan. However, this alternative would result in a reduced intensity of land uses and would not provide the same amount housing in an area where transit is available. This alternative would result in the construction of fewer affordable housing units on-site.”</p>	<p>K-114. As specifically stated in the analysis in Alternatives Section 10.2.4, the land use plan under Alternative 3 would look similar to that of the project, with about 1,060 fewer residential units. This reduction in residential development would occur in the Ridgetop, Foothills, Terrace and Creekside Districts. Total retail space would be reduced by more than 40 percent, and the resulting commercial center would be less urban in character, with fewer two-story structures and more surface parking. Office development would be reduced by approximately 20 percent. Fewer parks would be required to serve the reduced population base anticipated under this alternative. This alternative would provide space for civic uses, albeit reduced in square footage. Circulation would be the same as that shown for the proposed project; no street connection would occur between Friars Road and Phyllis Place. Similar to the proposed project, this alternative would be connected by trails and pedestrian accessways. Also similar to the proposed project, the approved CUPs would involve amendments to modify the grading shown on the approved Reclamation Plans and to relocate the asphalt/concrete plant to the southeast corner of the project site as an interim use. Land use impacts would be similar to the proposed project. Per CEQA Section 15126.6, the PEIR is not required to analyze every possible alternative but a range of reasonable alternatives.</p>
<p>K-114</p> <p>The above is not an analysis of land use impacts for Alternative 3; it is only a comparison with the proposed project. Would a lesser amount of housing be a negative impact, and if so, why? And if a lesser amount is considered negative, would it be significant?</p>	<p>K-115. See response to comment no. K-4 and K-114. The description of Alternative 2 is based on providing affordable housing in accordance with the City’s Inclusionary Housing Ordinance and consistent with that proposed by the project (i.e., 10 percent on-site). While a greater amount of affordable units could be proposed under any scenario, the comparative basis of the alternatives discussion assumes the same amount of affordable units for consistency. CEQA does not require that every possible alternative be addressed, but that a reasonable range of alternatives be described [CEQA Guidelines Section 15126.6(a)].</p>
<p>K-115</p> <p>As with Alternative 2, why would there have to be less affordable housing units on-site than the proposed project? The City’s Inclusionary Housing Ordinance establishes a minimum but no maximum.</p> <p>Page 10-28 – In analyzing the Traffic impacts for Alternative 3, the PEIR states:</p> <p style="padding-left: 40px;">“This alternative would result in approximately 25 percent less traffic (approximately 39,563 external trips under this alternative compared to 52,332 external trips associated with the proposed project).”</p>	<p>K-116. See response to comment no. K-105 and K-106.</p>
<p>K-116</p> <p>Where are the data/calculations in either the EIR or the Traffic Impact Study to substantiate this conclusion?</p> <p>A traffic impact study for the proposed Quarry Falls project was prepared by KOA. The study evaluated the potential traffic-related impacts associated with the proposed preferred project which would develop the site at an intensity which generates 66,286 total driveway trips to 69 roadway segments and 68 study intersections. Of the 68 study intersections, the traffic study concluded that the proposed project would create significant impacts to 22 study intersections. No detailed traffic study was conducted for Alternatives 2 or 3. Only conclusory statements of significance are presented on Tables 10-1 through 10-5; no data or calculations are presented to substantiate these determinations. Given the significance of traffic impacts of the proposed project it is important that the decision makers and the public know the actual volumes and levels of service that would be generated by these alternatives.</p> <p>Alternative 4 – Road Connection to Phyllis Place</p>	<p>K-117. The PEIR provides a range of project alternatives that foster informed decisionmaking and public participation, as required by CEQA. CEQA. Guidelines Section 15126.6(a) states:</p>
<p>K-117</p> <p>Alternative 4 is the only alternative that analyzes a road connection with Phyllis Place and is in conjunction with the proposed Quarry Falls project. Alternatives 2 and 3 should also include an analysis with a road connection to Phyllis Place, as well as an additional alternative discussed below.</p> <p style="text-align: right;">Exhibit F Page 5 of 11</p>	

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	<p><i>“An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation.”</i></p> <p>Nonetheless, in response to comments raised by the public, an additional scenario has been added which combines Alternative 2 (Community Plan) with the Phyllis Place Road Connection. This discussion is presented in the Final PEIR.</p>

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<p style="text-align: center;"><u>Most Obvious and Reasonable Alternative – Development in Accordance with the Adopted Community Plan</u></p> <p>The PEIR states the following on page 10-1:</p> <p style="padding-left: 40px;">“In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR must contain a discussion of “a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” Section 15126.6(f) further states that “the range of alternatives in an EIR is governed by the ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.””</p> <p>The EIR does not address the most obvious and reasonable alternative – development of the site in accordance with the adopted Mission Valley Community Plan. The project site is within the Development Intensity District “F” (DID “F”), which is intended to limit development intensity to the levels allowed under the adopted community plan – 32,040 ADT. The adopted community plan, however, also recommends a connection to Interstate 805 via Phyllis Place. This alternative must be addressed because it is the only alternative that truly represents the adopted Mission Valley Community Plan.</p> <p>An independent traffic engineer (Priority Engineering) conducted a traffic study to evaluate impacts of seven selected intersections associated with developing the project site to an intensity permitted by the existing community plans for Mission Valley and Serra Mesa. The resulting trip generation would be as follows:</p> <p style="text-align: center;">Table 1 Trip Generation</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th rowspan="3">Land Use Area</th> <th rowspan="3">Size</th> <th rowspan="3">Daily Trips</th> <th colspan="6">Weekday</th> </tr> <tr> <th colspan="3">AM Trips</th> <th colspan="3">PM Trips</th> </tr> <tr> <th>In</th> <th>out</th> <th>Total</th> <th>in</th> <th>out</th> <th>total</th> </tr> </thead> <tbody> <tr> <td>Mission Valley</td> <td style="text-align: center;">-</td> <td style="text-align: center;">32,040</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Serra Mesa*</td> <td style="text-align: center;">261,360 sf</td> <td style="text-align: center;">336</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Total**</td> <td></td> <td style="text-align: center;">32,376</td> <td style="text-align: center;">906</td> <td style="text-align: center;">1,099</td> <td style="text-align: center;">2,005</td> <td style="text-align: center;">1,665</td> <td style="text-align: center;">1,489</td> <td style="text-align: center;">3,154</td> </tr> </tbody> </table> <p style="font-size: small; margin-top: 5px;">Notes: *The portion of Quarry Falls within Serra Mesa is 6 acres. 6 acres = 261,360sf. 261,360/7,000sf=37 units. 37 units x 9 trips = 336 ADT **The weekday Peak Hour trip generation is based on applying the same trip proportions as the KOA study.</p> <p>Table 1 summarizes the trip generation associated with the property being developed at the community plans intensities. Absent detailed land use designation for this additional alternative, weekday peak hour trips were determined by applying the same peak hour trip proportions as the KOA study. If the project is developed per the community plans intensities, the project would generate 32,376 daily trips of which 2,005 trips will occur</p> <p style="text-align: right; font-size: small;">Exhibit F Page 6 of 11</p>	Land Use Area	Size	Daily Trips	Weekday						AM Trips			PM Trips			In	out	Total	in	out	total	Mission Valley	-	32,040	-	-	-	-	-	-	Serra Mesa*	261,360 sf	336	-	-	-	-	-	-	Total**		32,376	906	1,099	2,005	1,665	1,489	3,154	<p>K-118. The PEIR does address development in accordance with the adopted Mission Valley Community Plan. See Section 10.2.3, <i>Alternative 2 – No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative</i>. The Community Plan with road connection to Phyllis Place Alternative has been added as an additional scenario under Alternative 2. (See Comment K-117).</p> <p>K-119. The PEIR addresses an alternative that would provide for a connection between Friars Road and Phyllis Place. See Section 10.2.4, <i>Road Connection to Phyllis Place</i>.</p> <p>K-120. The traffic analysis prepared by Priority Engineering was not provided to the project proponent or the City of San Diego; therefore, it is not possible to verify the assumptions and conclusions of the report. However, KOA Corporation has reviewed Tables 2 and 3 provided by Priority Engineering. Table 2 shows six locations where the baseline conditions are understated. Priority Engineering reports Friars Rd/SR-163 SB operating with 66.2/E and 59.2/E in the AM and PM peak hours respectively. KOA reports these intersections as operating with 77.4/E and 92.1/F respectively. Similarly, Priority Engineering Reports Friars Road/Frazer Road at LOS C/D in the AM and PM peak hours respectively. KOA reports these intersections as operating at LOS D and F respectively. Although there is no backup analysis was provided by Priority Engineering, the baseline conditions are not calibrated to the existing delay that is observed in the field and therefore, their results are understating the future congestion. The project’s TIS concludes that the understated conditions result in understating the number of impacts. In fact, three of the four impacts that are avoided in the Phase 4 without Phyllis Place with Community Plan Intensity would likely remain significant impacts if the Priority Engineering calculations were calibrated to existing conditions. The results in Table 3 are similarly understated. This assumption understates future traffic conditions and on its own would result in the identification of fewer impacted intersections than the Quarry Falls TIS.</p> <p>The Quarry Falls TIS utilizes a more conservative approach in order to ensure traffic impacts are fully stated for public review and concludes the redistribution of traffic due to the connection of Phyllis Place would reduce traffic volumes and impacts in Mission Valley, while mitigating all impacts to Serra Mesa.</p>
Land Use Area				Size	Daily Trips	Weekday																																											
						AM Trips			PM Trips																																								
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	<p>A comparison of the with and without Phyllis Place Road connection for the Community Plan and Reduced Density Alternative was not included in the Draft PEIR due to the fact that the road connection is inconsistent with the Serra Mesa Community Plan and would therefore not be an alternative that was feasible under the existing proposal. At the request of the Mission Valley Unified Planning Committee, a comparison of the with and without road connection has been included in the Final PEIR Section 10, <i>Alternatives</i> for the Community Plan (Alternative 2) alternative.</p> <p>Any proposed project that results in substantially fewer trips would be expected to cause less traffic impacts. As shown in the PEIR, the Community Plan and Reduced Density alternatives result in fewer impacts than the Proposed Project. Similarly, as shown in the PEIR, the “with Phyllis Place” alternative results in fewer impacts than the “without Phyllis Place” alternative.</p> <p>The road connection to Phyllis Place has slightly greater impacts to biological resources in comparison to the without road alternatives; however, in the case of the Community Plan Alternative, the impacted area would be greater due to the development of housing in the Serra Mesa portion of the project. These impacts to biological resources are discussed in the Final PEIR and would be fully mitigated by contributions to the Habitat Acquisition Fund. In general, the connection to Phyllis Place reduces traffic volumes in Mission Valley, resulting in additional freeway impacts to I-805. Because any of the No Project alternatives could be considered environmentally superior to the proposed project, CEQA requires that the EIR also identify an environmentally superior alternative among the other alternatives. For the Quarry Falls project, the Reduced Density Alternative is identified as the environmentally superior alternative among the other project alternatives.</p> <p>All intersections, roadway segments, freeway ramps, and arterials have now been analyzed for the Community Plan Alternative both “With” and “Without” the Phyllis Place road connection.</p>

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<p>during AM peak hour (906 trips in, 1,099 trips out) and 3,154 trips during the PM peak hour (1,665 trips in, 1,489 trips out).</p> <p>Seven intersections were selected for reanalysis to ascertain associated impacts, if any, when the project is limited to the development intensities as stated in the two community plans. Seven selected intersections were identified as being impacted by the Quarry Falls project when developed at the proposed intensity and were used as a subset of the total study area. The seven intersections are:</p> <ol style="list-style-type: none"> 1) Friars Road/SR-163 SB ramp/Ulric Street 2) Friars Road @ Frazee Road 3) Mission Center Road @ I-8 EB ramps 4) Qualcomm Way @ I-8 WB ramps 5) Texas Street @ El Cajon Blvd 6) Phyllis Place @ I-805 NB ramps 7) Murray Ridge Road @ Pinecrest Avenue <p>The purpose of this limited analysis was not to recreate the entire Quarry Falls Traffic Impact Analysis. Rather, it was to evaluate if there will be a reduction to roadway network traffic impacts at the selected locations. In doing so, this study evaluated the seven selected intersections during Phase 4 of the project because that is the phase in which the project build out occurs and many roadway improvements from cumulative projects would be in place. The study scenarios are described below.</p> <p>➤ Phase 4 Baseline Without Phyllis Place Connection (WOPP) – This scenario looks at the Year 2022 without a project but when cumulative projects are online. This scenario creates a baseline for which the other study scenarios are compared to.</p> <p>➤ Phase 4 With Community Plan Intensity Alternative & Without Phyllis Place Connection - This scenario evaluates Year 2022 when the project is built out at community plan intensity and all 4 phases are constructed. The Phyllis Place Connection is not constructed.</p> <p>➤ Phase 4 With Community Intensity Alternative & With Phyllis Place Connection (WPP) – This scenario evaluates the seven selected intersections for Year 2022 when the project is fully built out at community plan intensity and the Phyllis Place Connection is constructed.</p> <p>The methodology used in the study is the same methodology employed by KOA in their 2007 traffic study. Level of service calculations for the seven signalized and unsignalized selected intersections were analyzed by the Highway Capacity Manual (HCM) methodology. All assumptions, parameters, and inputs used by KOA were duplicated for consistency.</p> <p style="text-align: right;">Exhibit F Page 7 of 11</p>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin-bottom: 10px;"> K-120 (con't) </div>

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<p data-bbox="296 269 1052 354">Table 2 summarizes the analysis results of evaluating the Community Plan Intensity Alternative at the seven selected intersections for Phase 4 Without Phyllis Place Connection during Year 2022 at project build out. The results were compared to the KOA study to see if traffic-related impacts were reduced. The level of service summary is shown on Table 2.</p> <p data-bbox="296 378 1052 462">As seen in Table 2, when the 7 selected intersections were analyzed at the community plan intensities, delays are lower and levels of services are improved. Of the 7 selected intersections, impacts at 4 intersections are reduced to less than significant. The four locations are:</p> <ul data-bbox="327 487 779 578" style="list-style-type: none"> • Friars Rd @ Frazee Rd (AM Peak hour) • Mission Center Rd @ I-8 EB ramps (PM Peak hour) • Texas Street @ El Cajon Blvd (PM Peak Hour) • Phyllis Place @ I-805 NB Ramps (PM Peak Hour) <p data-bbox="296 602 1052 686">Additionally, the 7 selected intersections were evaluated as a Community Plan Intensity Alternative during Phase 4 With the Phyllis Place Connection in Year 2022 at project build out. The Community Plan Intensities are considered and compared to the KOA study. The results are summarized in Table 3.</p> <p data-bbox="296 711 1052 841">As seen in Table 3, when the 7 study intersections are analyzed with the lower community plan intensities, delays are reduced and levels of services are improved. Of the seven selected intersections, 3 intersections continue to be significantly impacted with the lower intensity and the Phyllis Place Connection constructed. However, although significant impacts are not reduced, this alternative improves intersection levels of service and lower delays. The following intersections resulted in improved levels of service:</p> <ul data-bbox="327 865 894 932" style="list-style-type: none"> • Friars Rd @ SR-163/Ulric St (AM LOS improved from F to E) • Friars Rd @ Frazee Rd (PM LOS improved from F to E) • Mission Cntr Rd @ I-8 EB ramps (PM LOS improved from F to E) <p data-bbox="296 956 1052 1105">An analysis of ten percent of the intersections studied in the EIR (7 of 68 intersections) that the community plan alternative is an environmentally superior alternative, at least in regard to traffic circulation. In the case of project build out in Year 2022 without the Phyllis Place connection, the community plan alternative reduces significant project impacts to 4 intersections. At project buildout in Year 2022 with the Phyllis Place connection, significant project impacts still exist but levels of service are improved and delays are reduced.</p> <p data-bbox="932 1263 1041 1305" style="text-align: right;">Exhibit F Page 8 of 11</p>	<div data-bbox="117 703 239 773" style="border: 1px solid black; padding: 2px; width: fit-content;"> <p>K-120 (con't)</p> </div>

K-120
(con't)

Table 2
Level of Service Summary
Phase 4 Without Phyllis Place Connection

Intersection	Peak Hour	Phase 4 (WOPP) Baseline KOA Study		Phase 4 (WOPP) With project KOA Study				Phase 4 (WOPP) Baseline Priority Engineering		Phase 4 (WOPP) With community plan intensity, as analyzed by Priority Engineering			
		Delay	LOS	Delay	LOS	Increase	Significant	Delay	LOS	Delay	LOS	Increase/Decrease	Significant
Friars Rd @ SR-163/Ulric St	AM	77.4	E	97.2	F	19.8	Yes	66.2	E	71.0	E	4.8	Yes
	PM	92.1	F	132.2	F	40.1	Yes	59.2	E	79.8	E	20.6	Yes
Friars Rd @ Frazee Rd	AM	35.7	D	55.3	E	19.6	Yes	25.2	C	25.9	G	0.7	No
	PM	136.4	F	226.4	F	90.0	Yes	43.2	D	68.2	E	25.0	Yes
Mission Ctr Rd @ I-5 EB ramps	AM	15.6	B	16.1	B	0.5	No	14.9	B	15.0	B	0.1	No
	PM	96.0	F	110.6	F	14.6	Yes	57.7	E	59.0	E	1.3	No
Qualcomm Way @ I-8 WB ramps	AM	11.7	B	15.6	B	3.9	No	19.6	B	25.3	C	5.7	No
	PM	15.3	B	71.6	E	56.3	Yes	45.9	D	122.1	F	76.2	Yes
Texas St @ El Cajon Blvd	AM	25.2	C	25.5	C	0.3	No	27.7	C	28.2	C	0.5	No
	PM	49.9	D	57.6	E	7.7	Yes	34.9	C	36.1	D	1.2	No
Phyllis Pl @ I-805 NB ramps	AM	25.2	C	28.1	C	2.9	No	15.7	C	15.8	C	0.1	No
	PM	57.9	F	84.5	F	26.6	Yes	18.7	C	22.7	C	4	No
Murray Ridge Rd @ Pinecrest Ave	AM	17.7	C	20.0	C	2.3	No	17.3	C	18.3	C	1.0	No
	PM	33.0	D	44.0	E	11.0	Yes	28.2	D	35.6	E	7.4	Yes

Notes:
Bold indicates LOS E or F.
Highlight indicates reduced significant impact from KOA study to community plan intensity.

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(con't)

**Table 3
Level of Service Summary
Phase 4 With Phyllis Place Connection**

Intersection	Peak Hour	Phase 4 (WPP) Baseline KOA Study		Phase 4 (WPP) With project KOA Study				Phase 4 (WPP) Baseline Priority Engineering		Phase 4 (WPP) With community plan intensity, as analyzed by Priority Engineering			
		Delay	LOS	Delay	LOS	Increase	Significant	Delay	LOS	Delay	LOS	Increase/Decrease	Significant
Friars Rd @ SR-163/Ulric St	AM	77.4	E	87.9	F	10.5	YES	66.2	E	71.1	E	4.9	YES
	PM	92.1	F	112.0	F	19.9	YES	59.2	E	82.4	F	23.2	YES
Friars Rd @ Frazee Rd	AM	35.7	D	45.6	D	9.9	NO	25.2	C	25.5	C	0.3	NO
	PM	136.4	F	192.9	F	56.5	YES	43.2	D	76.7	E	33.5	YES
Mission Ctr Rd @ I-8 EB ramps	AM	15.6	B	14.5	B	-1.1	NO	14.9	B	17.5	B	0.2	NO
	PM	96.0	F	91.5	F	-4.5	NO	57.7	E	43.2	E	-14.5	NO
Qualcomm Way @ I-8 WB ramps	AM	11.7	B	13.8	B	2.1	NO	19.6	B	19.6	B	1.7	NO
	PM	15.3	B	39.2	B	23.9	NO	45.9	D	31.7	C	0.1	NO
Texas St @ El Cajon Blvd	AM	25.2	C	25.3	C	0.1	NO	27.7	C	28.1	C	0.4	NO
	PM	49.9	D	56.6	D	6.7	NO	34.9	C	37.0	D	2.1	NO
Phyllis Pl @ I-805 NB ramps*	AM	25.2	C	999	F	973.8	YES	15.7	C	178.4	F	162.7	YES
	PM	57.9	F	999	F	941.1	YES	18.7	C	OVRFLW	F	xxxx	YES
Murray Ridge Rd @ Pincrest Ave*	AM	17.7	C	21.0	C	3.3	NO	17.3	C	18.3	C	1.0	NO
	PM	33.0	D	48.8	D	15.8	NO	28.2	D	39.0	D	10.8	NO

Notes:
Bold indicates LOS E or F.
Highlight indicates reduced significant impact from KOA study to re-study.
 *Unsignalized intersection

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COMMENT	RESPONSE
<p data-bbox="142 256 239 321">K-120 (con't)</p> <p data-bbox="296 240 1041 310">The EIR should analyze all of the 68 intersections (plus roadway segments and freeway segments), at the community plan intensity and with and without the Phyllis Place connection, to fairly compare it to the Quarry Falls proposal.</p> <p data-bbox="919 1308 1035 1354">Exhibit F Page 11 of 11</p>	

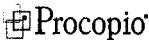
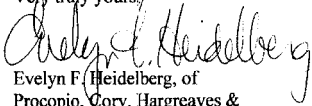
COMMENT	RESPONSE
<p style="text-align: center;">Additional Comments on the PEIR's Mitigation Measures for Significant Traffic Impacts</p> <p>As defined by the State CEQA Guidelines (§15370), "Mitigation" includes:</p> <ul style="list-style-type: none"> (a) Avoiding the impact altogether by not taking a certain action or parts of an action. (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation. (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment. (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action. (e) Compensating for the impact by replacing or providing substitute resources or environments. <p>The PEIR inappropriately identifies mitigation measures when there is no assurance that the measure will ever occur or that the measure will truly provide any mitigation. Two examples, which are discussed below, are Friars Road between Avenida de las Tiendas and Ulric Street and Texas Street between Camino del Rio South and El Cajon Boulevard.</p> <p><u>Friars Road – Avenida de las Tiendas to Ulric Street</u></p> <p><u>Page 5.2-25</u> – The PEIR states that the Phase 2 (Year 2012) significant "segment impact to Friars Road from Avenida de las Tiendas to Ulric Street is temporary and fully mitigated by the future extension of Hazard Center Drive as identified in the Mission Valley Public Facilities Financing Plan.</p> <p>K-121 The Mission Valley Public Facilities Financing Plan (PFFP), Fiscal Year 2006, however, does not support this conclusion. As shown on page 35 of the PFFP, \$6,640,000 of funding is unidentified; and no date for construction is shown. Therefore, the significant impact to this section of Friars Road is not mitigated.</p> <p><u>Texas Street – Camino del Rio South to El Cajon Boulevard</u></p> <p>In discussing impacts to Texas Street, the PEIR states the following:</p> <p><u>Page 5.2-19</u> – Impact 5.2-1: Impacts from Phase 1 are expected to be significant on the following roadway segments:</p> <ul style="list-style-type: none"> • Texas Street – Camino del Rio South to Madison Street • Texas Street - Madison Avenue to Monroe Avenue • Texas Street - Monroe Avenue to Meade Avenue <p><u>Page 5.2-22</u> – The following mitigation measures are identified to reduce traffic impacts associated with Phase 1 to <u>below a level of significance</u> (emphasis added) for the following street segments:</p> <p style="text-align: right;">Exhibit G Page 1 of 3</p>	<p>K-121. The Mission Valley PFFP identifies a project (MV-6) from Colusa Street to Ulric Street to restripe Friars Road to six lanes. It also identifies that the portion from west of Ulric Street to east of Fashion Valley Road is completed. This is not inconsistent with the conclusion stated on Page 5.2-25. Additionally, the TIS shows that in the Horizon Year With Project condition Friars Road from Avenida de Las Tiendas to Ulric Street operates at LOS C both with and without the Road Connection. LOS C is an acceptable level of service; therefore, the segment is fully mitigated by the future extension of Hazard Center Drive.</p> <p>Hazard Center Drive is included in the PFFP and must be constructed as part of the proposed Hazard Center project. The TIS conservatively assumed the construction of Hazard Center Drive would not occur until Phase 4 of the project and acknowledges a temporary unmitigated impact until such time the street is constructed. In addition, an updated PFFP is being prepared and will be considered along with the project at the City Council hearing.</p>

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<p>c. <u>Texas Street – Camino del Rio South to El Cajon Boulevard</u> – Provide lighting and new sidewalks from Camino del Rio South to Madison Avenue as described in the Greater North Park Public Facilities Financing Plan priority list; contribute \$100,000 (2007 dollars) in funding for traffic calming to be determined by the Greater North Park community from Madison Avenue to El Cajon Boulevard.</p> <p><u>Page 5.2-23</u> – Segments along two roadways (Friars Road and Texas Street) would remain significant and unmitigable. These segments include:</p> <ul style="list-style-type: none"> • Texas Street – Camino del Rio South to Madison Avenue* • Texas Street - Madison Avenue to Monroe Avenue* • Texas Street - Monroe Avenue to Meade Avenue* <p>* Partially mitigated by traffic calming improvements (MM 5.2-1c) in the Phase 1 Transportation Plan.</p> <p>K-122</p> <p>The statement on page 5.2-23 contradicts the statement on page 5.2-22 that traffic impacts are reduced to below a level of significance.</p> <p>Other PEIR discussions relating to Texas Street follow:</p> <p><u>Page 5.2-24</u> - Mitigation is feasible to widen Texas Street; however, the Greater North Park Community has established priorities for traffic calming as an alternative to road widening due to the benefits derived from slowing vehicular speed and providing a more pedestrian friendly environment.</p> <p><u>Page 5.2-25</u> – Impact 5.2-5: Impacts from Phase 2 are expected to be significant on the following additional segments:</p> <ul style="list-style-type: none"> • Texas Street – Meade Avenue to El Cajon Boulevard ** <p>** Partially mitigated by traffic calming improvements in the Phase 1 Transportation Improvement Plan</p> <p><u>Page 5.2-27</u> – The project’s impact on the following roadway segments would remain significant and unmitigable:</p> <ul style="list-style-type: none"> • Texas Street – Meade Avenue to El Cajon Boulevard* <p>* Partially mitigated by traffic calming improvements (MM 5.2-1c) in the Phase 1 Transportation Improvement Plan</p> <p><u>Page 5.2-43</u> – Prior to the issuance of any building permits for Phase 1, the applicant shall assure by permit and bond, the implementation of the following traffic calming measures on Texas Street from El Cajon Boulevard to Camino Del Rio South: provide lighting and new sidewalks from Camino Del Rio South to Madison Avenue (per item T4 in the Greater North Park Planning Committee’s Priority List on page 13 of the Public Facility Financing Plan, 2002), and contribute \$100,000 (2007 dollars) in funding for traffic calming to be determined by the community from Madison Avenue to El Cajon Boulevard.</p> <p style="text-align: right;">Exhibit G Page 2 of 3</p>	<p>K-122. The TIS and PEIR identify the impacts to Texas Street to be significant and unmitigated. This is based upon the Greater North Park PFFP that states the community’s desire to implement traffic calming measures rather than road widening. The statement in the summary Table 5.2-8a (page 5.2-25) and page 5.2-23 correctly identify this impact to Texas Street to be partial mitigation that does not reduce the impact to below a level of significance. The statement of page 5.2-22 is incorrect and has been corrected in the Final PEIR.</p>

COMMENT	RESPONSE
 <p>Procopio, Cory, Hargreaves & Savitch LLP</p> <p style="text-align: right;">Evelyn F. Heidelberg Direct Dial: (619) 525-3804 E-mail: efv@procopio.com Personal Fax: (619) 398-0134</p> <p style="text-align: center;">November 27, 2007</p> <p><u>VIA E-MAIL [jmmirrasoul@sandiego.gov] AND U.S. MAIL</u></p> <p>Ms. Marilyn Mirrasoul Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101</p> <p>Re: Draft EIR for Project No. 49068/SCH No. 2005081018, Quarry Falls Project</p> <p>Dear Ms. Mirrasoul:</p> <p>On behalf of our client, Paseo del Rio, Ltd., we offer the following comments on the referenced Draft EIR.</p> <p>Paseo del Rio, Ltd., is the owner of property that is the subject of the Levi-Cushman Specific Plan, approved by the City of San Diego ("City") on August 11, 1987 and of a Development Agreement with the City adopted on August 8, 1988 (hereinafter, the "Paseo del Rio Property"). The Paseo del Rio Property is located in Mission Valley proximate to the property that is the subject of the Quarry Falls EIR.</p> <p>The Levi-Cushman Specific Plan, which is incorporated into the Mission Valley Community Plan Update of 2003, allocates to the Levi-Cushman project for the development of the Paseo del Rio Property 67,000 average daily trips ("ADT"). See Levi-Cushman Specific Plan, at pages 3, 4, 11 and 12.</p> <p>The Quarry Falls Draft EIR references only part of the Levi-Cushman Specific Plan in its cumulative impact analysis. Specifically, that analysis includes only the Riverwalk Commercial Center as one of 17 projects that have been evaluated for cumulative impacts in conjunction with the Quarry Falls proposed development. Draft EIR, at page 8-5. The Riverwalk Commercial Center project proposes only a small percentage of the 5.3 million square foot development approved by the Levi-Cushman Specific Plan, and the ADT associated with Riverwalk Commercial Center would of course be only a small fraction of the full 67,000 ADT allocated to the Property by the approved Mission Valley Community Plan. Although the Draft EIR's</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-top: 10px;">L-1</div> <p style="font-size: small; margin-top: 20px;">530 B Street, Suite 2100 • San Diego, CA 92101-4469 • T 619.238.1900 F 619.235.0398 www.procopio.com</p>	<p>L-1. The PEIR and associated traffic study includes the full build-out of the Levi-Cushman Specific Plan. As stated in Section 8.0, <i>Cumulative Effects</i>, the discussion of cumulative impacts for the Quarry Falls project considers both existing and future projects in the Quarry Falls project vicinity. For the cumulative impacts analysis, the project vicinity is defined as the Mission Valley and Serra Mesa communities. Existing and future projects are based on the following information sources:</p> <ul style="list-style-type: none"> • A summary of projections contained in the City's adopted Progress Guide and General Plan, the Mission Valley Community Plan, and the Serra Mesa Community Plan; and • Past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the City of San Diego. These projects include those which result in or contribute to regional or area-wide conditions. <p>The Mission Valley Community Plan includes the Levi-Cushman Specific Plan, because it is part of the Community Plan build-out. Additionally, the Levi-Cushman Specific Plan is listed in Table 5-1, page 61 of the Traffic Impact Study, as generating 67,000 trips. The Riverwalk Commercial Center project was included in the cumulative analysis as one of the "past, present, and probable future projects" because an application is currently under review by the City for that portion of the Levi-Cushman Specific Plan.</p>

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<p style="text-align: right;"></p> <p>Ms. Marilyn Mirrasoul November 27, 2007 Page 2</p> <p>discussion of the Riverwalk Commercial Center acknowledges that it is part of the Levi-Cushman Specific Plan which is included in the current Mission Valley Community Plan, it is not clear either in Chapter 8 addressing cumulative impacts or in Chapter 5.2 analyzing traffic impacts whether the 67,000 ADT approved for the entire Levi-Cushman Specific Plan has been included in the baseline for the underlying traffic model, or whether only that portion of the 67,000 ADT which is associated with the Riverwalk Commercial Center development has been included in the baseline for the traffic analysis.</p> <p>L-2</p> <p>In view of the fact that the Levi-Cushman Specific Plan is incorporated into the Mission Valley Community Plan, it is our contention that the full 67,000 ADT should have been included in the baseline for the traffic analysis for the Quarry Falls project proposal. (Furthermore, the inclusion of the Levi-Cushman Specific Plan in the Mission Valley Community Plan requires that the 67,000 ADT be included in all analyses of any application for entitlements in the area covered by, or affected by, the Mission Valley Community Plan.) If the 67,000 ADT were included, we believe that the Final EIR should make that clear; conversely, if these 67,000 ADT were not included, we contend that the Draft EIR is incomplete and inadequate and should be revised to factor in the 67,000 ADT approved in both the Levi-Cushman Specific Plan and the Mission Valley Community Plan.</p> <p style="text-align: center;">Very truly yours,  Evelyn F. Heidelberg, of Procopio, Cory, Hargreaves & Savitch LLP</p> <p>EFH/hal</p>	<p>L-2. See response comment no. L-1.</p>

COMMENT	RESPONSE
<p style="text-align: center;">UNION SQUARE at Hazard Center Condominium Association</p> <hr/> <p style="text-align: center;">C/o Packard Management Group 8745 Aero Drive • Suite 101 • San Diego, CA • 92123 Phone (858) 277-4305 X 209 • Fax (858) 277-4308 joe@packard-1.com</p> <hr/> <p>Via E-Mail (mumirrasoul@sandiego.gov)</p> <p>Ms. Marilyn Mirrasoul Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101</p> <p>Re: Draft EIR for Project No. 49068/SCH No. 2005081018/ Quarry Falls Project</p> <p>Dear Ms. Mirrasoul:</p> <p>Our development, built in 1996 and 1997, consists of 120 condominium units and common grounds known as Union Square at Hazard Center Condominium Association ("Union Square") located on Hazard Center Drive in Mission Valley which is proximate to the property that is the subject of the Quarry Falls EIR. We offer the following comments on the above-referenced Draft EIR.</p> <p>TRAFFIC</p> <p>The City's Draft EIR finds that the Quarry Falls project would have significant effects on land use, public utilities and, above all, traffic. According to the City, the first phase, with about 2,500 multifamily homes and 100,000 square feet of commercial uses, would generate an average of 39,563 vehicle trips a day on Friars Road and surrounding streets, including Mission Center and Murray Ridge Roads, Texas Street and Phyllis Place. The report concludes that when completed, the entire project would generate an average of 52,332 daily trips on Friars Road and other nearby streets.</p> <p>We believe that the Draft EIR is inaccurate because it does not realistically address traffic issues that would result from the Hazard Center Redevelopment as proposed by the developer OliverMcMillan (see attached Section 8.2.15 on page 8-8 of the Draft EIR).</p> <p>Attached hereto is a copy of a petition submitted to the San Diego Planning Commission Members on July 5, 2007 by the owners of Union Square protesting the proposed Hazard Center Shopping Center redevelopment (the "Proposed Hazard Center Redevelopment").* The Proposed Hazard Center Redevelopment would exacerbate the already existing traffic congestion and significantly increase the average daily trips by adding more residential units and more commercial space. We know this from our own experience as the average unit at Union Square has at least two residents and two registered automobiles. Accordingly, if 400+ residential units and numerous commercial elements are added by the Proposed Hazard Center Redevelopment, a minimum of 800 new residents with automobiles would be leaving and returning to Hazard Center Drive every day. This fact was not accurately addressed by the handout attached to the above-referenced petition from the representative of Urban Systems Associates, Inc. at the January 2007 monthly meeting of the Union Square</p>	<p>M-1. The first phase of the project will not add 39,563 daily trips to the community (this is the phase two trip generation). Phase one will add 17,450 external daily trips to the community.</p> <p>At the time that the Draft PEIR was prepared the Hazard Center redevelopment project proposed no new net trips. The project description has changed and is now proposing a two-phased project. The first phase will generate no new net trips. The second phase (year 2020) is expected to generate between 500 - 1,100 new additional driveway trips for Hazard Center. The traffic study includes several conservative assumptions for background traffic, including traffic from the existing mining operation at Quarry (200 ADT) and trips from the Riverwalk Commercial Center (3,720 ADT) project that are also accounted for in the full build-out of the Levi-Cushman project. Additionally, the project conservatively assumes that there is no decrease in trips due to transit ridership, which can account for four percent of all daily project trips (2,080 ADT). These trips more than offset any increase from the Hazard Center project which will only generate between 500-1,100 ADT in the network.</p> <p>M-2. This comment does not address the Quarry Falls project, but rather another project that is currently under review by the City. The traffic study for that project has not been completed. However, development of the Hazard Center Redevelopment project has been included in the cumulative impacts discussion of the Quarry Falls PEIR, including cumulative traffic impacts, based on development intensities available as part of the Hazard Center Redevelopment project application.</p> <p>NOTE: The petition referenced in this comment addresses the Hazard Center Redevelopment project and has, therefore, not been reprinted here. The petition, including its signatory, is on file at the City of San Diego Development Services Department.</p>

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<p>Board. Said handout stated that, "There will be an overall reduction in total traffic due to the split in traffic (i.e., East & West instead of only East.>"). In addition, as indicated on the handout, the Hazard Center Drive Extension (see attached Section 8.2.17 on page 8-8 of the Draft EIR) will narrow from the current four lanes to two lanes as it passes under Route 163. Finally, where the Hazard Center Drive Extension narrows to two lanes under Route 163, there is no plan for pedestrian sidewalks to Fashion Valley Mall, thus making an automobile the only way into or out of Fashion Valley Mall on Hazard Center Drive, except for the trolley, which already operates at full capacity on most days in Mission Valley.</p>	
<p>M-3 Based on the above, we feel that the trip generation calculation used for the Draft EIR associated with the Proposed Hazard Center Redevelopment needs to be recalculated as it relates to Quarry Falls.</p> <p>*For the record, the owners of Union Square are still opposed to the Proposed Hazard Center Redevelopment.</p> <p><u>OTHER DENSITY-RELATED CONCERNS</u></p> <p>The Mission Center Road/Friars Road/Interstate 163 corridors are driven daily by Mission Valley residents, shoppers and tourists. Unfortunately, due to the proliferation of commercial and residential mixed-use developments, Mission Valley has also been one of the highest crime areas in San Diego for many years. More residential and commercial density makes for more crime victims. Typical criminal activity in our area includes auto theft, drunk driving, shoplifting, noise complaints (especially from 10 p.m. to 7 a.m.), vandalism, graffiti or tagging, trespassing, public intoxication, disorderly conduct, drug dealing, prostitution, burglary, assault and homicide. Union Square has personally suffered the consequences of many of these crimes. In spite of Mission Valley's high crime rate, public safety services have been lacking for years. Proponents of Quarry Falls, Hazard Center redevelopment and other Mission Valley growth projects and the government agencies who approve their projects consistently fail to meet the growing population's safety and emergency needs. Union Square has grave concerns that once again the public's safety, specifically residents' needs for police, paramedics, fire and other emergency responders will become even more inadequate than already exists. In addition, Union Square strongly points out that since September 11, 2001, there has been no emergency response or evacuation plan for Mission Valley in the event of another man-made or natural catastrophe. If there is such a plan, please tell us. Our homeowners would like to know.</p>	<p>M-3. Please see response no. M-1.</p>
<p>M-4</p>	<p>M-4. Emergency response and evacuation is handled in the County of San Diego by the Unified Disaster Council (UDC), which is the governing body of the Unified San Diego County Emergency Services Organization. The Council is comprised of the Chair of the San Diego County Board of Supervisors, who serves as Chair of the Council, and representatives from the 18 incorporated cities. The primary purpose of the UDC and the Emergency Services Organization is to provide for the coordination of plans and programs designed for the protection of life and property in the County of San Diego.</p> <p>The County of San Diego Office of Emergency Services (OES) serves as staff to the UDC. In this capacity, OES is a liaison between the incorporated cities, the State Office of Emergency Services and the Federal Emergency Management Agency (FEMA), as well as non-governmental agencies such as the American Red Cross.</p>
<p>M-5</p> <p>In mixed-use, commercial interests inevitably trump residents' interests. With more density, the best interests of current and future residents will continue to be downplayed and even ignored. Property values, including Union Square's and Mission Valley in general, have plummeted in recent years and are expected to remain low for at least another year or two. With the addition of Quarry Falls and/or Hazard Center redevelopment and their myriad associated problems, Union Square property values may never recover to prior levels. But more disconcerting, we fear the loss to our Union Square residents' quality of life, which is beyond measure.</p> <p>Sincerely,</p> <p>Board of Directors Union Square at Hazard Center Condominium Association</p> <p>Enclosures</p>	<p>The City of San Diego is one of the 18 incorporated cities that participate in the OES program and also has a Homeland Security Office headed by the Mayor. Additional information on homeland security is available on the County and City web pages to through the OES and the City's Homeland Security Office.</p> <p>See also response no. K-36.</p> <p>M-5. Comments noted. These comments do not address the adequacy or completeness of the Quarry Falls PEIR.</p>

COMMENT	RESPONSE
<p style="text-align: center;">8.0 CUMULATIVE EFFECTS</p> <div style="border: 1px solid black; padding: 2px; width: 40px; float: left; margin-bottom: 10px;">M-6</div> <p>associated amenities. The Mission Valley Multi-Use project proposes the development of the site with a mixed-use urban village consisting of approximately 600 multi-family dwelling units, with ten percent of the units built as affordable on-site and a “Main Street” commercial area, consisting of approximately 18,000 square feet of commercial development. Environmental review has not yet been completed for the project. The current proposal limits traffic generation to the level of the existing use; therefore, the trip generation associated with this project accounted for in the existing baseline environmental condition.</p> <p>8.2.15 Hazard Center Redevelopment Hazard Center is an approximate 41.3 acre mixed-use development located between SR-163 on the west, Friars Road on the north, Mission Center Road on the east, and the San Diego River on the south, and is within the Mission Valley community planning area. The Hazard Center Redevelopment project proposes removal of the existing movie theater (approximately 26,125 square feet) and the addition of 473 residential dwelling unit, parking, and an additional 6,060 square feet of commercial space. Residential uses would include both rental and condominium units in a proposed 22-story tower, a 21-story tower, and 5-story row houses. The existing hotel, office building, commercial/retail space and residential dwelling units would remain in place. Environmental review has not yet been completed for the project. The current proposal limits traffic generation to the level of the existing use; therefore, the trip generation associated with this project accounted for in the existing baseline environmental condition.</p> <p>8.2.16 Friars/SR-163 PSR The Quarry Falls project proposes to construct the following local improvements: widen southbound Ulric Street at Friars Road, widen westbound Friars Road from Frazee Road to SR-163 northbound ramps, widen eastbound Friars road at Frazee Road, widen and lengthen the Friars Road Bridge, and widen southbound approach to Friars Road/Frazee Road.</p> <p>8.2.17 Hazard Center Drive Extension Hazard Center Drive is to be extended to connect to Fashion Valley from Mission Center Road. This connection is expected to provide another route parallel to Friars Road for traffic traveling in the east-west direction.</p> <p>8.3 CUMULATIVE EFFECTS ANALYSIS The project’s potential to make a considerable contribution to cumulative effects associated with the various environmental issue areas addressed in this Program EIR is evaluated below.</p> <p>8.3.1 Land Use As presented in this Program EIR, the majority of the Quarry Falls project develops a previously disturbed site identified for multiple use in the Mission Valley Community Plan and it is therefore consistent and compatible with that plan. As a general rule, projects that are consistent and compatible with surrounding land uses and the applicable community plan should not result in land use impacts. However, the intensity of development proposed by the Quarry Falls project would result in significant land use impacts associated with traffic circulation, including both direct and cumulative traffic circulation impacts. Cumulative impacts associated with traffic circulation would be the same as those evaluated in Section 5.2, <i>Transportation/Traffic Circulation/Parking</i>, of this</p> <p style="font-size: small;">Quarry Falls Program EIR Draft: November 2007 Page 8-8</p>	<p>M-6. This attachment to Union Square at Hazard Center Condominium Association Letter is a copy of page 8-8 of the draft PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;">CRAIG A. SHERMAN ATTORNEY AT LAW</p> <p style="text-align: center;">1901 FIRST AVENUE, SUITE 335 SAN DIEGO, CA 92101-2311 SHERMANLAW@ACL.COM</p> <p>TELEPHONE (619) 702-7892</p> <p style="text-align: center;">December 19, 2007</p> <p style="text-align: right;">FACSIMILE (619) 702-9299</p> <p><i>Via Facsimile (619) 446-5489 Followed By U.S. Mail</i></p> <p>Marilyn Mirrasoul, Environmental Planner Jeanette Temple, Project Manager CITY OF SAN DIEGO 1222 First Avenue, MS 501 San Diego, CA 92101-4155</p> <p>Re: <i>Comments on Discretionary and Adjudicatory Decisions Relating to the Quarry Falls Planned Development Project Project No. 49068; State Clearinghouse No. 2005081018</i></p> <p>To the Environmental Review and Project Managers of the City of San Diego</p> <p>These comments are presented on behalf of the public interest group Mission Valley Community Council and other interested community groups and persons who reside, visit, use, and/or recreate in the City and County of San Diego.</p> <p>The below comments are provided in response to the Draft Environmental Impact Report ("DEIR") for the Quarry Falls Planned Development Project (hereinafter referred to as "Project") and related considerations that might approve of one or more legislative decisions including rezoning, amendments to the community and general plans, adoption of a specific plan, and other discretionary or adjudicatory actions.</p> <p>These comments are provided as an essential and integral part of the California Environmental Quality Act, Cal. Public Resources Code §§ 21000 et seq., ("CEQA"). CEQA Guideline § 15201; <u>Sutter Sensible Planning, Inc. v. Board of Supervisors</u>, (1981) 122 Cal.App.3d 813, 820. The purposes of these comments are specifically and generally intended to (1) share knowledgeable local expertise, (2) check the accuracy and detect omissions of agency and project proponent analysis, (3) disclose public concerns, (4) disclose inadequacies of the agency's responses to DEIR comments, (5) disclose legal deficiencies and misapplication of local, state and federal laws, and (6) to solicit and recommend necessary counterproposals. CEQA Guideline § 15200; Selmi, <i>The Judicial Development of the California Environmental Quality Act</i> (1984) 18 U.C. Davis Law Review 197, 245; <u>Towards Responsibility in Planning v. City Council</u>, (1988) 200 Cal.App.3d 671, 682.</p>	<p>N-1. Comments noted.</p>

N-1

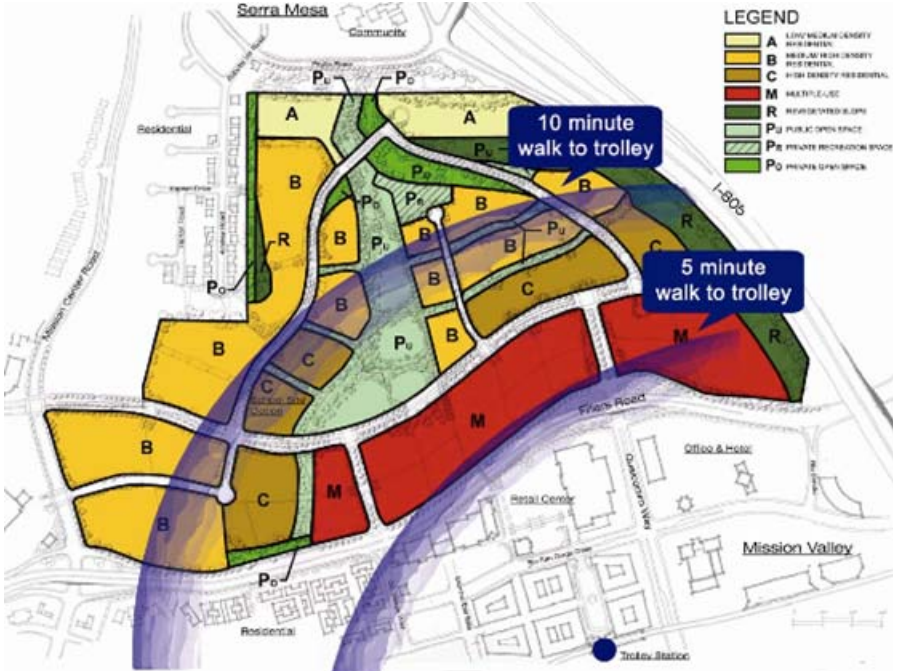
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<p>Page Two December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p><u>Project Density, Population and Amount of Development</u></p> <p>There appears to be a major flaw and deception with the DEIR and as it pertains to the possible final density of the specific plan Project. The public notice informs the public, other agencies, and decision-makers that Project is one that “would include approximately 4,780 residential units; 603,000 square feet of retail space; 620,000 square feet of office space...” However, the project description in Table 3-2, p. 3-11, shows that the possible build-out of residential units alone <i>could</i> be 6,834 and total commercial (retail and office) space <i>could</i> reach 1,530,000 square feet of development. Does the DEIR analyze impacts from the potential maximum development of this stated 6,834 residential units and 1,530,000 square feet of total commercial (retail and office) space? Why are reduced numbers being continually published to the public, other agencies and decision-makers?</p>	<p>N-2. See response to comments nos. K-2 and H-6.. In response these comments, Table 3-1 has been revised to identify the development intensity in each of the land use categories.</p> <p>N-3. See response to comment no. N-2.</p> <p>N-4. It is true that lower levels of development could occur on the project site, within the limits established by the Quarry Falls Specific Plan and Master Planned Development Permit. Development at lower levels would still result in traffic impacts, some of which cannot be mitigated to below a level of significance.</p> <p>N-5. The target development intensity is based on the proposed project as described in Section 3.0, <i>Project Description</i>, of the PEIR. The Project Description is based on the proposed Quarry Falls Specific Plan, Vesting Tentative Map, Master Planned Development Permit and other associated actions and represents anticipated development at this time. The project allows some flexibility in land uses and development intensities in order to respond to market demands over the next five – 15 years. Restrictions placed on the project relative to ADT and peak hour trips will ensure the traffic impacts do not go beyond those evaluated in the PEIR. See also response no. H-6.</p> <p>N-6. The Alternatives section of the PEIR, Section 10.0, addresses a project alternative that would not result in any unmitigated traffic impacts. As described in Section 10.1.4, in order to avoid unmitigated traffic impacts, traffic generated under that alternative would be held to 13.8 percent of the traffic generated by the proposed project. This would result in a total generation of 9,147 new daily driveway trips for the project under the alternative, resulting in 400 single-family homes, 35,000 square feet of neighborhood retail uses, and 45,000 square feet of office space. Other alternatives also address different levels of traffic.</p> <p>N-7. See response to comment no. N-6.</p> <p>N-8. See response to comment no. H-6.</p> <p>N-9. See response to comment no. H-6.</p>
<p>N-2</p>	
<p>N-3</p>	
<p>N-4</p>	
<p>N-5</p>	
<p>N-6</p>	
<p>N-7</p>	
<p>N-8</p>	
<p>N-9</p>	

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<p>Page Three December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p>	<p>N-10. See response to comment no. H-6.</p> <p>N-11. Comment noted.</p> <p>N-12. The City of Villages Policy and the Strategic Framework Element are described and evaluated in detail in Section 5.1, <i>Land Use</i>, of the PEIR. The City of Villages policy and Strategic Framework Element, and the newly adopted General Plan identify areas of the City which have a propensity for mixed-use development to occur. These areas are termed “villages” and are located proximate to transit opportunities. According to the General Plan:</p> <p style="padding-left: 40px;"><i>“A “village” is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village will be unique to the community in which it is located. All villages will be pedestrian-friendly and characterized by inviting, accessible, and attractive streets and public spaces. These spaces will vary from village to village and may consist of: public parks or plazas, community meeting spaces, outdoor gathering spaces, passive or active open space areas that contain desirable landscape and streetscape design amenities, or outdoor dining and market activities. Individual villages will offer a variety of housing types and rents/prices. Over time, villages will be increasingly connected to each other by an expanded regional transit system. The village land use pattern and densities help make transit operate more efficiently, which in turn allows for improved and more cost effective transit services. The mix of land use should also include needed public facilities such as schools, libraries, or other community facilities as appropriate in each community.”</i></p> <p>The <i>City of Villages</i> is a growth strategy that has been designed to create mixed-use areas within communities throughout San Diego. The strategy draws upon strengths and characteristics of existing neighborhoods to determine where and how new growth should occur. The Strategic Framework Element identifies a Subregional District as “. . . a major employment and/or commercial district within the region containing corporate or multiple-use office, industrial and retail uses with some adjacent multifamily residential uses.” Mission Valley is an area identified as a Subregional District according to the Strategic Framework Element. According to Village Propensity Map included in the General Plan, the project site has a High Propensity to develop as a village.</p>
<p>N-10</p> <p>If the amount of development is currently a “target,” and, the amount of ADT (whether total or peak AM/PM) is a “target,” what is to keep these targets from changing? Isn’t it true that either or both of the “targets” can move or change under the currently proposed Project? The public needs to know, so this writer will ask, what is the maximum allowed traffic ADT (total and peak AM/PM) requested to be approved for the Project? What is the maximum number of residential units requested to be approved for the Project? What is the maximum amount of commercial (retail and office) square footage requested to be approved for the Project?</p>	
<p>N-11</p> <p>The Table 10-6 at DEIR p. 10-21 clearly shows the proposed Project is seeking to <u>double</u> residential units, and even <u>quadruple</u> commercial and business uses) in contravention of the deliberated and already decided existing plan for the site.</p>	
<p>N-12</p> <p>The explanation given for doubling or quadrupling density appears to be the City of Villages and Strategic Framework Plan (CVSFP). What provisions in the CVSFP require, mandate or suggest or otherwise support that the doubling (or more) of current zoning and land uses is intended for this Project site? With this interpretation and application of the CVSFP, what other areas in the city of San Diego is such a rezoning and re-planning anticipated under the CVSFP?</p>	
<p>N-13</p> <p>Without walking distance mass transit (light rail or regional bus lines), is this Project considered a transit oriented community? What are the time estimates to walk or shuttle from the Project site to even reach public transit. What are the current use levels of mass transit by Mission Valley residents for similar types of development? What do behavioral studies show regarding decisions of residents to use mass transit (when multiple transfers are required) as opposed to having immediately access to community-wide distribution via regional express buses and rail transport?</p>	
<p>N-14</p>	
<p>N-15</p> <p><u>Amendments to the Public Facilities Financing Plan</u></p>	
<p>N-16</p> <p>As stated in the DEIR (p. 3-73), what is the rationale, background data, and support for amending the Public Facilities Financing Plan (PFFP)? How were those numbers derived at? What projects and goals in the relevant previously adopted PFFP have been achieved and put into place as of today’s date? What relevant developments are planned or are in process (for this relevant area of Mission Valley) under the PFFP to achieve particular PFFP anticipated and needed projects? How will the additional funds be obtained? What is the expected timeline for obtaining funds to put one or more of the existing or proposed PFFP projects into effect?</p>	

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	<p>N-13. A Transit Oriented Developments (TODs) mixes residential, retail, employment centers, open space, and public uses within comfortable walking distance, making it convenient for residents and employees to travel by transit, bicycle or foot, as well as by car. According to the City’s Transit-Oriented Development Design Guidelines (TOD Design Guidelines), a TOD is defined as “mixed-use neighborhoods, up to 160 acres in size, which are developed around a transit stop and core commercial area.” Without the availability of transit, the project would not meet the intent of a TOD.</p> <p>N-14. Presented below is a map that shows the typical time to travel to the LRT station from various areas within the project site.</p>  <p>The map, titled 'Sorra Mesa', illustrates various land use zones around a 'Trolley Station' (marked with a blue dot). The zones are color-coded and labeled as follows: <ul style="list-style-type: none"> A (Light Green): Low/Medium Density Residential B (Yellow): High/Low Density Residential C (Orange): High Density Residential M (Red): Medium-Density Office R (Dark Green): Medium-Density Office P (Light Green): Public Open Space P0 (Dark Green): Private Recreation Space The map shows a central area with zones A, B, C, and P. To the south and east, zones M and R are present. A blue shaded area indicates a '10 minute walk to trolley' from the station, covering zones A, B, and C. A smaller blue shaded area indicates a '5 minute walk to trolley', covering zones M and R. Major roads like I-805 and Friars Road are also shown. </p>

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	<p>The walking distance from the southernmost portion of the project in the vicinity of the pedestrian bridge is approximately 1,500 feet from the Rio Vista trolley station. The City of San Diego concluded the traffic study should be prepared assuming no trip reduction for proximity to transit; thereby assuring traffic impacts would not be underestimated.</p> <p>Bus routes 14 and 928 provide accessible service to Quarry Falls and the Green Line of the Trolley station at Rio Vista West. The bus stops are adjacent to Quarry Falls. The Trolley station at Rio Vista West is 0.3 miles or a five to ten minute walk from Quarry Falls across the pedestrian bridge.</p> <p>Regarding the current level of transit use in Mission Valley, SANDAG provides periodic ridership information for the bus routes and LRT system. In 2007 it appears that approximately 120 bus patrons were traveling in the peak direction during the peak 3 hours on the two nearest routes to the project (routes 14 and 928). On the rail system (Trolley Green Line), there were in excess of 1,000 directional riders in the same peak 3 hours. It is undetermined what percentage of Mission Valley trips are using transit presently, but it would appear to be relatively low (perhaps near 2 percent). SANDAG forecasts future (Year 2030) transit usage in the region, and it appears that there will ultimately be approximately a 4 percent use of transit by Mission Valley for bus and rail combined.</p> <p>See also response no. E-22.</p> <p>N-15. Regarding behavioral studies, SANDAG makes use of the state-of-the-art knowledge and research available to calibrate and apply their regional travel demand model to produce the ridership estimates for transit and for highway traffic volumes. Generally, every time a rider has to transfer modes and make a switch from one vehicle to another a time penalty is associated with the transfers making the attractiveness of a trip that is dependent on transfers less desirable than one that does not have the penalties. A good source for a variety of scholarly papers on this topic is the Transportation Research Board which is a part of the National Academy of Sciences.</p>

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	<p>N-16. The amendment to the Mission Valley Public Facilities Financing Plan (MVPFFP) ensures that new growth and associated public infrastructure is added to the plan so that adequate development impact fees are collected for future projects in the community. The facilities listed in the Financing Plan will be needed over the next approximately 25 years when the full community development is anticipated.</p> <p>The MVPFFP is periodically revised to reflect any community plan is amendments, as is proposed by the Quarry Falls Specific Plan or on an annual basis to reflect inflationary and/or construction cost increases. The MVPFFP is developed in compliance with the State of California Mitigation Fee Act and is prepared under the direction and to the satisfaction of the City of San Diego.</p> <p>The MVPFFP includes anticipated development and the facilities that will serve the community as provided in the Mission Valley Community Plan. The MVPFFP identifies each individual project including the project description, justification, and status. The funding schedule is then determined by the type and size of estimated future development. A community priority list is included in the MVPFFP. The latest version of the MVPFFP was adopted by the City Council in July 2005.</p>

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<p>Page Four December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p><u>Hazardous Waste Issues</u></p> <p>N-17 The notice and/or the DEIR does not indicate what hazardous substances are located at the project site, where such hazardous materials are located and why those portions of the Project area are on the Cortese list of hazardous waste sites. (Cal. Gov. Code § 65962.5; Cal. Pub. Res. Code § 21092.6(a); CEQA Guidelines § 15087(c)(6).) In reviewing the Health and safety section of the DEIR, the location of the hazardous material is still not disclosed. Please identify where the listed sites are located. What are the land uses and zoning (anticipated by the proposed Project and all of its elements) at those hazardous waste site locations? How do these hazardous waste sites affect any planned development features of the Project such as schools, parks, residences, and the like?</p> <p><u>City's Significance Thresholds</u></p> <p>Throughout the DEIR, multiple references and analyses of impacts are made to the City of San Diego's "Significance Determination Guidelines under the California Environmental Quality Act." (e.g. DEIR, pp. 1-5, 5.1-17) Please identify the date that such thresholds were adopted. Were these thresholds adopted after public review, and adoption by ordinance, resolution, or rule? (CEQA Guidelines § 15064.7(b).) Assuming the referenced Significance Determination Guidelines were not legally or validly adopted pursuant to CEQA, which sections of the DEIR would need to be re-written or reevaluated based on such faulty reliance and application? Assuming different sets of Significance Determination Guidelines (e.g. Jan. 2007, draft 2006, etc.) were used in different sections of the DEIR, which sections of the DEIR would need to be re-written or reevaluated to use a proper and consistent set of City's adopted Thresholds? Please identify the particular <i>Significance Determination Thresholds</i> document used for analyzing Project traffic impacts, and state how and when said Thresholds were adopted by the city in accordance with CEQA.</p> <p><u>Violating Intent of Adopted Plans</u></p> <p>N-19 The DEIR does not fairly or accurately disclose impacts and inconsistencies with adopted plans and ordinances. The current Community Plan and PDO are designed to maintain and protect the quality of life for residents and visitors to Mission Valley. The DEIR concludes that the "proposed project is consistent with the goals of the MVCP and MVPDO" because it prepared a traffic study and because a plan amendment is being prepared. (DEIR, pp. 5.1-21 to 5.1-22) However, the PDO expressly intends to "limit development intensity to levels allowed under the adopted community plan." The Quarry Falls project would generate traffic</p>	<p>N-17. Hazardous materials are addressed in detail in Section 5.7, <i>Health and Safety</i>, of the PEIR. As stated in Section 5.7, Vulcan Materials Company owns and operates one 10,000-gallon diesel UST. The UST is located on-site and would remain on-site until the asphalt plant is removed. There is no evidence of leakage at the existing UST. The PEIR analysis concluded that removal of the UST may pose a health risk and provides mitigation that will reduce those impacts to below a level of significance.</p> <p>Off-site hazardous materials, including locations, are presented in Table 5.7-1, <i>Off-Site Hazardous Materials Sites</i>. As stated in the PEIR, the proximity and nature of the off-site hazardous materials properties would not result in significant health and safety considerations for the proposed project.</p> <p>N-18. See response nos. H-9 and K-27.</p> <p>N-19. See response nos. K-11 and K-12.</p>

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<p>Page Five December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p>in excess of the traffic Threshold 2.” (DEIR, p. 5.1-21) Thus, it appears that the DEIR and its drafters are guilty of the often seen EIR “double-speak” type of impact reporting. The DEIR identifies those goals, polices and standards the Project is purportedly <u>consistent</u> with. However, CEQA requires that “inconsistencies” and conflicts be pointed out and discussed. Please identify the conflicts, inconsistencies and differences the Project has with the existing MV Community Plan and MVPDO so that the public and decision-makers can determine if plan amendments are desirable or warranted. Doing this in a comparative chart may be necessary and helpful.</p> <p>N-20</p> <p><u>Circulation of the DEIR and Availability of Referenced Documents</u></p> <p>CEQA requires that the EIR public review notice indicate the address where copies of the DEIR and all “referenced” documents are available for inspection. (Cal. Pub. Res. Code § 21092(b); CEQA Guidelines § 15087(c).) All documents incorporated by reference in the DEIR shall also be available for inspection. (CEQA Guidelines § 15150(b).)</p> <p>The November 1, 2007 notice for availability of the DEIR does not give the address where referenced or other pertinent documents would be available for public review. That same notice states that should a person desire the DEIR or its referenced documents in an alternative format, one need only “call the DSD immediately to ensure availability.”</p>	<p>N-20. Land use impacts associated with the Quarry Falls project are addressed in Section 5.1, <i>Land Use</i>, of the PEIR. As stated in Section 5.1, the project would generate traffic in excess of the traffic Threshold 2. The project would result in significant impacts associated with traffic circulation. Mitigation measures are proposed to reduce impacts; however, all impacts would not be reduced to below a level of significance. The PEIR identifies the projects impacts associated with traffic circulation as a significant and unmitigable land use impact. Therefore, approval of the project would require that the decision-makers adopt Findings and a Statement of Overriding Considerations in accordance Sections 15091 and 15093 of the CEQA Guidelines. In addition, Table 10-6 within the Alternatives Section provides a side-by-side comparison of that allowed by the existing community plan and the proposed project.</p> <p>N-21. The Public Notice of availability includes the address of where members of the public can review or obtain copies of the PEIR, Technical Appendices and support documentation. In addition, the phone number and e-mail address of the City’s environmental analyst for this project were provided. Numerous calls and e-mails were received by the City’s environmental analyst with questions or requesting additional copies of the documents. A link to the environmental document was also posted on the Sudberry Properties website.</p>
<p>N-21</p> <p>During the comment period for the DEIR, it was raised by members of the public and elected community planning officials that availability, access and review of the DEIR’s referenced documents (technical appendices) was predominantly hampered. This is a significant concern because many extremely adverse environmental impacts appear to be buried in the technical appendices and not even disclosed in the DEIR.</p>	<p>Information has not been “buried” in the technical appendices. The PEIR presents the information and the analysis contained in the technical appendices.</p>
<p>N-22</p> <p>Through at least the first full month of the DEIR comment period (Nov. 1 through Dec. 1), complaints about non-circulation and unavailability of the DEIR’s referenced documents and technical appendices were responded to by City officials that: (1) there is no requirement that such additional documents be circulated with the DEIR; and (2) those additional referenced documents were lodged with and available for review at 2 branches of City’s public libraries (Mission Valley and Main branches). However, this author personally investigated and confirmed with lead reference, main and assistant librarians at both branches that only the DEIR was available. Personal inspection with the assistance of said librarians confirmed there were no technical appendices available for review.</p> <p>Was the State Clearinghouse provided a copy of the DEIR’s technical appendices? What, if any, agencies received copies of the DEIR’s technical appendices?</p>	<p>N-22. As stated in the Public Notice and in the PEIR Section 1.0, <i>Introduction</i>, copies of the PEIR were placed at the Mission Valley, Serra Mesa and the San Diego Central Library. During the public review period, staff was made aware that copies of the technical appendices were not at the public libraries. Staff had copies of the technical appendices delivered to the public libraries. However, the technical appendices were available for review at the City of San Diego Development Services Department during the duration of the public review period. Individual requests by the public for copies of technical appendices were responded to directly.</p>

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	<p>Furthermore, at the request of the Serra Mesa Community Planning Group, the public review period was extended from December 17, 2007 until January 7, 2008 – providing the public with an additional three weeks of review time, for a total of 66 days, during which time the technical appendices were available for review. Copies of the PEIR and technical appendices were provided to the State Clearinghouse on November 6, 2007. See also response to comment no. J-1. The appendices were also provided to all applicable local, state, and federal agencies, including U.S. EPA, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers, Caltrans Planning, California Department of Fish & Game, Regional Water Quality Control Board, State Clearinghouse, California Air Resources Board, and the Native American Heritage Commission.</p>

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<p>December 19, 2007 City of San Diego Project No. 49068; State Clearinghouse No. 2005081018</p> <p>N-23 Also, there seems to be discrepancies and differences in the formatting/page numbers between the electronic and print versions of the circulated DEIR. In order for the public, decision-makers, preparers, reviewers and drafters of responses to comments be aptly advised, please identify what agencies, groups, and persons received which type of copy (print or electronic). So that everyone is aware, please describe all of the differences between the circulated electronic and print versions? How does the city intend to reconcile those differences to avoid future confusion?</p> <p><u>Use of Consultants for Preparation of the DEIR</u></p> <p>N-24 The DEIR does not indicate or disclose whether the City prepared the DEIR or whether one or more private consultants were retained to prepare it. (Cal. Pub. Res. Code § 21082.1(a); CEQA Guidelines § 15084(d).) By “consultant” here, the commenter does not mean hired experts (geotechnical, traffic, etc.) and their reports. Rather, what persons, company or entity was principally charged with preparing and writing the DEIR document. Please indicate what, if any, consultants were principally retained or contracted by the city for preparation of the DEIR. Where the consultants hired and paid for by the City, or was the preparer’s contract between the developer/applicant and the hired consultant/preparer?</p> <p><u>Requirement for Recirculation Based on Omitted or Unavailable Information During Circulation of the DEIR</u></p> <p>N-25 Based on the legal standards for recirculation of an EIR, it is believed that facts and circumstances support recirculation is required. With so many adverse environmental impacts buried in the technical appendices, the defects regarding noticing, availability, access and review of the DEIR’s referenced documents (technical appendices) precluded meaningful disclosure and review.</p> <p>N-26 Pursuant to CEQA, recirculation is required when additional of new information deprives the public of a meaningful opportunity to comment on substantial adverse project impacts or feasible mitigation measures, or alternatives that are not adopted. (CEQA Guidelines § 15088.5) This new information may include not only project changes, but also additional data or other information. (CEQA Guidelines § 15088.5(a).) The facts and circumstances of having information not disclosed in the DEIR, which is buried in unavailable technical appendices is improper under CEQA. (<u>Mountain Lion Coalition v. Fish & Game Commission</u> (1989) 214 Cal.App.3d 1043, <u>Save Our Peninsula Comm. v. Monterey County Bd. of Supervisors</u> (2001) 87 Cal.App.4th.99,131, and <u>Laurel Heights II</u> (1993) 6 Cal.4th 1112, 1130.) This makes the DEIR is so fundamentally conclusory and hides the basic information to know and understand the true severity of impacts, such that public comment is rendered essentially meaningless on those points. As far as recirculating the entire EIR, CEQA expressly contemplates the circulation of an entire EIR after a draft EIR has been circulated for comments. (See CEQA Guidelines § 15988.5(f)(1).)</p>	<p>N-23. Comment noted. The information in this comment did not provide adequate detail to determine if substantive discrepancies existed between the electronic and print versions of the document. A comparison of both versions of the document was conducted and did not identify differences in the material content of the Draft PEIR. If the conversion between electronic and hardcopy versions resulted in format and/or page numbers differences, these would not be material to the information provided by the Draft PEIR for the purpose of determining the impacts of the project and providing that information to the public.</p> <p>N-24. Section 14.0, <i>Certification</i>, clearly states who prepared the PEIR. Specifically, as stated in Section 14.0, the PEIR has been completed by the City of San Diego’s Environmental Analysis Section, under the direction of the Development Services Department Environmental Review Manager. This Program EIR is based on independent analysis and determination made pursuant to the San Diego Land Development Code Section 128.0103.</p> <p>The firm of KLR Planning, a private planning firm, was principally charged with preparing and writing the PEIR under City staff direction. The consultant was contracted to and paid by Sudberry Properties/Entitlement, LP, the applicant for the project.</p> <p>N-25. No environmental impacts have been “buried” in the technical analysis. All impacts identified in the technical appendices have been disclosed in the PEIR. There have not been any “defects” in the noticing, availability, access and review of the PEIR, technical appendices and supporting documentation. All materials are and have been on file for review at the City of San Diego Development Services Department. When it was noticed that the public libraries did not have copies of the technical appendices, this situation was remedied immediately and copies were placed at the public libraries. Furthermore, at the request of the Serra Mesa Community Planning Group, the public review period was extended from December 17, 2007 until January 7, 2008 – providing the public with an additional three weeks of review time, for a total of 66 days. See also response to comment no. J-1.</p>

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	<p>N-26. Per CEQA Section 15088.5, re-circulation of the PEIR is not required. No new environmental impacts have been identified, and for those impacts identified in the PEIR, no impacts would result in an increased in severity. There are no feasible project alternatives or mitigation measures that are considerably different than those addressed in the PEIR. The PEIR provides a thorough analysis of the potential environmental impacts associated with the project allowing meaningful public review and comment. Information has not been buried or hidden form the public. Any issues with availability of the PEIR and technical appendices were remedied as soon as those became known. There has been sufficient time allowed for review by the public.</p>

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<p>Page Seven December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p><u>Improper Establishment and Application of an Environmental Baseline</u></p> <p>N-27 The DEIR fails in many regards by evaluating Project and CEQA impacts by assuming that the environmental baseline is the already reviewed and considered full build-out of its general plan, community plan, reclamation plan, and current zoning. (See, e.g., multiple references and comparisons to “Approved Reclamation Plan, DEIR p. 2-6, Figures 2.5 & 2.6) This defect is conclusively proven at p. 1-9 of the DEIR wherein it states: “For the Quarry Falls project, the analysis of environmental impacts is based on certain baseline conditions resulting from the approved CUPs and Reclamation Plans.” (DEIR, p. 1-9)</p> <p>This is a substantial legal defect because when considering a new or amended general plan, the CEQA environmental review must address the existing level of actual physical development in the area as the baseline for its impact analysis, not the existing plan and development planned therein. (<u>Environmental Planning & Information Council v. County of El Dorado</u> (EPIC) (1982) 131 Cal.App.3d 350. The court in EPIC clearly held that the measure of impacts against the prior plan was incorrect and disallowed: “We hold that the EIRs must report on the impact of the proposed plans on the existing environment” ...and... “CEQA nowhere calls for evaluation of the impacts of a proposed project on an existing general plan; it concerns itself with the impacts of the project on the environment, defined as the existing physical conditions in the affected area.” (<u>Id.</u>, 131 Cal.App.3d at p. 352 and p. 354, respectively)</p> <p>According to CEQA Guidelines § 15125(a), a project’s impacts must be measured against the physical environmental conditions existing at the time of the NOP, or if no NOP is published, at the time the environmental analysis begins. Without reference and analysis against <i>existing</i> conditions, an accurate analysis of the Project’s full range of potential impacts could not have been conducted correctly or honestly.</p> <p>The failure to discuss and quantify important aspects of existing conditions (environmental setting) is a prejudicial error under CEQA. (<u>County of Amador v. El Dorado County Water Agency</u>, (1999) 76 Cal.App.4th 931, 955 [description of setting must include analysis sufficient to allow informed comparison of pre-project and post-project conditions]; <u>Cadiz Land Co. v. Rail Cycle</u>, (2000) 83 Cal.App.4th 74, 94 [failure to set forth conditions of possibly impaired groundwater would make impact assessment impossible and faulty])</p>	<p>N-27. The PEIR describes the existing conditions and does not assume that the environmental baseline has already been reviewed. Instead, the PEIR is based on an environmental setting that anticipates completion of the approved CUP and implementation of the approved Reclamation Plan. The approved CUP and Reclamation Plan have undergone previous environmental review (EQD MND No. 82-0315, dated 7/14/82; and EIR, dated April 1979). The Reclamation Plan is bonded, providing the financial assurance that reclamation will occur. With this baseline in place, the PEIR conducts a “plan to ground” analysis, as required by CEQA. In accordance with CEQA Section 15130, the cumulative analysis conducted for the PEIR assumes build-out under the existing community plans, as well as implementation of projects that could affect the baseline analysis for cumulative effects. Therefore, the cumulative analysis is also a conservative analysis, as many of the additional projects have already been assumed as part of the baseline for the approved community plans.</p>

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<p>Page Eight December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p><u>Reclamation</u></p> <p>It appears from the DEIR that a substantial majority of the Project site is undergoing “on-going earthwork /reclamation.” (DEIR, p. 2-10, Figure 2-7) What development standards control this current earthwork being conducted? Has there been any inspection, report, study or verification by any government officials that the reclamation earthwork is in accord with the currently adopted Reclamation Plan? If so, please identify the oversight agencies, officials, studies, and/or verifications that have been obtained which indicate whether or not the applicant/owner/developer are in compliance with the adopted Reclamation Plan. This information is relevant to know if the environmental baseline is different or the same as the current Reclamation Plan, and whether any elevation changes or terracing might have already been undertaken towards implementation of the Project.</p> <p><u>Noise</u></p> <p>The Project’s proposed relocation of mining activities adjacent to residential units exposes the applicant’s true intent to hurry residential development at the mining site. Rather than finish mining (as reasonably contemplated, considered, planned and decided), and <i>then</i> develop the site, the proposed Project creates a development project to continue mining adjacent to newly developed residential units. Why? This seems ill-advised and very poor urban planning. (See, DEIR cover page, p. 4 of 9 [there would be 24-hour plant operation; noise at 7 a.m. next to residents would be 65 dB; noise at 4 a.m. next to residents would be 50 dB].) What is the rationale for subjecting persons to such noises at these hours? What are the potential psychological and environmental consequences from such close and continued proximity? Are these mining and plant facilities where the applicant plans to implement and set aside its affordable housing units? What protections are planned to be put in place (in the DEIR, mitigation measures or final approvals so that “environmental justice” considerations disclose or ensure these impaired units and locations do not result in lower income enclaves?</p> <p><u>Air Quality</u></p> <p>The conclusions section on the cover page of the DEIR (page 1 of 9) omits any reference about or concerning air quality, thereby finding that there will be no unmitigated adverse impacts to air quality. The conclusion is purportedly supported by the statement that “implementation of best management practices [to control fugitive dust] would reduce impacts to below a level of significance.” (DEIR cover, page 3 of 9). The Executive Summary corroborates and reiterates the same conclusion by referencing PM₁₀ and Mitigation Measure No. 5.4.1. (ES-7) These conclusions appear inaccurate and inconsistent with other analyses and admissions in the DEIR.</p>	<p>N-28. As presented in Section 2.0, Environmental Setting, the on-going mining operations, asphalt and concrete batch plants are functioning under CUP/Reclamation Plan 5073 and 82-0005 which included the review and certification of an environment document prior to their approval. Inspection of the site for compliance with the CUP and Reclamation Plans occur on an annual basis by the City of San Diego which acts as the lead agency under the Surface Mining and Reclamation Act (SMARA). The City is required to notify the California Department of Conservation within thirty days of completion of the inspection that the inspection has been conducted. In addition, an annual surface mining report is filed with the Department of Conservation and the City of San Diego. On an annual basis, financial assurances are prepared and submitted to the lead agency to ensure compliance with the surface mining operation’s reclamation plan and that bonds for reclamation activities are adequate to meet the estimated cost of reclamation. A copy of the financial assurances is provided to the State of California Department of Conservation for review.</p> <p>The mining operation is in compliance with the approved CUP. The site is identified for future development in the Mission Valley Community Plan; therefore, the reclamation of the site is being performed as required by the approved Reclamation Plans to compaction standards that would allow future development to occur. The Reclamation Plans have not yet been fully implemented, however, the creation of manufactured slopes and final grade elevations are in conformance with these plans.</p> <p>In accordance with Section 3502 of SMARA, the Quarry Falls project would not “<i>substantially affect the approved end use of the site as established in the [approved] reclamation plan.</i>” The amended Reclamation Plan is processed solely to retain approximately 2.4 million cubic yards of excess fill material and update the revegetation plan to current landscape standards. The amended Reclamation Plan maintains the proposed end land use as a compacted, revegetated site which would allow for future urban development as identified in the land use section of the Mission Valley Community Plan. CUP 5073 and/or CUP 82-0315 would be amended to adjust the grading scheme of the Reclamation Plan and to allow for the relocation of the asphalt and concrete plants to the southeast corner of the site. Section 3.0, page 3-67 of the Final PEIR has been revised to include an explanation of the Reclamation Plan Amendment.</p>
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N-29	
N-30	

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	<p>N-29. The PEIR treat all types of residential uses the same. Relative to noise impacts, all residential types would be considered sensitive receptors. An evaluation of the project's compatibility with the existing mining operations is presented in Section 5.1, <i>Land Use</i>. As shown in Table 5.1-1, the majority of mining operations are expected to cease in 2010. The existing plants would operate at their existing locations until 2009 and then would be relocated and would operate at the new location until 2022. Development would begin in 2009, with residential units beginning to be occupied in 2010. The PEIR concludes that land use conflicts could arise as a result of noise generated by on-going mining operations, as well as noise from the asphalt and concrete plants. Noise impacts are addressed in Section 5.5, <i>Noise</i>, of the Program EIR. Based on the analysis presented in Section 5.5, impacts to sensitive receptors could occur; therefore, mitigation measures are required and are included within the MMRP which would reduce compatibility impacts to below a level of significance.</p> <p>N-30. Relative to air quality impacts, the PEIR states that maximum daily emissions associated with construction are below the significance criteria for all construction phases for CO and SO_x, but are above the City of San Diego's significance thresholds for ROG_s, NO_x, and PM₁₀, even with implementation of mitigation measures to reduce emissions. While these emissions are above the significance criteria, impacts to air quality would be short-term and temporary. Emissions of diesel particulate during the construction phase of the project would be short-term and would not result in a significant long-term impact.</p> <p>Operational emissions would be mainly associated with traffic accessing the Quarry Falls Project. Based on the estimates of the emissions associated with Project-generated traffic, the emissions are above the significance screening criteria for CO and ROG_s for all phases, and for NO_x for Phases 2 and 3. Emissions would decrease with time due to phase-out of older vehicles and improvements in emission standards. Emissions are below the significance screening criteria for all other pollutants and would therefore not cause or contribute to a violation of an air quality standard for the other criteria pollutants. Because the project is consistent with growth projections for the Major Statistical Area, emissions of NO_x and ROG would not be expected to cause an exceedance of an air quality standard.</p>

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	<p>The potential for impacts was evaluated based on the significance criteria and utilizing the procedures set forth in the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol to screen projects for the potential for CO “hot spots.” Based on these procedures, the project would not exceed the City’s significance criteria, and would not conflict with the RAQS or SIP. The Project would therefore not result in a significant impact based on operational emissions.”</p> <p>Therefore, the construction emissions would remain above the significance threshold but would be temporary. The operational emissions would be above the thresholds but would decrease with time and would be consistent with growth projections for the region.</p>

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<p>Page Nine December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p>	<p>N-31. The Air Quality Technical Report includes CO “hot spots” modeling that was conducted for 23 intersections without the Phyllis Place connection, and 20 intersections with the Phyllis Place connection, along with CALINE4 model outputs included in the appendix. The analysis thus supports the conclusion that the project would not result in a significant impact on CO levels because the project’s traffic, when added to the cumulative traffic for the intersections in the study area, along with background ambient CO concentrations, would not cause an exceedance of the CO standards. See also response no. N-30.</p>
<p>N-31</p> <p>For instance, as set forth in table 5.4-5, “the emissions from project generated traffic are above the significance screening criteria for CO, ROG’s for all phases, and for NO_x for Phases B through D.” (DEIR, pp. 5.4-8 to 5.4-11) The DEIR discussion then goes on to discuss CO hotspot analyses, and then simply concludes “impacts would be less than significant.” (DEIR, p. 5.4-11) The “no impact” conclusion here fails to “bridge the gap” between the findings and any plausible evidence that might support it.</p>	<p>N-32. As stated in Section 8.0, the Air Quality Technical Report also includes an analysis of global climate change (Section 5.0) and provides detailed calculations of GHG emissions. A cross-reference has been added to the Air Quality Section in the PEIR (Section 5.4) to direct the reader to the Cumulative Effects Section 8.0 for the analysis of global climate change and greenhouse gas emissions.</p>
<p>N-32</p> <p>Based on the excessive number of vehicle trips generated by the Project, and the incumbent delays at impaired intersections and roadway segments, it appears the DEIR does not sufficiently address for all potential air pollution impacts. Also apparently missing is a meaningful and visible analysis and discussion of California’s new greenhouse gases control standards.</p>	<p>N-33. The project will be constructed with adequate landscaping that provides more landscaping than currently exists at the site (a sand and gravel extraction operation) and would likely reduce rather than increase heat effects.</p>
<p>N-33</p> <p>This writer was unable to trace or follow the Greenhouse Gas (GHG) calculations (AB 32) for the proposed Project because there was no mention of the same in the air quality section of the DEIR. Why is this? Where is it located? With the amount of incumbent (direct) and cumulative traffic congestion caused by the Project, it is hard to accept that this Project can somehow be an impact neutral or comply with GHG emissions on a per capita basis. Also, because very little of the Project site is left as undeveloped open space, potential impacts from reflectivity, urban heat island, and other heat trapping impacts have not been discussed or addressed.</p>	<p>N-34. The PEIR provides a range of project alternatives that foster informed decision making and public participation, as required by CEQA Section 15126.6.</p>
<p><u>Project Alternatives</u></p> <p>N-34</p> <p>The number of alternatives considered in the DEIR appear short-sighted, lacking in number, and fail in their essential purpose to analyze alternatives which “avoid” significant environmental impacts of the Project, meet the purpose of the Project, <u>and which are feasible</u>.</p>	<p>N-35. The Program EIR Alternatives Section 10 evaluates several possible alternative locations for the project: within the Mission Valley Community Plan area; on other similar mining sites where resource extraction is nearing completion; in other areas of the City, including Otay Mesa; and in other areas within San Diego County. Relative to alternative sites within Mission Valley, there are only two other areas (Levi-Cushman Specific Plan area and Qualcomm Stadium) of sufficient size that could develop in a manner similar to that proposed by the Quarry Falls project. However, because existing or planned developments have already been considered for alternative sites and/or the alternative sites are owned by others, the alternative locations would not be available for the Quarry Falls project. This is consistent with CEQA Section 15126.6 (f) (3), which states:</p>
<p>N-35</p> <p>The dismissal of alternative development sites is not supported by the substantial evidence. Rather, it is conclusion after conclusion, supported by hyperbole. There is no supporting financial evidence that the mining site cannot be sold for mining or other purposes and have the development built in one of the other identified locations. There is no evidence that traffic, biological or other impacts would be WORSE than the astronomical traffic impacts proposed by the proposed Project. Additionally, one or more of the other disturbed mining sites have a planned trolley route through them and are better situated to disburse traffic throughout the region. The outright rejection of alternative land use plan locations are not supported by the substantial evidence and apparently violate CEQA Guidelines § 15126.6(f)(2).</p>	

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	<p style="text-align: center;"><i>“An EIR need not consider an alternative whose effect cannot be reasonable ascertained and whose implementation is remote and speculative.”</i></p> <p>Two existing sand and gravel sites within the City, located in Mission Gorge and Carroll Canyon, were evaluated as potential alternative sites. These sites are where resource extraction is on going but where redevelopment is likely to occur within the next 20 – 25 years. Both sites are actively pursuing entitlements for future development with a mix of uses, making acquisition of the property beyond the financial resources of the owners of Quarry Falls.</p> <p>Otay Mesa is currently undergoing an update to the community plan to determine the appropriate mix of uses. Approval of that community plan (or similar alternatives to the plan) may provide opportunities for future residential and mixed-use development. The majority of land is privately held; however, the ability to acquire a contiguous site of comparable size (200+ acres) would not be certain. The timing for approval of the community plan update coupled with the need to develop a multi-modal transit system would occur a number of years beyond the schedule for the development of Quarry Falls and, therefore, would not meet the objectives for development of the project.</p> <p>Relative to other sites within the County, the project requires a large land mass to aggregate the types and intensities of development to form a viable Urban Village. Additionally, such a site must be accessible by public transit. While there are areas in other cities that remain undeveloped, many are constrained by sensitive biological resources, limiting development potential, or are planned for other uses in accordance with that City’s General Plan.</p> <p>In accordance with CEQA Guidelines Section 15126.6(f)(2), alternative locations for the proposed project would be considered if <i>“any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessens any of the significant effects of the project would need to be considered for inclusion in the EIR.”</i> Moving the Quarry Falls project to an alternative site in the community or other areas of the City would not avoid or substantially lessen the project’s impact and could result in greater environmental effects. Additionally, large landholdings that could accommodate the project could be further removed from existing infrastructure and lack access to transit.</p>

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	<p>Page Ten December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p>	<p>N-36. As required by CEQA, the PEIR addresses the No Project alternative. Relative to the requirement to address a “No Project” alternative, CEQA Guidelines Section 15126.6(e) states that:</p> <p style="padding-left: 40px;"><i>When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the “no project” alternative will be the continuation of the existing plan, policy or operation into the future.</i></p> <p style="padding-left: 40px;"><i>If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the “no project” alternative is the circumstance under which the project does not proceed.</i></p> <p>To fully inform the public and comply with CEQA, two No Project alternatives have been evaluated. The first is the No Project/No Build alternative, which is the continuation of the mining operations under the approved Conditional Use Permit and ultimate implementation of the approved Reclamation Plans. The second No Project alternative describes what would reasonably be expected to occur if the proposed project is not approved, based on build-out under the land uses and development intensities of the adopted community plans and consistent with available infrastructure and community services. The two No Project alternatives are not at all similar, as one would result in a continuation of the mining operation and the other would develop the site with urban uses.</p> <p>As stated in Section 10.2.2 of the PEIR, continuation of mining operations under the approved Conditional Use Permit would result in traffic and circulation impacts as described in the existing conditions analysis presented in Section 5.2, <i>Traffic/Circulation/Parking</i>, of this Program EIR and in the accompanying <i>Quarry Falls Traffic Impact Study</i>. Figure 5.2-1, <i>Existing Study Area Roadway Classifications</i>, presents existing roadway classifications in the community; and Tables 5.2.1, <i>Existing Roadway Segment Conditions</i>, and 5.2-2, <i>Existing Arterial Segment Classifications</i>, show the existing LOS on community street segments that would be affected by the proposed project. While the traffic detail may seem excessive, the information was intended to summarize a very lengthy traffic study.</p>
N-36	<p>The two “No-Project /No-Build” and “No Project/Continuation under Existing Plan” alternatives are very similar in nature but have been presented in a fruits vs. vegetables approach in violation of CEQA. For example, Table 10-6 at DEIR p. 10-21 is helpful to compare relative features and impacts for the one particular alternative (No Project/Continuation under Existing Plan) versus the proposed Project. However, no such comparison chart is presented for the “No-Project/No-Build” alternative. Instead, a confusing and ad nauseum traffic comparison goes on and on leaving the reader dazed and uninformed other than to suggest the traffic impact forecast for Mission Valley is out of control under any development scenario, so why not allow the proposed Project’s construction of an additional 5000+ residential mini-city in the heart of it all?</p>	
N-37	<p>The comparison of the proposed Project and the No Project/Continuation Under Existing Plan Alternative (Table 10-6, DEIR p. 10-21) discloses the true travesty and motivation driving the Project. The proposed Project is seeking to <u>double</u> residential units, and even <u>quadruple</u> commercial and business uses), over and above the massive number of units in the existing plan for the site. Other than greed, what are the legitimate and supported recent circumstances which have created a “need” to change the existing and planned development intensities for the subject site?</p>	
N-38	<p>Please provide a copy of the current land use plans and currently imposed CUP Nos. 5073 and 82-0005) in an appendix to a recirculated DEIR. Because CUP’s are mitigation and condition intensive, it would be helpful to the decision-makers and public to have access to the baseline plans and conditions currently in place for the Project site?</p>	
N-39	<p>If a primary purpose of the Project is to develop “parks and open spaces on the existing 230.5-acre mining site,” please provide a comparison of the amount of parks required under the current reclamation plan vs. the proposed Project, and compare the same with Table 10-6.</p>	
N-40	<p>Everything about the No Project/Continuation Under Existing Plan Alternative suggests it should remain the legislated plan(s), zoning and land uses for the site. By designating multiple “no-build” alternatives (2 of 4 total), the analysis and conclusion about the most environmentally superior alternatives is legally flawed.</p>	
N-41	<p>The discussion in the Executive Summary of the DEIR is also quite telling in that no determination of the environmentally superior alternative is made. (DEIR, p. ES-18 thru ES-19) This is bantering at its best and does not comport with the requirements of CEQA to either (1) appraise the decision-maker or (2) provide a useful tool for comparison.</p>	
N-42	<p>The construction, phasing and ultimate build-out (number of units) for the Project has been set by an arbitrary control traffic “target” of 66,286 total ADT. Isn’t it true that this has been done because traffic is the most significant and challenging adverse effect being caused by the Project?</p>	

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	<p>N-37. For the most part, this comment expresses the opinion of the reviewer and does not address the adequacy and completeness of the PEIR. See response no. N-12 for a discussion of the project's proposed intensity and relationship to the City of Villages policy and Strategic Framework Strategy.</p> <p>N-38. A copy of the current Mission Valley Community Plan Land Use Map is shown in Figure 2-11 of the PEIR; the Serra Mesa Community Plan Land Use Map is presented in Figure 2-12 of the PEIR. The approved CUP and Reclamation Plan are presented in Figures 2-5 and 2-8, respectively. The full text of the Mission Valley Community Plan and the approved CUP and Reclamation Plan are on-file with the City of San Diego.</p> <p>N-39. The approved reclamation plan is described within the 3.1 Project Background within the Project Description Section 3.0. No parks and open space are required under the approved Reclamation Plan. The proposed project would provide 31.8 acres of parks and open space.</p> <p>N-40. See response to comment no. N-36.</p> <p>N-41. The Executive Summary does, in fact, include a discussion of the environmentally superior alternative. As clearly stated in the Executive Summary, through a comparison of potential impacts from each of the proposed alternatives and the proposed project, the No Project/No Build Alternative could be considered environmentally superior because it would result in the least amount of environmental impacts. The No Project/Continuation of Existing Plans Alternative could also be considered the Environmentally Superior Alternative, because it would result in a reduction of those impacts associated with the proposed project that are density driven. Because either of the No Project Alternatives could be considered environmentally superior to the proposed project, CEQA requires that the EIR also identify an Environmentally Superior Alternative among the other alternatives.</p>

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	<p>For the Quarry Falls project, the Reduced Density Alternative is identified as the environmentally superior among the other project alternatives. Please also see the Environmental Superior Alternative Section 10.3 on pages 10-39 through 44 of the draft PEIR, which includes a table comparing each of the alternatives.</p> <p>N-42. See response to comment no. H-6.</p>

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<p>Page Eleven December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p style="margin-left: 20px;">Therefore, shouldn't one or more of the project alternatives select and analyze different traffic ADT "targets" that would or could result in no further direct or cumulative significant adverse impact to existing roadways and intersections? Based on the mitigation measures identified in Table 5.2-9 and Figure 5.2-2 (DEIR, pp. 5.2-41 to 5.2-46), what is such a "target" ADT traffic increase that would result in a neutral - no significant traffic impact - level and effect from development of the project site? Stated another way, yet important for the public and decision-makers to understand, assuming all of the above-referenced mitigation measures are imposed and mitigated, how many residential units and how much commercial space can be constructed without causing any adverse impacts to already impacted existing roadways and intersections? If traffic "targets" are so important to control and guide the maximum amount of development, shouldn't the DEIR consider a reasonable range of different project alternatives with different levels of traffic targets?</p> <p style="margin-left: 20px;">Based upon the already existing traffic limitations and constraints, and because such expected environmental impacts were known before the preparation of the DEIR, CEQA mandates that this subject of environmental impacts (traffic) should have reasonably been incorporated in the selection of project alternatives which were reviewed in the DEIR process.</p> <p style="margin-left: 20px;">The selection of a reasonable alternative which minimizes and avoids significant unmitigated traffic impacts is a substantive requirement of CEQA which is a mandatory requirement, not merely a procedural one. (<u>Kings County Farm Bureau v. City of Hanford</u>, (1990) 222 Cal.App.3d 692, 711, 730-731; Public Resources Code §§ 21002, 21081; CEQA Guidelines §§ 15002(a)(3), 15021(a)(2), and 15091(a).) In light of the above, the City of San Diego is under a legal duty to deny approval of the Project and deny certification of the DEIR because may be reasonable and feasible alternatives which should have been explored in the DEIR and which can substantially lessen the environmental effects. (<u>Sierra Club v. Gilroy City Council</u>, (1990) 222 Cal.App.3d 30, 41.)¹</p> <p style="margin-left: 20px;">¹ The City and CEQA lead agencies have a legal duty and cannot approve a project if there are feasible alternatives or feasible mitigation measures available which would substantially lessen significant environmental effects of a project (Cal. Public Resources Code §§ 21002, 21002.1(b), 21081(a)(3); CEQA Guidelines § 15091(a)(3)) The definition of "feasible" for this determination is whether it is "capable of being accomplished in a successful manner within a reasonable period of time" while taking into account "economic, environmental, social and technological factors." (Public Resources Code § 21061.1; CEQA Guidelines § 15364)</p>	<p>N-43. Under existing conditions, numerous traffic impacts to the existing circulation system would occur. Therefore, even without development of the project, significant unmitigated impacts would result. This is the analysis that is conducted under the No Project/No Build alternative. Relative to addressing an alternative that would not result in significant unmitigable impacts, the PEIR addresses the Avoidance of Unmitigated Traffic Impacts Alternative (see Section 10.1.4). See also response no. K-99.</p> <p style="margin-left: 20px;">The selection of alternatives was based upon those required by CEQA which included no-project alternatives, as well as an avoidance of unmitigated traffic impacts alternative.</p> <p>N-44. The "No Project/No Build" alternative incorporates existing conditions as required by CEQA. The PEIR includes a No Unmitigated Traffic Impact Alternative that addresses the existing congested traffic conditions in Mission Valley. The TIS (Chapter 4) and Draft PEIR (Chapter 5.2) include a discussion of existing conditions, which identifies the level of service based upon national and City standards for determining level of service. These existing conditions, along with a list of cumulative projects (TIS Chapter 5) form the basis for the traffic analysis.</p> <p>N-45. Comments noted. The decision maker will consider the feasibility of project alternatives when it considers the PEIR for certification.</p>

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<p>Page Twelve December 19, 2007 City of San Diego Project No. 49068; State Clearinghouse No. 2005081018</p> <p><u>Surface Water Runoff</u></p> <p>In order to control and prevent pollutants in surface water runoff, the DEIR purports to implement a Proposed Drainage Plan involving a series of BMPs and bioswales. (DEIR, pp. 5.12-11) However, there are substantial defects and nondisclosures about the types and quantities of pollution estimated to be generated from the construction and occupation of a fully built-out Project. What are the volumes of expected flows under different rain events? Can the BMPs and bioswales actually handle and filter surface water runoff in a moderate rainfall? The conclusion in the DEIR that the combination of BMP's for the Project "would serve to reduce water flows, filter runoff, and control erosive processes" does not support there will be no potential significant adverse effects. Filters on cigarettes also "serve" to filter smoke, carbom monoxide and the like, but they still kill. The public and decision-makers need to know the amount of pollutants they might be willing to tolerate from the massive number of homes and businesses planned for the project. Not only are the potential impacts glaringly omitted and not disclosed, but the DEIR blatantly lacks any commitment for enforceable mitigation measures to eliminate and reduce pollution materials in surface water runoff as required by CEQA.</p> <p><u>Transportation and Traffic</u></p> <p>Many other commenters have raised (at public hearings and written comments to date), details of the traffic impacts and other impaired conditions which are purportedly not presented or disclosed in the DEIR. Another noted example is the purported commitment to alleviate traffic congestions at the Friars Road/SR-163 interchange. (DEIR p. 5.2-41) The mitigation measure in Table 5.2-9 states that "the city may require the project to pay \$5,000,000 (2007 dollars) to the City of San Diego in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at the same location..." (DEIR, p. 5.2-41) What is this "regional set of improvements"? Who will fund it? Are funds allocated and available for the same? What is the mechanism to obtain the remaining funds? Have they been allocated yet? Are they speculative and might not be obtained? What are these "regional improvements?" This ambivalent and ill-suroy statement and alternative mitigation measure does not pass legal muster under CEQA.</p> <p><u>Water Supply</u></p> <p>The Project is estimated to require an average daily domestic water demand of 2.42 mgd (million gallons per day), with a peak demand of 9.68 mgd. The DEIR asserts that the Project's water demand will be met by construction of a 36-inch water main from (and with) improvements at the Kearny Mesa Pipeline. The DEIR does not identify the location of the Kearny Mesa Pipeline so that the public and decision-makers can understand the scope of a potentially very large city waterworks project. The impacts arising from the construction of the offsite water delivery infrastructure have not been disclosed, analyzed or mitigated in anyway.</p>	<p>N-46. The <i>Drainage Study for Quarry Falls</i>, prepared by TCB, Inc. (August 2007) and included as Appendix G to the Draft PEIR for the Quarry Falls Project, includes a detailed discussion of the existing and future drainage conditions as well as the channel and box culverts that were constructed as the stormwater conveyance system to support the mining activities on the project site. Under existing conditions the projected 100 year runoff is estimated at 527 cubic feet per second (cfs). The calculated drainage capacity of the channel is 341 cubic feet per second (cfs); as a result of this constraint, under the proposed project conditions, the runoff rate will be limited to 316 cfs. The proposed drainage system includes a comprehensive analysis of runoff conditions and includes a series of retention facilities to capture and regulate the flow of stormwater. The limiting of the runoff rate also mitigates for any concern of an increase in the frequency of flooding since it more closely resembles the 10 year rate of flow under existing conditions. The conceptual <i>Drainage Study for Quarry Falls</i> concludes the Quarry Falls project can be accomplished without adverse impact to the existing storm drainage infrastructure, and has been reviewed and accepted by City staff.</p> <p>The Quarry Falls project is subject to water quality regulations defined by the Clean Water Act (CWA) Section 402 (National Pollutant Discharge Elimination System [NPDES]). The <i>Final Water Quality Technical Report for Quarry Falls</i>, prepared by EDAW, Inc. (October 2007) and included as Appendix K of the Draft PEIR, describes a storm water management program to address the water quality issues associated with the project and to meet the intent of these regulations. The project has included an integrated combination of best management practices (BMPs) to address both flow and water quality and has utilized source control, site design, and treatment BMPs to achieve treatment to the maximum extent practicable (MEP). The proposed BMPs were also selected based on their ability to (1) address the site characteristics and limitations, (2) address limitations of the receiving waters, (3) integrate land uses, and (4) represent more natural systems that integrate the concepts of low-impact development as opposed to mechanical and end-of-pipe treatment processes. The Quarry Falls project would include construction and post construction BMPs that minimize impacts to onsite and offsite resources to the MEP; therefore, the project has met the goal of minimizing anticipated impacts to water resources and reducing potential impacts to below a level of significance.</p>
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	<p>N-47. See Comment E-5.</p> <p>N-48. The project does not propose to construct a new 36-inch pipeline; the 36-inch Kearny Mesa Pipeline is a part of the existing water infrastructure. In order to manage water pressure and redundancy, the project proposes to construct a 12-inch water main to interconnect the 36-inch Kearny Mesa transmission line and the 8-inch water line in Encino Avenue; this improvement is located within existing City right-of-way (shown in Figure 3-44 as item W7). Mitigation for potential impacts of the construction has been included within the MMRP.</p>

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<p>Page Thirteen December 19, 2007 City of San Diego Project No. 49068; State Clearinghouse No. 2005081018</p> <p>The DEIR incorporates by reference a Water Quality Assessment (Appendix L) which concludes there are sufficient water supplies to meet the project demand of the proposed project. (DEIR, p. 5.12-2) However, omitted from that study is the most recent news that the State of California and Southern California is suffering from a severe drought and water shortages. As recently as December 7, 2007, it was reported in a local newspaper that wholesale water supplier for the City and Project, the County Water Authority (CWA), is having trouble providing water <i>today</i>, notwithstanding the additional 4.36 mgd maximum daily demand expected by the Project:</p> <p>Water leaders from around San Diego County voted to formally hike their water-shortage alert status Thursday, and to buy water from Northern California farmers <u>if possible</u> to buttress 2008 supplies.</p> <p>The vote Thursday by San Diego County Water Authority board members firmed up action the agency took in September, when it voted to start negotiating with farming interests in Butte County.</p> <p>Water Authority officials said the action to formally initiate water-transfer deals hiked the agency's three-stage supply shortage alert system ---- its drought management plan ---- <u>to stage two</u>. The Water Authority initiated stage one in May by asking local residents to voluntarily cut water use by about 10 percent in their "20-gallon challenge." The agency's third stage would likely include mandatory water cutbacks for county residents.</p> <p>Water officials around the state say Southern California could face water shortages in 2008 and beyond because of a long-term drought on the Colorado River and a court decision that could cut supplies from Northern California to save endangered fish.</p> <p>The CWA reported itself in a December 6, 2007 news release:</p> <p>Extremely dry conditions have impacted the region's local and imported water supplies. The reliability of the State Water Project (SWP), the source of about 40 percent of all water used the San Diego region, has been adversely impacted by federal court-ordered restrictions on pumping from the Sacramento-San Joaquin Bay-Delta to protect the threatened Delta smelt. Water officials expect these restrictions to reduce SWP deliveries in 2008 and beyond.</p> <p>On November 26, the state Department of Water Resources (DWR) announced its initial allocation for water deliveries to SWP contractors in calendar year 2008 would be 25 percent. That's a significant reduction from the 60 percent initial allocation for calendar year 2007</p> <p>Stage 3 of the Drought Management Plan, mandatory water use restrictions, will be triggered. This stage could include reducing water allocations to the Water Authority's 24 member agencies.</p>	<p>N-49. California periodically undergoes periods of drought. The water supply system developed by the Department of Water Resources, Metropolitan Water District of Southern California, San Diego County Water Authority, and City of San Diego Water Department has been designed to provide consistent, reliable water supplies even during periods of drought. Furthermore, the Water Supply Assessment prepared in October 2007 (referenced in Appendix L) confirmed that there are sufficient water supplies to serve existing demands, estimated demands of the Quarry Falls project, and future water demands within the Water Department's service area in normal and dry year forecasts, over the required 20 year planning horizon.</p> <p>The Water Supply Assessment itself is based upon the 2005 Regional Urban Water Management Plan of the Metropolitan Water District of Southern California, the 2005 and Updated 2005 Urban Water Management Plans of the San Diego County Water Authority, and the 2005 Urban Water Management Plan of the City of San Diego. These long-range water planning documents all conclude that there are sufficient water supplies to serve existing demands and estimated future demands within the agencies' service areas in normal and dry year forecasts, over the required 20 year planning horizon.</p> <p>Section 5.12.1 and 5.12.2 include a supplemental discussion relative to water availability in California and the region.</p> <p>Because the EIR concludes that there will be no significant impact on water supply (Section 5.12.2, Issue 1), mitigation measures are not required. Furthermore, the Quarry Falls project will implement a series of best management practices and project design features (PDFs) in order to use water efficiently. These PDFs are discussed in Section 5.12.2, in the Public Utilities section.</p>

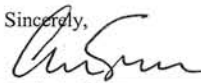
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<p>Page Fourteen December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p>In spite of state and regional water shortages, and in spite of changed conditions arising from a court-ordered water withdrawal, the water assessment and DEIR conclude (without support) that City of San Diego’s Water Department can supply adequate supplies of water service to the Project under “multiple dry water years.” (DEIR, p. 5.12-2) Also, there is no indication or evidence of any “will serve” letter from any potential water supplier.</p> <p>The DEIR also fails to address the cumulative impacts of obtaining a water supply. The DEIR fails to explore implementation of any mitigation measures or water plan for the collection and re-use of wastewater should it be necessary under the current stage 2 or impending stage 3 CWA drought condition status.</p> <p>The failure to analyze water issues is particularly troubling since the Project is essentially in a dry desert climate with limited supply. An analysis of the Project’s direct and cumulative water resource impacts is critical to a full understanding and balancing of its environmental costs against its potential benefits. In the absence of such information, important ramifications of the proposed project are being hidden from view during this time the Project is being discussed and considered.</p> <p>Cal. Water Code §§ 10910 et seq. and CEQA Guidelines §15083.5 require, in part, that a lead agency such as the City, at the time it releases a Notice of Preparation (“NOP”) for a project of 500 or more residential units, must send a copy of the NOP to all water agencies that might serve the proposed project, and request that each water agency prepare a water supply assessment. (CEQA Guidelines § 15083.5(a)-(b); Water Code § 10910.) The water supply assessment must reveal the following:</p> <p style="padding-left: 40px;">Whether the projected water demand of a proposed project was included as part of the water purveyor’s most recently adopted urban water management plan (UWMP);</p> <p style="padding-left: 40px;">Whether the total projected water supplies available during normal, single-dry, and multiple-dry water years included in a the UWMP’s 20-year projection will meet the projected water demand associated with the proposed project, in addition to the water purveyor’s existing and planned future uses.</p> <p>The water supply assessments received by the City are required to be included in the Draft EIR for public review and comment. (CEQA Guidelines § 15083.5(d); Water Code § 10911.) It is apparent the City has failed to comply with the requirements of the Water Code. The City failed to request water supply assessments from the potential water purveyors at the time the NOP was released for the Project. Thus, the City received none of the information that should have been included in the water supply assessments, and has failed to include this information in the DEIR for public review and comment.</p>	<p>A Water Supply Assessment (WSA) was completed by the City of San Diego Water Department on June 16, 2006 and submitted as part of the environmental review process. This assessment was prepared during the time that long-range water planning documents were in process and did not account for the subsequent approval of the 2005 Regional Urban Water Management Plan of the Metropolitan Water District of Southern California, the 2005 and Updated 2005 Urban Water Management Plans of the San Diego County Water Authority, and the 2005 Urban Water Management Plan of the City of San Diego.</p> <p>Incorporating the latest water planning documents into the WSA warranted an update to the initial assessment and was completed on October 31, 2007, superseding the June 2006 Water Supply Assessment. The October 2007 Water Supply Assessment was referenced in Appendix L to the EIR and was available to the public from the City of San Diego Water Department during the public comment period.</p>

**N-49
(con’t)**

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COMMENT	RESPONSE
<p>Page Fifteen December 19, 2007 City of San Diego <u>Project No. 49068; State Clearinghouse No. 2005081018</u></p> <p><u>Final Remarks</u></p> <p>Thank you for considering the issues presented in this comment letter to the partially circulated DEIR. Should you have any questions concerning any of the points raised herein, please do not hesitate to contact this office. Please place my name and this office on the notification list for any administrative or legislative actions or hearings related to this Project.</p> <p>Sincerely,  _____ Craig A. Sherman</p>	

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COMMENT	RESPONSE
<p style="text-align: center;">>>> Mary Slupe 11/14/2007 10:53 AM >>></p> <p>dear marilyn, as a board member of mission valley community council i do not like this project. there are several issues regarding thios project that the mission valley community council dislikes and cannot approve:</p> <p>O-1 1. the increased traffic volume and density of this project. mission valley has already severe traffic problems . this project just adds more traffic, noise and density to the already over crowded over polluted valley.</p> <p>the pollution emmissions due to car traffic is the worst in the valley. the increased volume of car traffic due to this project just compounds and aggravates this problem.</p> <p>O-2 2. the access to this project is difficult.</p> <p>O-3 3. the plan to build /develop 1.2 million square feet of office space.</p> <p>O-4 4.it really does not meet the needs of the community of mission valley.</p> <p>O-5 we do not need more cars, more people.</p> <p>5.they are not providing a new fire station that will serve mission valley.</p> <p>O-6 6. the owners , lessee, developer are members of the mission valley unified planning committee. these people should not have been able to use their positions to approve this project.</p> <p>sincerely mary j slupe mission valley community council</p>	<p>O-1. The PEIR addresses traffic impacts in Section 5.2, <i>Transportation/Traffic Circulation/Parking</i>, and concludes that the project would result in significant direct and cumulative traffic impacts. Mitigation measures are required to mitigate traffic impacts associated with the project. However, even with implementation of traffic mitigation measures, some impacts would remain significant and are not mitigable.</p> <p>Noise impacts are addressed in Section 5.5, <i>Noise</i>, of the PEIR. The PEIR concludes that the project would result in significant noise impacts associated with roadway internal to Quarry Falls, as well as operation of the relocated asphalt and concrete plants. Mitigation measures would be incorporated into the project to reduce impacts to below a level of significance. No significant noise impacts would occur in the off-site areas.</p> <p>Pollution emissions are addressed in Section 5.4, <i>Air Quality</i>, of the PEIR. The PEIR concludes that the project would result in significant air quality impacts associated with construction. Mitigation measures would be implemented to reduce these impacts to below a level of significance.</p> <p>O-2. The project access has been designed to allow efficient flow of traffic and has been accepted by the City Engineering section.</p> <p>O-3. The project proposes 620,000 square feet of office space.</p> <p>O-4. Comment noted. This comment expresses the opinion of the reviewer and does not address the adequacy and completeness of the PEIR.</p> <p>O-5. See response no. K-40.</p> <p>O-6. Comment noted. This comment expresses the opinion of the reviewer and does not address the adequacy and completeness of the PEIR. The City Councilmembers are the decisionmakers for this project and consider the recommendations of the Mission Valley Unified Planning Committee.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: Doug [mailto:Doug@wescotts.org] Sent: Friday, December 28, 2007 6:53 AM To: Mirrasoul, Marilyn Cc: 'Doug' Subject: FW: Project No. 49068</p> <p>Ms. Mirrasoul,</p> <p>Please accept this forwarded e-mail as a comment on the Quarry Falls DEIR.</p> <p>Sincerely,</p> <p>Doug Wescott</p> <p>Doug Wescott Chair, Serra Mesa Planning Group PO Box 23315 San Diego, CA 92123 858.361.8462 (Cell) www.serramesa.org/smpg</p> <p>-----Original Message----- From: Patti B Hall [mailto:fantmladee@juno.com] Sent: Tuesday, November 20, 2007 4:15 PM To: SMPG@SerraMesa.org Subject: Project No. 49068</p> <div style="border: 1px solid black; width: fit-content; padding: 2px; margin-bottom: 5px;">P-1</div> <p>No, No, NO!!! I have lived just about 1/8 mi. above Qualcomm and Friars Road since Jan. 1959. The last thing we need is more traffic on Friars and going down Mission Center Road.</p> <p>Patricia B. Hall 9388 Ronda Ave. San Diego, CA 92123 858/278-7634</p>	<p>P-1. Comment noted. This comment expresses the opinion of the reviewer and does not address the adequacy and completeness of the PEIR. No response is necessary.</p>

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COMMENT	RESPONSE
<p data-bbox="283 300 1050 324">Marilyn Mirrasoul - Quarry Falls Project Page 1</p> <p data-bbox="352 402 598 487">From: MA - H Price To: Mirrasoul, Marilyn Date: 11/27/2007 1:30:30 PM Subject: Quarry Falls Project</p> <p data-bbox="130 524 176 548">Q-1</p> <p data-bbox="352 508 972 609">We are realistic enough to know that this project will go forward in some fashion albeit we would just as soon see other utilization for the property, commercial and business structures would be preferable. The impact that this project implies is at best a developers money pot not a development that will enhance the experience of San Diego nor lessen the environmental impact on an already congested and dirty emissions area.</p> <p data-bbox="352 631 972 652">We definitely do not want a road connecting Phyllis Place with Friars Road as shown in the Alternative 4 .</p> <p data-bbox="352 672 420 693">Thank you,</p> <p data-bbox="352 712 676 734">Mary Ann and Harlan Price; 8232 Polizzi Place, 92123.</p>	<p data-bbox="1098 496 1965 553">Q-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

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COMMENT	RESPONSE
<p>From: Randy Berkman To: Doug; Aguirre, Michael; Edwards, Shirley; Fain, Nina; shermanlaw@aol.com; tmullaney@aol.com; gallt@att.net; joycenease@msn.com; stuartsr@aol.com; brandynlc@yahoo.com; cthompson3@san.rr.com cc: uhcdc@netzero.com; mjslupe@sbcglobal.net; savewetlands@cox.net; peugh@cox.net; ellenshively@sbcglobal.net; jimbaross@cox.net; c.a.moore@sbcglobal.net; friarsroadvet@sbcglobal.net Subject: request for extension of Quarry Falls DEIR public comment period due to incomplete DEIR provided by</p> <p>Ms. Mirasoul:</p> <p>R-1 The first page of the QF DEIR air quality chapter (pdf page 297) states: "The air quality analysis is summarized in this section, and the entire report is included as Appendix C to this Program EIR." The DEIR Table of Contents (pdf p. 21) lists this and other technical studies (like traffic, biology) as part of the DEIR. The CD sent me by the City does not have these technical studies; and therefore I do not have a copy of the complete DEIR.</p> <p>R-2 Under CEQA, the public comment period must be re-scheduled After the public is provided with a copy of the complete DEIR. At least a 30 day comment period should occur once the public has the complete DEIR. However, for a project that proposes to add about 1/2 to 2/3 amount of Mission Valley's current 18,000+ population (8300 to 12000+ depending on projections), a longer public comment period appears warranted--due to the magnitude and controversy surrounding this proposal as well as the large amount of pages to review (576 with incomplete DEIR).</p> <p>R-3 Also, I have not heard back from you regarding 2 sets of questions emailed.</p> <p>R-4 Again, how many acres of site is steep hillside? The MVPDO does refer to there being steep hillsides on site and they are currently excluded from the ADT allowance by the PDO which now applies to this land. So this is essential information for the public and decision makers--as is the 140 ADT/acre now allowed by the PDO. While the DEIR does state that a community plan amendment is being proposed to exceed the restriction of 140 ADTs/acre, the DEIR does not list the 140 ADT/acre restriction! Since this information is vital to the public and decision makers to determine the amount of intensity increases being proposed relative to the MVPDO and MVCP, why is this fundamental information omitted from the DEIR?</p> <p>Email reply requested.</p> <p>thanks, Randy</p> <p>You keep typing, we keep giving. Download Messenger and join the i'm Initiative now. http://im.live.com/messenger/im/home/?source=TAGLM</p>	<p>R-1. CEQA Section 15087 requires that the public be notified of the availability of the Draft EIR. The notice must include the location of where the EIR, including background material, may be reviewed. CEQA does not require that copies of the Draft EIR or technical appendices be provided to the public. However, the City of San Diego makes copies of the Draft EIR available to members of the public upon request. Nonetheless, Mr. Berkman was provided a complete set of the technical appendices upon request made to the City.</p> <p>R-2. The City of San Diego Municipal Code Section 128.0307 allows requests for extension of time to review EIRs only by recognized community planning groups or interested party, if there is no officially recognized community planning group. Specifically, LDC Section 128.0307 states:</p> <p><i>“The Planning and Development Review Director may approve a request from the affected officially recognized community planning group or interested party if there is no officially recognized community planning group for an additional review period not to exceed 14 calendar days. The additional time for review shall not extend the time for action beyond that required under law. The failure to allow additional time for review shall not invalidate any discretionary approval based upon the document for which the additional review time was requested.”</i></p> <p>On December 7, 2007, Mr. Doug Westcott, chair for the Serra Mesa Community Planning Group, requested an extension of time on behalf of his planning group. That request was granted and the public review period was extended until January 7, 2008.</p> <p>R-3. Comment noted. This comment references an e-mail that inadvertently had not been sent to EAS staff.</p> <p>R-4. See response nos. J-4 and K-12.</p> <p style="text-align: right; font-style: italic;">128.0307</p>

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<p>From: lisaware@aol.com [mailto:lisaware@aol.com] Sent: Wednesday, December 05, 2007 11:59 PM To: mmirrasoul@sandiego.gov. Cc: im-dicken@san.rr.com Subject: Project No. 49068/2005081018</p> <p>Hello. I wanted to stand up & be counted as one of the folks living in the neighborhood off of Phyllis Place. I think Mr. Sudberry has designed a lovely development - a rare and beautiful thing. I had a chance to page through the EIS. I liked the clever pictures showing the visual effect of the development. And I was impressed with the reams of traffic data. I notice that the connection to our neighborhood, while not preferred, is still mentioned as an alternative. So, I just want to register that this alternative would be hugely inconvenient for our neighborhood, as well as being counter to our longstanding Serra Mesa Community Plan. Another resident, Dicken Hall, put two facts together that were in the report - current traffic on Phyllis Place and the expected traffic if the connection were to be put through. According to the EIS, current traffic is about 2760 trips per day. The Phyllis Place connection alternative would increase this to about 24,855 - almost ten times as many trips per day! I can't even fathom the congestion that would occur. We'd all be crawling out of our neighborhood. Please bear in mind that Phyllis Place is the ONLY route out of our neighborhood. We have NO alternative routes we could take to avoid this huge onslaught of cars. I'm already sad that my commute will increase due to 2 new traffic signals at the off-ramps. Please do not add another signal AND a huge pile of cars between me & the freeway. Thanks. -Lisa Lisa Tansey 2364 Greenwing Drive San Diego, CA 92123 Below is the excerpt from my fellow neighbor's email, in case he hasn't sent it to you directly.</p> <p>The other alternative, the one that would be the worst for all of us 218 family units, is the one to which I earlier alluded, the "Road Connection to Phyllis Place - Alternative 4". As far as it is written, it portrays the fact that this desire of the MVPG, of providing a connection through the project to Phyllis Place, creates a conflict with the SMCP. It also states that: "...due to the different distribution of traffic associated with the Phyllis Place connection, some impacts in the Mission Valley community would be eliminated or reduced. More impacts to freeway segments would occur under this alternative." This is true; however, this statement directly follows this one: "This alternative would impact roadway segments and intersections similar to the proposed project". This statement definitely is NOT TRUE!! The project as proposed has <u>no</u> connection to Phyllis Place, nor does the desired alternative, so there would have to be some additional impact to our only point of access, but how much? In the EIR's table of traffic counts, it shows that Phyllis Place, as currently</p>	<p>S-1. Comments noted. The Phyllis Place road connection would add approximately 27,000 trips to 450 feet of Phyllis Place between the proposed connection and the I-805 interchange. It would add approximately 1,000 trips to Murray Ridge Road north of the I-805 interchange to the Serra Mesa community. Feasible mitigation has been identified in the PEIR for impacts to these roadway segments and intersections which reduces project impacts to below a level of significance. After project mitigation, the interchange would operate at an acceptable level of services.</p> <p>The road connection alternative requires the installation of a new signal at the intersection of Phyllis Place and Franklin Ridge Road. The level of service at this intersection (LOS A in both the AM and PM Peak for all project phases) and the Phyllis Place segment south of the I-805 southbound ramps (Phase 2 - LOS B; Phase 3/4 - LOS C; Horizon Year - LOS - D) is acceptable at both these locations. In addition, the coordination of the signals at the interchange will further improve the flow of traffic.</p> <p>S-2. The PEIR describes project alternatives with and without access via Phyllis Place. The PEIR has identified specific mitigation for both the "with" and "without Phyllis Place" alternatives that is appropriate for the different traffic volumes anticipated under each scenario (see also response to comment nos. E-10 and WW-9).</p>

S-1

S-2

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<p data-bbox="132 402 201 440">S-3</p> <p data-bbox="270 293 1035 591">exists, has about 2,760 trips per day (Table 5.2-1, on page 5.2-7 of the EIR). Elsewhere in the report, there is a casual statement that: "Once constructed, approximately 1/3 of the project traffic would be expected to use the road connection to get to I-805 and beyond." (Traffic / Circulation / Parking paragraph of Environmental Analysis on page 10-31 of the EIR). Since the projected daily traffic for Quarry Falls is 66,286, then 1/3 of that, or 22,095 vehicles, would be traveling Phyllis Place every day in addition to the current 2,760. That means that Phyllis Place would be loaded with a devastating 24,855 vehicle trips <u>every day</u>, or nearly NINE TIMES the current traffic. If you think that the 5 o'clock traffic on the bridge, with maybe 2 dozen cars waiting to go south on I-805 is bad now, just imagine a nine-fold increase – all on <u>our</u> side of the southbound ramp.</p>	<p data-bbox="1100 407 1451 435">S-3. Please see response no. S-1.</p>

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<p style="text-align: right;">Page 1 of 1</p> <p>Mirrasoul, Marilyn</p> <hr/> <p>From: Monacomary@aol.com Sent: Thursday, December 06, 2007 11:06 PM To: Mirrasoul, Marilyn Subject: re: Quarry Falls Development - Project 49068</p> <p>Ms. Mirrasoul -</p> <p>My question about this development is:</p> <p>Has anyone driven through Mission Valley lately?</p> <p>The traffic is impossible so just how are the people who will live in Quarry Falls to travel on the only major road ... Friars Rd.?</p> <p>T-1 I live in Fashion Valley and abhor the planning(?) that has gone into the entire development in the Valley. How can it be worse? If Quarry Falls is in fact given the OK of the council it would mean the end of any travel and make living here impossible. And I fear there is not a project that has not been passed by the council. With all the condo/apartment projects over the past 15 years the truth is the impact on the Valley has been horrible.</p> <p>I also think the ubiquitous Chargers are still hanging around coveting Qualcomm Stadium and all their "interest" in Chula Vista and National City nothing but a smokescreen until they can "get to" the mayor and council ... once again.</p> <p>What exactly goes into an environmental impact ... does it have anything to do with the quality of life that is left for us poor human beings?</p> <p>I implore you to stop this travesty.</p> <p>Mary McMillan 5805-2112 Friars Rd. San Diego CA 92110</p> <hr/> <p>Check out AOL Money & Finance's list of the hottest products and top money wasters of 2007.</p>	<p>T-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

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COMMENT	RESPONSE
<div style="border: 1px solid black; width: 40px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 10px;">U-1</div> <p>From: Doug [mailto:Doug@wescotts.org] Sent: Friday, December 28, 2007 6:59 AM To: 'MYRA WEBB'; Mirrasoul, Marilyn Subject: RE: Project No. 49068, Quarry Falls</p> <p>Ms. Webb,</p> <p>Thanks for your comments, and your attendance at the SMPG meeting in December. I am forwarding your comments on to Marilyn Mirrasoul with City Staff, who is coordinating the DEIR review, per your request.</p> <p>Sincerely,</p> <p>Doug Wescott</p> <p>Doug Wescott Chair, Serra Mesa Planning Group PO Box 23515 San Diego, CA 92123 358.361.8482 (Cell) www.serramesa.org/smpg</p> <p>-----Original Message----- From: MYRA WEBB [mailto:myra8952@sbcglobal.net] Sent: Monday, December 10, 2007 5:42 PM To: doug@wescotts.org Subject: Quarry Falls</p> <p>Hello, Doug,</p> <p>In case I don't make it to Thursday's meeting, I wanted to give my 2 cents' worth to the SMPG on Quarry Falls.</p> <p>I attended the workshop last May sponsored by Sudberry Properties. I was very favorably impressed that they brought in Fred Kent and his group, Project for Public Spaces, to make a presentation and to work with the attendees. Before I retired from UCSD, I participated in a couple of planning committees for campus buildings and have attended several such workshops. The conduct and quality of the Quarry Falls workshop was absolutely the best of them all.</p> <p>I have also been impressed, then and since, by the attitudes and desires expressed by the Grant family and Sudberry Properties (e.g., at the last SMPG meeting) to "do it right" and produce a high quality, sustainable, and affordable development. They may be fooling me, but I believe they are knowledgeable, competent people of integrity and believe they will deliver what they say they will.</p> <p>I've read the 10-page summary section at the beginning of the draft EIR. And, of course, the letters to the editor in the SD Union-Tribune, which I believe to be largely, if not totally, uninformed and which seem to express the usual knee-jerk reactions. Of course this development will have many impacts on the surrounding area, but I, for one, feel that the mitigation measures planned are entirely reasonable.</p> <p>Let's face it -- this property will be developed. I would far prefer that it be done by Sudberry Properties in accordance with the plan put forth, than to have some other developer who is only interested in profits come in and do it.</p> <p>My two cents' worth.</p> <p>Myra Webb</p>	<p>U-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

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COMMENT	RESPONSE
<p>From: Doug [mailto:Doug@wescotts.org] Sent: Friday, December 28, 2007 7:02 AM To: 'Brad Savall'; Mirrasoul, Marilyn Subject: RE: Project No. 49068, Quarry Falls EIR</p> <p>Brad,</p> <p>Thank you for your comments and attendance at the December SMPG meeting. I am forwarding your comments on to Marilyn Mirrasoul, DEIR Comments Coordinator at the City.</p> <p>Thanks,</p> <p>Doug</p> <p>Doug Wescott Chair, Serra Mesa Planning Group PO Box 23315 San Diego, CA 92123 858.361.8462 (Cell) www.serramesa.org/smpg</p> <p>-----Original Message----- From: Brad Savall [mailto:bsavall@san.rr.com] Sent: Tuesday, December 11, 2007 11:01 PM To: SMPG@SerraMesa.org Subject: Quarry Falls EIR</p> <p>Dear SMPG,</p> <p>I am writing in response the the environmental impact report (EIR) on the proposed Quarry Falls development in Mission Valley.</p> <p>I am concerned about the proposed water usage impact of this planned development. A concern that is justifiably heightened due to the recent voluntary cutbacks that have been requested across the county of San Diego.</p> <p>The key number that I would like to bring to your attention is 151 gal/person/day (gpd). According to the San Diego County Water Authority (SDCWA) that is how much water the average San Diegan uses each day</p>	<p>V-1. Comments noted.</p>

V-1

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<p data-bbox="310 269 1010 337">for indoor (54 gal) AND outdoor (97 gal) use. This statistic is available at the SDCWA website:</p> <p data-bbox="310 367 806 386">http://www.sdcwa.org/about/faqs.phtml#wateruse</p> <p data-bbox="132 428 176 448">V-2</p> <p data-bbox="310 415 1056 555">The Quarry Falls project has the potential to be a model water use development for the City of San Diego. On page 5.12-6 they estimate that water usage will be 150 gpd; the current San Diego average. Using the current technologies, it should be able to be well below the current city wide average for water use; they should set a new standard in water conservation.</p> <p data-bbox="310 581 1052 799">In the Quarry Falls EIR on page 3-4 the stated objective is to "Encourage sustainability in design to foster 'green' development that reduces project energy needs and water consumption." However, in the Quarry Falls EIR, they state that there is no impact on water usage. When the Sudberry representative was asked about this during a recent local meeting (10/18/2007), he told the audience that the current water use at the quarry was negligible, and that the Quarry Falls project would increase the water use substantially.</p> <p data-bbox="310 824 1056 1019">I am at a loss to explain how the EIR does not list water usage as a significant impact when the site will go from "negligible" water use to over 2.4 million gallons per day. Page 5.12-6 of the EIR states that "There is adequate capacity within this system to serve the proposed project." Just because there is sufficient water pressure and big enough pipes, does not mean that the proposed development does not have an impact on water use. An increase of 2.4 million gallons a day is significant!</p> <p data-bbox="310 1045 1026 1114">If possible, I would like to request that the water use impact of the proposed Quarry Falls development be an item of discussion at a future meeting. Please let me know if this is possible.</p> <p data-bbox="310 1140 485 1159">Sincere Regards,</p> <p data-bbox="310 1185 537 1260">Brad M. Savall, Ph.D. 9512 Ronda Avenue San Diego, CA 92123</p>	<p data-bbox="1098 406 1969 581">V-2. In accordance with Senate Bill 610, the City of San Diego prepared a Water Supply Assessment (WSA) for the Quarry Falls Project. The assessment, prepared in August 2007 and updated in October 2007, concludes there will be sufficient water supplies to serve the build-out of the project. The WSA relies upon the City's <i>Water Department's 2005 Urban Water Management Plan</i> approved by the City Council on September 11, 2006.</p> <p data-bbox="1171 613 1969 760">The water use estimate of 150 gallons per day for the Quarry Falls project employed by the PEIR is a conservative estimate. The project design features and best management practices incorporated into the Quarry Falls project will conserve water and improve water use efficiency. These project design features are discussed in Section 5.12.2, in the Public Utilities section.</p> <p data-bbox="1171 792 1969 1269">The significance determination threshold applied by the City of San Diego asks, "[w]ould the proposed project result in the need for new or expanded public facilities including those necessary for water, sewer, storm drains, solid waste disposal, and the provision of energy? If so, what physical impacts would result from the construction of these facilities?" (Section 5.12.2, Issue 1). Although the Quarry Falls project would rely in part on new or expanded water supply projects due to its connection to the integrated water supply system, no particular water supply project would be constructed to serve the Quarry Falls project. Furthermore, the environmental impacts of such new and expanded water supply projects have been studied in previously certified environmental documents, or the planning for such projects is too preliminary to permit reasoned analysis in this PEIR at this time. Finally, the Water Supply Assessment and other supporting water agency reports conclude that there would be a sufficient water supply to serve the project. Therefore, the Quarry Falls project would have a less than significant impact on the water supply system.</p>

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COMMENT	RESPONSE
<div style="border: 1px solid black; width: fit-content; padding: 2px; margin-bottom: 10px;">W-1</div> <p>From: ed buselt [mailto:ebuselt@san.rr.com] Sent: Wednesday, December 12, 2007 8:40 AM To: Mirrasoul, Marilyn Subject: Project number 49068</p> <p>I looked over the draft of the environmental impact statement for the Quarry Falls project. I live in the Hye Park Complex at 5838-B Mission Center Road, 92123. home 858-576-8528, work 858-677-0364. In general, I like the concept of the Quarry Falls project. I feel it would be an improvement to Mission Valley over the present rock quarry and concrete facility. It would be more crowded but that's the price you pay to live in the city. We should continue to move forward with the project. My wife goes for a walk every day and with the completion of Quarry Falls another safe, attractive area to walk would be provided. We also go out to eat in restaurants often and the project would possibly attract some more quality restaurants to the Mission Valley area which would please us.</p> <p>We need to do everything we possibly can to mitigate the increased traffic that will impact Friars Road and Mission Center Road. I would like you to give serious consideration to option 4 to have an access road to Phyllis Place and hopefully to the 805 freeway there.</p>	<p>W-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

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COMMENT	RESPONSE
<p>From: Robert Garner [mailto:rgarner2@san.rr.com] Sent: Wednesday, December 12, 2007 5:28 PM To: Mirrasoul, Marilyn Cc: smpg@serramesa.org Subject: Quarry Fall EIR Comments</p> <p>I present the following comments to the Quarry Falls EIR:</p> <p>X-1 Page 3-17 notes that "17.5 acres of population-based park would be provided by the project. The remaining requirement for population-based community park area would be satisfied by the payment of Development Impact Fees." There is adequate acreage within this project to support the park requirements and I see no reason why this requirement should not be met. Additionally or alternatively, what would the City of San Diego accomplish with these fees that would take the place of park space?</p> <p>X-2 At a Serra Mesa Planning Department meeting, a Quarry Falls representative stated that the parks in Quarry Falls would be open to use by Serra Mesa residents. I think this should be documented, memorialized, and made a part of the Quarry Falls EIR.</p> <p>X-3 The water features at the north end of the site rely on precipitation runoff and would not exist during dry periods. This should be noted so the public is not led to believe these features would be present year around.</p> <p>Thank you for this opportunity to participate in this process.</p> <p>Robert Garner 8859 Sandmark Avenue San Diego CA 92123</p>	<p>X-1. See response no. K-49.</p> <p>X-2. As a condition of the Master Planned Development Permit, public parks and park areas with public access easements would be available for use by the public, including Serra Mesa residents.</p> <p>X-3. Comment noted. The waterfall would be a manufactured water feature designed using influences from the upper San Diego River that provides a linkage to the history of the site as a rock and gravel quarry and is part of a symbolic connection to the river. The waterfall has been designed to be self-contained with a recirculating system to minimize water usage and loss; water usage for this area was conservatively estimated based upon the park usage rate of 4,000 gallons per day per acre. However, the waterfall could also be integrated to the stormwater treatment system, independent from the self-contained system, which would divert runoff from precipitation that has been treated to the maximum extent practicable. Flows diverted over the waterfall would be captured at the base of the falls into the stormwater system. These two options will allow flexibility to implement the waterfall based upon the availability of a particular water source and input from the community.</p>

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COMMENT	RESPONSE
<div style="text-align: right; margin-bottom: 10px;">Page 1 of 2</div> <p>Mirrasoul, Marilyn</p> <hr style="border: 0.5px dashed black;"/> <p>From: William Graham [bgraham5@san.rr.com] Sent: Sunday, December 16, 2007 5:07 PM To: Frye, Donna; Atkins, Councilmember; Mirrasoul, Marilyn Subject: comment re potential road onto Phyllis Place</p> <div style="border: 1px solid black; width: 30px; height: 20px; display: inline-block; text-align: center; vertical-align: middle; margin-bottom: 5px;">Y-1</div> <p>I adamantly agree that the proposed road from Quarry Falls to Phyllis Place Road will be a disaster for the Serra Mesa community as a whole and decimate the 200 homes above Quarry Falls and to the West of 805. Quarry Falls provides nothing to Serra Mesa. It is a Mission Valley project. If Mission Valley residents and Businesses desire the addition of 4000 + homes (and I don't believe they do) Then let them have it. But the project should not be allowed to negatively effect Serra Mesa. This project, in reality, brings nothing to Serra Mesa but problems if the road goes in. Serra Mesa gets no D.I.F. funds and only servers as a band aide to miserable traffic problems in Mission Valley. Sincerely William M. Graham 8377 Abbotshill Road Serra Mesa Resident and Home Owner, Registered Voter 858-560-4209 92123</p>	<p>Y-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

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COMMENT	RESPONSE
<p>From: tomaseb@aol.com [mailto:tomaseb@aol.com] Sent: Wednesday, December 12, 2007 11:20 AM To: Mirrasoul, Marilyn Cc: Tomaseb@aol.com</p> <p>Subject: Project No. 49068/2005081018</p> <p>To Marilyn Mirrasoul, Environmental Planner, City of San Diego Development Services Center</p> <p>From Serra Mesa resident Tom Leech</p> <p>Ref: Quarry Falls Draft Environmental Impact Report (EIR) dated November 1, 2007</p> <p>Section: Road Connection to Phyllis Place - Alternative 4</p> <p>The EIR's Alternative 4 potential road connection directing vehicle traffic from the proposed Quarry Falls (QF) <u>and also other traffic from Friars Road</u>, vastly downplays the hugely negative effect such a road would have on Phyllis Place traffic movement and the QF development itself. The EIR estimate projects that:</p> <ul style="list-style-type: none"> - 1/3 of QF residents would use this road, - leading to a nine times traffic increase of vehicles coming onto Phyllis Place for access to I-805 - that this impact would not be major. <p>I suggest this analysis and conclusions are faulty, because:</p> <ul style="list-style-type: none"> - The forecast of only 1/3 QF residents using the access road is likely to be way low. And many QF homes are likely to have multiple vehicles. - The bulk of these coming onto Phyllis Place would be at peak rush hours, creating major backups and traffic jams at the access roads - It seems to ignore previous forecasts that many other Friars Road residents, plus other vehicles coming down Texas Street would be likely to drive over to and up through the QF project for I-805 access. - The term "vehicles' coming up the road is more than just autos, but many will be trucks of various sizes. And the road up has a significant and steady rise upward, creating constant stop-and-go, with heavy pollution and noise. 	<p>Z-1. Please see response no. S-1.</p> <p>Z-2. The forecast modeling from the SANDAG/City of San Diego model shows that approximately 8,500 non-project related daily trips would travel through the site if the connection were made. This is accounted for in the traffic study analysis.</p> <p>Z-3. The potential for air quality impacts on localized roads and intersections was addressed in the Air Quality Technical Report. According to Caltrans' guidance document, the ITS Transportation Project-Level Carbon Monoxide Protocol, the key issue with vehicle congestion is the potential for CO "hot spots". That is because as speeds decrease, emissions of CO increase. The EMFAC2007 model estimates emissions from vehicles based on the speed of travel of the vehicle in miles per hour. The CO "hot spots" analysis addressed the potential for an exceedance of the CO standards by taking into account emissions based on the slowest speed possible (1 mile per hour). This is a conservative approach because it assumes that all traffic would have emissions at an emission rate (in grams per mile) based on the slowest possible speed; thus the emissions were assumed to be at their highest levels. The CO "hot spots" analysis took into account a mix of vehicles from light-duty autos to heavy-duty trucks. The CO "hot spots" analysis indicated that the project's traffic, plus cumulative traffic from existing and future growth, plus the background CO concentrations would not result in an exceedance of the ambient air quality standards for CO.</p> <p>Z-4. Noise impacts are analyzed in Section 5.5 of the PEIR. The Noise analysis is based on traffic volumes from the proposed project, as well as traffic on external roadways and traffic traveling through the project. Section 5.5 includes measures required to mitigate noise that exceeds City standards based on vehicular noise levels.</p>
Z-1	
Z-2	
Z-3	
Z-4	

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<div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">Z-5</div> <p>All this clearly suggests a major negative impact on Phyllis Place and for long-term residents whose only access out of the Abbots Hill area is via Phyllis Place. This will transform what has long been a desirable community into a community with major traffic congestion inflicted on it.</p> <div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">Z-6</div> <p>Finally, the <u>effect on the QF residential attraction will be enormously negative</u>. Who would want to buy or live in a condo right next to this potential road, with constant noise, congestion, pollution, foot traffic, and danger? No way would I ever buy a QF condo anywhere near this proposed road, should it actually be approved..</p> <p>Concluding, this Alternative 4 is a complete loser and should be totally eliminated as a potential option.</p> <p>Thomas Leech</p> <p>8387 Abbots Hill Road, San Diego, CA 92123</p> <p>858-650-0810</p>	<p>Z-5. Please See responses no. S-1 and S-2.</p> <p>Z-6. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

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COMMENT	RESPONSE
<p>From: Eric Sanderman [mailto:eric@enscpa.com] Sent: Wednesday, December 12, 2007 8:19 AM To: Mirrasoul, Marilyn Cc: michelles@nnj.com Subject: Quarry Falls Development Project - Comments</p> <p>Dear Ms. Mirrasoul:</p> <p>I have read the draft environmental impact report on the Quarry Falls Development Project and I want to thank you for your professional and unbiased analysis of the project. I'd like to add my comments, if possible, so that the readers of the report can know more about the thoughts of the neighbors and residents of Mission Valley and Fashion Valley.</p> <p>Of course, no one ever wants development to happen in their back yard. If it were up to me, my home would be bordered by a 10,000 acre park on all sides (publicly funded, of course). But that's not reality and I'm smart enough to understand the economics associated with a project this size.</p> <p>Nevertheless, I think the planners should take a hard look at what's already happened to Mission Valley and Fashion Valley to see if it makes sense to continue flooding the area with ever more homes, cars and commercial space. Already, on any given day, Friar's road can be most closely compared to a parking lot during several hours each morning and afternoon. All of the roads carrying traffic into and out of this area are bumper to bumper traffic during rush hour each day and on any busy holiday. During the months of November and December, the 1 mile trip on Friars road from Mission Center road to the Fashion Valley mall can easily take 45 minutes. Also, every sporting event at Qualcomm Stadium floods the area with thousands more cars.</p> <p>How can any reasonable person think that adding nearly 5,000 homes and 1.2 million square feet of retail, office and business space would be anything but a choking traffic nightmare in an area that's already oversaturated? Even adding the new road connectors proposed in the plan would have only a marginal impact on this new traffic. Not all of those folks will enter and leave the Valley on 805. Plus, the new business space will attract thousands more cars and commuters into the area. I believe this area is already at 110% of capacity.</p>	<p>AA-1. Comments noted. Special events at Qualcomm Stadium generally occur off-peak (Saturdays and Sundays) when commuter traffic is minimal and overall traffic conditions do not reflect normal conditions. Holiday traffic associated with Fashion Valley Mall occurs at several times throughout the year. These conditions also do not reflect normal conditions. These trips are also leisure trips versus commuter trips and if congestion due to the Fashion Valley Mall becomes high enough it will cause travel behavior to change. Trips associated with commuters do not have the same flexibility. The Traffic Impact Analysis includes the existing conditions analysis based on normal traffic conditions experience in the study area as presented in the Program EIR Section 5.2, <i>Traffic/Circulation/Parking</i> and the projected traffic impacts based upon the implementation of the project.</p>

AA-1

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COMMENT	RESPONSE
<p data-bbox="275 253 1016 375">San Diego, because of its unique geography will always have some scarcity of homes. That's the nature of any resort community. But flooding the Mission Valley area with homes to the point where the area is simply unlivable won't solve San Diego's housing problem but it will reduce the value of the homes already there by creating traffic nightmares, noise, and pollution.</p> <div data-bbox="107 396 224 441" style="border: 1px solid black; padding: 2px; width: fit-content;">AA-2</div> <p data-bbox="275 440 1016 561">Please vote for an alternative development that leaves this quarry area as open reclaimed parkland or a low density neighborhood that would have minimal impact on the area. The folks who operate that property have already made millions by mining the natural resources there. Let's return the area to a more natural state and move forward with a more livable Mission Valley.</p> <p data-bbox="275 626 352 651">Thanks,</p> <p data-bbox="275 670 317 695">Eric</p> <p data-bbox="275 761 590 786">Eric N. Sanderman - Homeowner</p> <p data-bbox="275 807 468 831">7960-A Sevan Court</p> <p data-bbox="275 850 480 875">San Diego, CA 92123</p> <p data-bbox="275 941 407 966">914.319.4684</p>	<p data-bbox="1098 406 1965 643">AA-2. Comments noted. The PEIR addresses project alternatives, including alternatives which would result in less development on the project site (the No Project/No Build Alternative: Continuation of Approved Conditional Use Permit/ Implementation of Approved Reclamation Plans; the No Project/Continuation of Existing Plan Alternative: Build-out Under Community Plans; and the Reduced Density Alternative, all of which would result in some reduction of development when compared with the proposed project (see Section 10.0, <i>Alternative</i>, of the PEIR).</p>

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COMMENT	RESPONSE
<p>From: MARLENE COLVIN [mailto:mbcolvin@mindspring.com] Sent: Thursday, December 13, 2007 5:34 PM To: Mirrasoul, Marilyn Subject: Proposed Quarry Falls Project</p> <p>> The plan looks good. However we are strongly opposed to any road > connecting to Phyllis Place.</p> <p>> The EIR's Alternative 4 potential road connection directing vehicle > traffic from the proposed Quarry Falls (QF) and also other traffic > from Friars Road, vastly downplays the hugely negative effect such a > road would have on Phyllis Place traffic movement and the QF > development itself. ></p> <p>BB-1</p> <p>> The EIR estimate projects that: > - 1/3 of QF residents would use this road, > - leading to a nine times traffic increase of vehicles coming onto > Phyllis Place for access to I-805 > - that this impact would not be major. ></p> <p>> I suggest this analysis and conclusions are faulty, because: > - The forecast of only 1/3 QF residents using the access road is > likely to be way low. And many QF homes are likely to have multiple > vehicles. > - The bulk of these coming onto Phyllis Place would be at peak rush > hours, creating major backups and traffic jams at the access roads > - It seems to ignore previous forecasts that many other Friars Road > residents, plus other vehicles coming down Texas Street would be > likely to drive over to and up through the QF project for I-805 > access. BB-2</p> <p>> - The term "vehicles" coming up the road is more than just autos, but > many will be trucks of various sizes. And the road up has a > significant and steady rise upward, creating constant stop-and-go, > with heavy pollution and noise. ></p> <p>BB-3</p> <p>> All this clearly suggests a major negative impact on Phyllis Place > and for long-term residents whose only access out of the Abbots Hill > area is via Phyllis Place. This will transform what has long been a > desirable community into a community with major traffic congestion > inflicted on it. I was driving down Mission Center Road last night > and the traffic coming up the hill was bumper to bumper all going to > the 805 access -- this is now -- what would it be if QF traffic were > routed to 805 via Phyllis Place.</p> <p>> NO TO A CONNECTING ROAD.</p> <p>> BILL AND MARLENE COLVIN > 2383 SALISBURY DRIVE, > SAN DIEGO, CA 92123</p>	<p>BB-1. The number of residents estimated to use Phyllis Place was based on a distribution from a SANDAG/City of San Diego traffic model. This distribution was reviewed and approved by City staff..</p> <p>BB-2. Please see response to comment no Z-3 & Z-4.</p> <p>BB-3. With the addition of signals at Phyllis Place/ Franklin Ridge Road, Murray Ridge Road/ I-805 southbound ramp, Murray Ridge Road/ I-805 northbound ramp and Murray Ridge Road/ Mission Center Road all of the intersections will operate at acceptable levels of service and some will operate with less delay than existing conditions. However, if a road connection is provided vehicles from the Abbots Hill community are more likely travel through the Quarry Falls project site (0.8 miles) rather than travel north through the Murray Ridge Road/ Mission Center Road (1.7 miles) to access Mission Valley because it is a shorter route.</p> <p>The implementation of the Phyllis Place Road connection identifies the signalization of five intersections in Serra Mesa; Phyllis Place at Franklin Ridge Road; Phyllis Place at I-805 Southbound Ramps; Phyllis Place at I-805 Northbound Ramps; Mission Center Road at Murray Ridge Road and Pinecrest Avenue at Murray Ridge Road.</p> <p>With all improvements and mitigation completed, the Level of Service (LOS) at build-out of the project would be LOS C or better which would not result in significant delays and would improve safety at this intersections. In addition, Phyllis Place at I-805 Southbound Ramps and Mission Center Road at Murray Ridge Road are currently planned for signalization.</p>

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COMMENT	RESPONSE
<p>From: Michael & Marilyn Foster [mailto:mfooster@hyepark.org] Sent: Thursday, December 13, 2007 11:18 AM To: Mirrasoul, Marilyn Subject: Project 49068 Quarry Falls</p> <p>December 13, 2007</p> <p>Dear Ms. Mirrasoul:</p> <p>As a 16+ year resident of Hye Park my wife and I am very concerned about the impact of the Quarry Falls development on Mission Valley.</p> <p>I don't understand the trip analysis jargon in the PEIR but I have seen the rise in traffic volume on both Friars Road and Mission Center Road. Another 3,000 living units dumped in the valley will be detrimental to the valley both in traffic and air quality.</p> <p>The primary ingress and egress for this project is Mission Center Road which is to be widened. This will cause a disastrous traffic mess.</p> <p>There is talk of another entrance on Phyllis Place. Forget it! Donna Fry and the Serra Mesa resident will never allow that.</p> <p>Think of the gallons of diesel fuel used to build the project. Then think of the gallons of gasoline burned by the over 3,000 vehicles housed in the completed development. Welcome again to a stinky choking yellow haze that will settle in our valley.</p> <p>Quarry Falls does not belong in Mission Valley! Please stop it now!</p> <p>Sincerely ,</p> <p>Michael R. Foster</p> <p>7960-B Sevan Court</p> <p>San Diego, CA 92123</p>	<p>CC-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

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COMMENT	RESPONSE
<p style="text-align: right;">Page 1 of 1</p> <p>My VistaPrint Electronic Business Card</p> <p>Mirrasoul, Marilyn</p> <hr/> <p>From: Carolina Shreve- The RIBOC Group [cshreve@san.r.com] Sent: Friday, December 14, 2007 1:56 PM To: Mirrasoul, Marilyn Subject: Project # 49068 (Quarry Falls Project)</p> <p>DD-1 I am responding to the proposed development of Quarry Falls project. I both live and work in Mission Valley. Actually my residence is directly across from the Quarry Falls project as I live in Hye Park located on the 5800 block of Mission Center Road.</p> <p>I am not an anti-development person. I would welcome new shops, restaurants, and neighbors with open arms if it not for the traffic congestion that already exists and can only get worse from this development without the proper improvements to the major arteries that feed the Mission Valley area. Let me be blunt the improvement proposed by the developers of this project fall so far short of the minimum that is necessary that I am actually scared that this would even be consider as satisfactory.</p> <p>DD-2 I have read through the proposal and I was shocked at what the people believe acceptable traffic conditions (LOS of A, B, C, and D). First, there are some stats that are truly flawed. For example on page 5.2-7 it gives the Metropolitan Dr to Mission Center Road an LOS =A which is great isn't it? That is not true, that intersection is jammed between 5-6pm enough so that people begin to cheat and go through the private shopping center roads which isn't metered but let me put an LOS = F for the Ralph's grocery store parking lot. Isn't this really a bypass which isn't metered but a stat that should be added to calculation of this artery?</p> <p>DD-3 The report also gives a LOS of "A" to the Friars Rd/Mission Center Rd Westbound PM intersection. This is absolutely CRAZY. Anyone living down here knows that the northbound Mission Center Road cars jam the westbound onramp to Friars road so that the lucky southbound Mission Center Road motorists are STUCK for about 2-3 lights just to pass through. That gets and "A"? These grades are very, very generous in their assignment. What is really needed is for real live people to come out here and see what tremendous traffic jams currently exist without this development.</p> <p>DD-4 I am not saying the development should not be built. It should if they could solve the traffic situation. Right now they are not solving it but adding to it. They are adding more traffic than they are taking out by a large amount. Based on their proposal as it stands right now, the only way I see to solve this problem is to have no entrances or exits from Quarry Falls Project from Friars Road AND Mission Center Road which leaves only Phyllis Place for entry and exit of the development. I don't think the developers would go for that because it would inconvenience and thus slow down the success of their project (i.e. MONEY). But as they have it now, they will build and sell their project and leave the massive traffic problem to us the residents and workers and thus inconvenience us for decades to come. So whose inconvenience is more important and valued the developers or the residents and workers? An approval for this project as it stands would be a big seal of approval for the developer and a slap in the face to all of us Mission Valley residents and workers.</p> <p>DD-5</p> <p>DD-6 Please withhold your approval on this project until a true and accurate traffic congestion study can be done. This is the only fair vote that can be cast. I am not saying that it should not be built but this proposal is unacceptable and it is time for the developer to go back to the table. They need to over-solve the traffic problem as these studies truly underestimate the traffic congestions and conditions in Mission Valley. Again, the only solution is to over-solve the underestimated traffic problem and bring a better plan to the community.</p> <p>Sincerely, Carolina Shreve 5854 Mission Center Rd # C San Diego CA 92123</p>	<p>DD-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p> <p>DD-2. The LOS A referenced by the commenter (page 5.2-7 of the PEIR) is for the existing roadway segment of Mission Valley Road between Metropolitan Drive to Mission Center Road. The existing LOS A for this roadway segment reported by the TIS is a level of service for a full 24-hour period and not for a peak hour period. The intersection of Mission Valley Road and Mission Center Road operates at a LOS B per the TIS. The calculation of Level of Service is a quantitative measure of a roadway's or intersection's operating performance and the motorists' perception of roadway performance; LOS B represents stable flow, more restrictions, and operating speeds beginning to be affected by traffic volume. In this case, the commenter's perception of LOS is worse than the calculated LOS from the traffic study.</p> <p>DD-3. See response to comment no. DD-2.</p> <p>The level of service for the intersection in the PM peak is a LOS B and is projected to operate at a LOS B in the horizon year; no significant impacts occur. In addition, the queuing analysis for the PM peak period indicates there is no queue. The commenter may be relaying their experience for a specific time period while the calculation of level of service reflects peak usage over a longer peak period. This could possibly account for the commenter's perception that the level of service is worse than the calculated LOS.</p> <p>DD-4. Comment acknowledged. The PEIR addresses traffic impacts in Section 5.2, <i>Transportation/Traffic Circulation/Parking</i>, and concludes that the project would result in significant direct and cumulative traffic impacts. Mitigation measures are required to mitigate traffic impacts associated with the project. However, even with implementation of traffic mitigation measures, some impacts would remain significant and are not mitigable.</p> <p>DD-5. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR. .</p>

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	<p>DD-6. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

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<p style="text-align: right;">Page 1 of 1</p> <p>Mirrasoul, Marilyn</p> <hr/> <p>From: William Graham [bgraham5@san.rr.com] Sent: Wednesday, December 12, 2007 1:33 PM To: Mirrasoul, Marilyn Cc: Marco (sudberry) Sessa Subject: Quarry Falls</p> <p>This idea of a 4 lane road from Mission Valley through the Quarry Falls proposed development to the small bedroom community of Serra Mesa, Phyllis Place / hwy 805 intersection is a potentially dangerous and disastrous mistake. There is no reason to even build the development if this road is necessary. Serra Mesa's roads are small and even stadium events turn Murray Ridge into a freeway.</p> <p>EE-1 I believe there area of Quarry Falls was originally designated as Serra Mesa and suddenly one day was part of Mission Valley. Since that fact can not now be changed I believe Serra Mesa would never allowed such a large development to be approved and it is a fact that the previously proposed road was vetoed down by the planning commission. Mission Valley residents have allowed terrible over development Now they have allowed another boondoggie. IT IS NOT FOR THE RESIDENTS OF SERRA MESA TO SUFFER FOR THE MISTAKES OF MISSION VALLEY.</p> <p>EE-2 I believe that it has said that the road would bring at least 20,000 vehicles a day to Serra Mesa. The noise of the stop and go of the vehicles at the proposed 4 stop lights would be intolerable in itself. Also causing huge traffic jam's during peak hours. and turning access for the residents of Serra Mesa into a nightmare.</p> <p>EE-3 The race home from Mission Valley up Mission Center Road to 805 is already a major problem and I dare you to walk the bike line on the east side of that road. Adding over 4000 homes with 2 cars each, trying to evacuate and race back including those trying to get in and out of Mission Valley by using 805 and Phyllis Place would destroy our community.</p> <p>If Mission Valley wants Quarry Falls Development they can have it. But they can not bring misery into Serra Mesa for their mistakes. If that Road remains in the plans for Quarry Falls the residents of Serra Mesa will take every effort to stop the development and until there is a home built in the middle of the proposed road it's a deal breaker for Serra Mesa Residents in my opinion.</p> <p>William M. Graham 8377 Abbots Hill Road San Diego Ca 92123, Serra Mesa Resident home owner</p> <p>No virus found in this outgoing message. Checked by AVG Free Edition. Version: 7.5.503 / Virus Database: 269.17.0/1180 - Release Date: 12/10/2007 2:51 PM</p>	<p>EE-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p> <p>EE-2. Please see responses no. S-1, S-2, and BB-3.</p> <p>EE-3. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: right;">Page 1 of 2</p> <p>Mirrasoul, Marilyn</p> <p>From: Kevin Mattison [krmattison@gmail.com] Sent: Sunday, December 16, 2007 10:10 PM To: Mirrasoul, Marilyn Subject: Comments on Quarry Falls project (Project No. 49068, SCH No. 2005081018)</p> <p>Attn: Marilyn Mirrasoul, Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego CA 92101</p> <p>Comments on Quarry Falls project (Project No. 49068, SCH No. 2005081018):</p> <p>As residents of Serra Mesa, adjacent to the proposed Quarry Falls project on the North side, we have several concerns about plans for development of this property. We find that the DEIR (Draft Environmental Impact Report) is lacking in several areas on determining the impact this project will have on our Serra Mesa neighborhood:</p> <p>1) Crime: In it's current condition (a securely guarded quarry), foot traffic up to Serra Mesa from Mission Valley is nearly impossible. Once the Quarry Falls project begins, it will be possible for foot traffic to enter Serra Mesa (it will even be encouraged by trails and pedestrian accessways, and a park on the North end). Mission Valley has a statistically higher crime rate than Serra Mesa. Nither the DEIR nor Sudberry Properties indicate what measures will be taken to ensure that Serra Mesa remains secure once this new access route is in place.</p> <p>The DEIR says that the effects of the development could be mitigated by increasing the police force by 23 officers and 8 civilian staff. The DEIR indicates that the project would fund the estimated start up costs for equipment for the additional officers, but does not mention funding start up costs for the civilian staff. Also, the project would not pay for the (much larger and ongoing) costs of police salaries. The DEIR states that the actual effect of the project depends on City funding to the police department and how resources are allocated to this area. Thus, the project relies on the City's budget to fund the ongoing police needs generated by the development.</p> <p>2) Traffic: Any of the proposals that involve a road up to Phyllis Place from Mission Valley are unacceptable and are in direct conflict with the Serra Mesa Community Plan (1977), which is much older than the Mission Vally Community Plan (1985). Although this road is not in the current Quarry Falls proposed development, it has been proposed in "Road Connection to Phyllis Place - Alternative 4". If allowed to be built, the DEIR indicates traffic would jump from 2760 to 22,095 vehicle trips per day -- that 9 times increase would most definitely have a huge impact on our neighborhood for the worse and lessen our quality of life.</p> <p>3) Parking: the DEIR concludes that parking CANNOT be mitigated, therefore parking will be at a premium in the Quarry Falls project. Undoubtedly residents of Quarry Falls will be tempted to park in Serra Mesa and simply take a short walk down the hill to their residence. More study needs to be done to determine how this will be prevented. Allowing this to happen will undoubtedly have a negative effect on our community.</p>	<p>FF-1. Comment noted. Existing case law has ruled "increased crime" is not a proper subject of a CEQA inquiry". The purpose of an EIR is to "Inform governmental decision makers and the public about the potential, significant effects of proposed activities" (CEQA Guidelines Section 15002), such as the Quarry Falls project. Effects analyzed under CEQA must be related to a physical change in the environment. Whether or not a project would result in an increase in crime is speculative and not addressed by an EIR.</p> <p>Pedestrian access from Mission Valley to Serra Mesa is achieved via Mission Center Road north to Murray Ridge Road. It is highly speculative to conclude the development of Quarry Falls, which would create pedestrian access to Serra Mesa to that already existing via Mission Center Road, would also result in an increase in crime rate. The most recent crime statistics for the year ending 2007 reflect the City's overall crime rate has decreased over the past several years, resulting in San Diego being one of the safest large cities in America.</p> <p>FF-2. See response no. S-1.</p> <p>FF-3. The PEIR does not conclude that parking cannot be mitigated. The PEIR concludes that the project would not have a significant impact on parking. Specifically, the draft PEIR (page 5.2-50) states:</p> <p style="margin-left: 40px;"><i>The project would provide parking in accordance with the City's parking requirements for the various uses being proposed. Significant impacts associated with on-site parking or off-site parking, which may affect the surrounding neighborhood, would not occur.</i></p>

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<p style="text-align: right;">Page 2 of 2</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 10px; width: fit-content;">FF-4</div> <p>4) Property Value: there doesn't appear to be any study indicating the effect on Serra Mesa property values of a large development next to our low density housing. Increases in crime, traffic, and parking will undoubtedly LOWER our property values in Serra Mesa.</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 10px; width: fit-content;">FF-5</div> <p>5) Noise: there doesn't appear to be any study on the effect of noise from the Quarry Falls on the Serra Mesa neighborhood above. The noise studies in the DEIR seem to deal only with on the effect of noise to Mission Valley, which is not the same. The Quarry Falls development proposes to drastically alter the land structure, building it up closer to Serra Mesa. We are concerned about an overall increase in the noise level of our Serra Mesa community from the proposed Quarry Falls project, both from construction and after construction is complete. We would like to know how the proposed development will affect our noise levels and any steps proposed to mitigate the noise. Also, we are concerned about noise generated by the optional school (e.g., bells, sirens).</p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 10px; width: fit-content;">FF-6</div> <p>6) Building low density housing near Phyllis Place: "Build-Out Under Community Plan Alternative 2" seems to propose constructing housing in the 6 acres in Serra Mesa on the North end of the property. We are concerned that, since this "Alternative 2" is not very well defined in the DEIR, it will result in a greater housing density than currently exists in the adjacent Serra Mesa neighborhood. The impacts of this alternative are unclear, since it is not clear what exactly is proposed. We're concerned that not enough environmental impact study has been performed for "Alternative 2".</p> <p>In our opinion, the "Reduced Density Alternative - Alternative 3" is preferable to the proposed project, and, despite its pedestrian connectivity to Serra Mesa, is the least likely of the development options discussed in the DEIR to change the character of our Serra Mesa community, which we are quite fond of. In short, Quarry Falls is more than just a proposed housing project, since it effectively "opens up" a corridor between Serra Mesa and Mission Valley that has very little positive benefit for Serra Mesa. We do not wish to see Serra Mesa become an extension of Mission Valley and to adopt the congestion, bustle, crime, and traffic associated with it. We would prefer Mission Valley to compensate for its development issues (e.g., traffic), instead of distributing some of them into our neighborhood.</p> <p>Thank you. Sincerely,</p> <p>Kevin and Amy Mattson 8426 Kingsland Rd. San Diego, CA 92123 krmattson@gmail.com</p>	<p>FF-4. Comment noted. Property values are not an issue addressed in an EIR (Section 15131 of CEQA); and there is no evidence that the project will negatively affect the neighboring property values. Police services are addressed in Section 2.0 of the FEIR, and will be adequate to serve the project. There is no evidence to support the assertion that the project will increase the crime rate. Please also see response no. FF-1.</p> <p>Furthermore, to be analyzed under CEQA the indirect change must also result in a physical change to the environment resulting from urban decay. There is no substantial opinion or evidence that the development of Quarry Falls would create direct social and economic effects that would ultimately lead to a reduction of property values to a level that may lead to foreclosure and vacancy rates that could be result in a physical change to the environment.</p> <p>The project analyzed parking and concluded no significant impacts. The project analyzed traffic and identified feasible mitigation for all significant traffic impacts to the Serra Mesa community.</p> <p>FF-5. Noise impacts are addressed in Section 5.5, <i>Noise</i>, of the PEIR. The PEIR concludes that the project would result in significant noise impacts associated with roadway internal to Quarry Falls, as well as operation of the relocated asphalt and concrete plants. Mitigation measures would be incorporated into the project to reduce impacts to below a level of significance. No significant noise impacts would occur in off-site areas. The provision of a school within Quarry Falls would not create noise levels that would affect the Serra Mesa community. The potential location for a school is on the interior of the project. Noise levels associated with a school would not exceed City standards and would further be attenuated by development occurring between the school and the Serra Mesa community.</p>

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	<p>FF-6. The No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans Alternative (Alternative 2) is described in detail in Section 10.0, <i>Alternatives</i>, in the PEIR. As stated in the PEIR, the No Project/Continuation of Existing Plan alternative would occur as a mixed-use project, similar to the proposed project, for that area within the Mission Valley Community Plan; however, the intensity of development would be reduced. This alternative would develop the northern six acres with single family homes in accordance with the adopted Serra Mesa Community Plan and the underlying RS-1-7 Zone. Table 10-1 <i>Proposed Project and No Project/Continuation of Existing Plan Alternative Development Intensity Comparison</i>, provides a summary of a typical project which could development in accordance with this alternative.</p> <p>FF-7. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

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<p style="text-align: right;">Page 1 of 1</p> <p>Mirrasoul, Marilyn</p> <p>From: Floyd Sedlund [r2sedlund@sbcglobal.net] Sent: Sunday, December 16, 2007 5:30 PM To: Mirrasoul, Marilyn Subject: Quarry Falls development</p> <p>We have been residents along Murray Ridge Road since 1959, and have experienced tremendous increases in the amount of vehicle traffic on this street, making it difficult to emerge from our driveway. The proposed option of providing access to Phyllis Place from the Quarry Falls development would do nothing to alleviate this situation. Restriping Murray Ridge Road to 4 traffic lanes would cause further delays in accessing Murray Ridge Road. If the stated intention of the development is to encourage residents to utilize public transportation, it seems that providing an additional access to I805 would be counter-productive.</p> <p>Floyd R. and Ruth A. Sedlund 8692 Converse Ave. San Diego, CA 92123 (858)278-2612</p>	<p>GG-1. Restriping Murray Ridge Road to four lanes is only one of two improvement options. The other option is providing traffic calming along Murray Ridge Road to reduce speeds. However, if the community chooses to restripe Murray Ridge Road, the added lane in each direction would make it easier to back out of a driveway because through traffic would have a second lane in order to pass.</p>

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<p style="text-align: right;">Page 1 of 2</p> <p>Mirrasoul, Marilyn</p> <p>From: joyful.smith@gmail.com on behalf of L. Smith [smith@smithhouse.us] Sent: Sunday, December 16, 2007 9:41 PM To: Mirrasoul, Marilyn Subject: Project number 49068 ... Road Connection to Phyllis Place - Alternative 4</p> <p>To: Marilyn Mirrasoul, Environmental Planner, City of San Diego Development Services Center Re: Quarry Falls EIR</p> <p>Ms. Mirrasoul: Please, please watch out for proposed alternative #4 in the Quarry Falls EIR (Road Connection to Phyllis Place).</p> <p>Adding this road would be bad for so, so many reasons:</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">HH-1</div> <ul style="list-style-type: none"> • Planning: this community agreed--no road was better. • Promises: the developer agreed--to not put in a road. • Crime: with multiple exits, criminal activity increases. • Environmental: increased traffic--smog, extra gas, accidents. <p>From personal experience, I have seen the number of traffic accidents more than double on the Murray Ridge Road overpass since the construction of the Mission Valley State Building down below our neighborhood.</p> <p>State employees are using the back end of Mission Center Road to come through Serra Mesa to access the Southbound exit onto 805. The cars are backed up across the freeway and up Murray Ridge Road every afternoon on work days.</p> <p>As I understand the history, the residents of Serra Mesa paid the city to build this road so that they could access Mission Valley more easily. Now that road has become useful for traffic coming up out of the valley and is making our little neighborhood feel like a freeway parking lot every afternoon.</p> <p>How much more would this type of traffic block every resident in my neighborhood from getting out or in if this road was permitted?</p> <p>Thank you for taking the time to be informed on this issue now.</p> <p>Sincerely,</p> <p>(Craig &) Liese Smith 2287 Salisbury Drive San Diego, CA 92123</p> <p><i>ps. I have read my neighbor's (Tom Leach's) letter (below)</i></p>	<p>HH-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR. .</p>

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COMMENT	RESPONSE
<p>Mirrasoul, Marilyn</p> <hr/> <p>From: Watry Mary [mwatry@sandi.net] Sent: Sunday, December 16, 2007 10:41 PM To: Mirrasoul, Marilyn Subject: Project #49068</p> <p>I live at Hye Park at 5940 Mission Center Road. I am very concerned about the impact of the Quarry Falls development on my neighborhood in Mission Valley. The traffic is already congested on Friars Road and Mission Center Rd. The traffic is frequently so heavy that I have to wait through two lights at the corner of Friars and Hazard Center and Friars and Hwy 163. I get stuck in traffic jams in the Ralphs shopping center parking lot on Friars and Mission Center Road. My neighbor was injured when his car was rear-ended because the traffic exiting from Hwy 163 north to Friars Road east backs up on the freeway. Since I moved into Hye Park in 1989, thousands of apartments and condos have been built, and the Mission Valley and Fashion Valley shopping centers have expanded causing these problems. The city government has done nothing to manage this growth and can't even maintain the streets, water system and sewers that presently exist in the valley. This huge Quarry Falls project should not have been approved. Since it was approved and they started grading the property few weeks ago, please try to build additional roads to help alleviate the congestion. Thank you.</p> <p>Mary Watry 5940 Mission Center Road Unit B San Diego, CA 92123</p> <p>Phone: (858) 560-4407 E-mail: mwatry@sandi.net</p>	<p>II-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

II-1

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<p>From: VictorWh@aol.com [mailto:VictorWh@aol.com] Sent: Thursday, January 03, 2008 8:58 AM To: Mirrasoul, Marilyn Subject: Draft EIR for Project No. 49068/SCH No. 2005081018/Quarry Falls Project</p> <p>Ms. Marilyn Mirrasoul Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101</p> <p>Dear Ms. Mirrasoul:</p> <p>My primary concern regarding the proposed Quarry Falls project is that the fully completed project will result in very unacceptable traffic on Friars Road and in our neighborhood, in general.</p> <p>A secondary concern is that contributions made to the City in accordance with Sudburry's phased construction plan will not be used in a timely manner and that full project completion will occur without timely completion of needed infrastructure improvements.</p> <p>An overall concern is that while the density planned will possibly maximize profit for the developer, there are existing areas in San Diego where similar construction can occur and not further denigrate the quality of Mission Valley, an area that does not currently have an adopted community plan.</p> <p>Thank you for considering these points.</p> <p>Sincerely,</p> <p>Victor White</p> <p>7499 Hazard Center Drive</p> <p>San Diego, California 92108</p> <p>(619) 543-9890/VictorWh@aol.com</p>	<p>JJ-1. The Transportation Phasing Plan identifies mitigation measures to be implemented by the project and/or contributions to the City of San Diego for projects that cannot be feasibly implemented by the project. Where appropriate, phases of the project have been conditioned such that development shall not proceed until such time as City sponsored projects are assured, directly linking future development to the provision of the necessary infrastructure.</p>

JJ-1

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<p>From: Gail Thompson [mailto:gailt@att.net] Sent: Thursday, January 03, 2008 5:01 PM To: Mirrasoul, Marilyn Subject: Quarry Falls - project # 49068</p> <p>Ms. Mirrasoul.....My comments & questions.</p> <p>1) The proposed widening of Friars Road & the 'redue' of the 163 & Friars interchange should be completed prior to the start of ANY construction.</p> <p>2) How does the City & State plan to do #1 above? I believe lanes on both roadways would have to be closed to be able to perform the construction. This would create 'grid lock'.</p> <p>3) How can we trust the traffic survey, as is was done by a company hired by the developer?</p> <p>4) In an area of less than one mile on the southern border (Friars Road) the project would increase the population of Mission Valley by at least 50%.</p> <p>5) Would the monies advanced to the City by the developer for road improvements, be placed in an interest bearing escrow account with the stipulation that those funds could only be spent on the intended improvements?</p> <p>6) The proposed shuttle service to reduce the huge increase in auto traffic. Has a service of this type been successful anywhere else?</p> <p>7) At peak hours the Green line trolley is SRO. Will the MTS guarantee additional service?</p> <p>— Gail Thompson</p>	<p>KK-1. Comment noted. The Transportation Phasing Plan identifies mitigation measures to be implemented by the project and/or contributions to the City of San Diego for projects that cannot be feasibly implemented by the project. This plan identifies the scope and timing of each improvement in relationship to the phases of the project and allows the concurrent construction of the project with the construction of the respective mitigation measures. See also response to comment no. JJ-1.</p> <p>KK-2. The City of San Diego, as lead agency for the Friars Road/SR-163 improvement project, is required to prepare a construction plan to address traffic and safety concerns. Construction staging measures would be identified in the studies prepared for the project. The details of the construction process would be contained as part of the Staged Construction plans for the Friars Road/ SR-163 project in order to minimize impacts due to construction.</p> <p>KK-3. The Traffic Impact Study was prepared under the direction of City staff. It has been reviewed and accepted by the City of San Diego as complete and accurate.</p> <p>KK-4. Comment noted. Based upon the most recent January 1, 2007 SANDAG estimate, the population for Mission Valley was 17,884 people. The estimated population for Quarry Falls, based upon 1.74 people per household is 8,317 residents, which represents an increase of approximately 47%. However, the build-out for Quarry Falls would occur over approximately 15 years, during which time it is reasonable to expect some additional growth in population from other projects previously approved or in the planning process.</p> <p>KK-5. Comment noted. An amendment to the Mission Valley Public Facilities Financing Plan will be considered by the City Council concurrent with the Quarry Falls Specific Plan and Mission Valley Community Plan Amendment. These approvals shall be structured to ensure funds contributed for specific improvements to Friars Road/SR-163 shall be set aside in an earmarked, interest bearing account to be used only for the intended improvements.</p>

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	<p>KK-6. Comment noted. The proposed shuttle service is a condition of the Transportation Demand Management Program; in other words a project feature. Although the TDM plan has been included as part of the MMRP, it is not required as mitigation for traffic impacts. It is not being proposed for nor is it required as mitigation for traffic impacts. No reductions in average daily trips as a result of implementing the shuttle system. While it is unknown whether there are studies that indicate a reduction in trips due to the operation of a shuttle, it is becoming more and more a component of transit oriented design projects. The implementation of the shuttle will provide a strong incentive and convenience to residents, workers and visitors to use alternative modes of transportation, therefore having the potential to reduce average daily trips below those projected in the current Traffic Impact Study.</p> <p>KK-7. A transit analysis has been prepared by KOA Corporation which demonstrates the existing system has adequate capacity for any additional ridership generated from Quarry Falls (see response to comment No. E-22). The analysis reflects growth in the bus and light rail systems using SANDAG data for the transit system. The background growth rate for bus ridership is estimated to increase by 14% from 2007 to 2030. Background ridership on the trolley is projected to increase more than twofold by 2030. The headway for the Green Line is forecasted to increase from a 15-minute headway to 7.5-minute headway in the future. Transit ridership for Quarry Falls was estimated at a combined 4% of total ADT for both bus and light rail trips. For the Green Line, the addition of Quarry Falls transit ridership to projected system growth would increase total ridership to approximately 54% of peak hour maximum capacity; therefore, there is adequate capacity in the light rail system.</p>

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<p>From: Randy Berkman [mailto:jrb223@hotmail.com] Sent: Friday, January 04, 2008 1:59 PM To: Mirrasoul, Marilyn; Temple, Jeannette Cc: Fain, Nina; Edwards, Shirley; mjlupe@sbcglobal.net; shermanlaw@aol.com; tmullaney@aol.com Subject: Project #49068/SCH No. 2005081018: Quarry Falls DEIR comments</p> <p>Attached are comments on the Quarry Falls DEIR. Your email indicated that Jan. 7 is the deadline for these comments. I therefore might amend comments up to that time. thank you, Randy Berkman > From: jrb223@hotmail.com > To: jrb223@hotmail.com > Subject: FW: Project #49068/SCH No. 2005081018: Quarry Falls DEIR comments > Date: Fri, 4 Jan 2008 13:43:22 -0800 > ></p>	

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<div style="border: 1px solid black; padding: 2px; margin-bottom: 10px; width: fit-content;">LL-1</div> <p>2 HOUR+ TRAFFIC DELAYS WITH PROJECT NOT REPORTED IN DEIR CIRCULATED TO MOST ON EIR DISTRIBUTION LIST! PUBLIC AND DECISION MAKERS KEPT IN DARK ABOUT SEVERITY OF TRAFFIC IMPACTS WITH PROJECT. Please reproduce the freeway ramp delay charts in the FEIR and recirculate for public comment. One such example is shown at: http://www.angelfire.com/wy/rvpp/quarryfalls.html</p> <p>When I read the traffic chapter from the first CD, I did not find any mention of the traffic delays which would occur with the project—only that traffic impacts were not mitigated at certain locations. I then asked the city for a copy of the appendices since they are referred to as being part of the DEIR. Not providing these appendices— is contrary to CEQA since the public has not been provided the complete DEIR. I believe the comment period should start over when all on the DEIR distribution list are provided the 2nd CD— because IT IS PART of the DEIR and that is where the lengths of traffic delays are disclosed. Who is responsible for NOT including the traffic delays on the CD titled Quarry Falls DEIR? Since this CD is allegedly a "sum" of the original traffic study, why were not these traffic delays included--especially since such delays QUANTIFY THE SEVERITY of the traffic impacts? Not including these traffic delays in the DEIR circulated to almost all of the public suggests that DSD is unable to review this project according to the San Diego Land Development Code--in a "wholly objective" manner.</p> <div style="border: 1px solid black; padding: 2px; margin-top: 10px; width: fit-content;">LL-2</div> <p>A recent email copied/pasted below is from Governor's Office of Planning & Research (this CA agency is the "horses mouth" of CEQA interpretation) states that it is "common practice" to circulate the DEIR appendices:</p> <p>RE: greenhouse gasses questions</p> <p>From: Terry.Roberts@OPR.CA.GOV</p> <p>Sent: Thu 1/03/08 3:57 PM</p> <p>To: jrb223@hotmail.com</p> <p>Dear Randy, There is no single statewide threshold of significance for GHG emissions. If you have questions about whether a particular project will trigger a significance determination, I suggest checking with the CEQA lead agency to see if they have any local guidelines or standards for determining significance. Regarding your question about an EIR appendix, please refer to CEQA Guidelines section 15087. Clearly, any appendices must be "made available" to the public during the EIR review period, and common practice is to circulate a copy of the appendix together with the Draft EIR. Sometimes lead agencies circulate electronic copies of the appendix (a CD) if it is very large.</p> <p><i>Terry Roberts Director, State Clearinghouse Governor's Office of Planning and Research P.O. Box 3044</i></p>	<p>LL-1. Existing freeway ramp conditions are listed in both the Draft PEIR and TIS in Tables 4-4 and 4-5 (page 51 of the TIS). The SANTEC Guidelines, which are another set of guidelines and are most widely used by other jurisdictions in San Diego County and developed by a committee that included employees from Caltrans, the County of San Diego , the City of San Diego and the private industry, state that the ramp meter queues and delay calculated at ramps “often do not materialize.” (page 16, SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region). This is because the most restrictive ramp meter rates are used for this analysis yielding very long waits which do not routinely occur. In reality these ramp meter rates vary depending upon freeway conditions and the real delay is much lower than reported.. For this reason the City of San Diego requires existing ramp meter conditions to be observed and documented in Traffic Impact Studies. The TIS Tables 4-4 and 4-5 list the calculated and observed ramp delays and queues; the Draft PEIR 5.2-4 - <i>Existing Ramp Meter Conditions</i> lists the calculated delay and queue.</p> <p>LL-2. See response to comment no. J-1 and R-1. It is the City’s practice to distribute appendices to the appropriate federal, state, and other local agencies with jurisdiction over the project..</p>

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<p style="margin: 0;"><i>Sacramento, CA 95812-3044 Tel (916) 445-0613 Fax (916) 323-3018 Email terry.roberts@opr.ca.gov</i></p> <p style="margin: 10px 0 0 0;">From: Randy Berkman [mailto:jrb223@hotmail.com] Sent: Friday, December 21, 2007 1:08 PM To: ceqa.ghg@opr.ca.gov Subject: greenhouse gasses questions</p>	
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">LL-3</div> <p style="margin: 0;">Is there currently a threshold of significance for project emission of greenhouse gasses (tons/day)?</p> <p style="margin: 10px 0 0 0;">For example, if a project would emit 17 tons of greenhouse gasses for building it, would this trigger a significance threshold under CEQA?</p>	<p style="margin: 0;">LL-3. As stated in the response from OPR to Mr. Berkman, a threshold of significance for greenhouse gas emissions has not been established. Greenhouse gas emissions and global climate change are fully addressed in the Cumulative Section 8.0 of the draft and final PEIR.</p>
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">LL-4</div> <p style="margin: 0;">Does an EIR appendix have to be circulated for public comment with the Draft EIR?</p> <p style="margin: 10px 0 0 0;">thanks RB</p>	<p style="margin: 0;">LL-4. See response to comment no. LL-2.</p>
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">LL-5</div> <p style="margin: 0;">Perhaps the most controversial aspect of the proposal is the amount of traffic that would be added to already overburdened valley roads and freeways. So before attaining the 2nd CD, I mentioned to people that not disclosing the length of traffic delays in the DEIR—made me VERY curious about the original traffic study—since I knew from experience that length of delays and average speed decreases, are routinely reported in traffic studies. CEQA case law indicates that severity of impacts must be disclosed to the public (Laurel Heights 2 quoted later in these comments).</p>	<p style="margin: 0;">LL-5. The PEIR discloses all of the project’s impacts and includes the LOS and now includes the unmitigated time delays (from the TIS) for each of the phases and the horizon year. See also response to comment no. K-105.</p>
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">LL-6</div> <p style="margin: 0;">Appendix B (2nd CD), p. 252, Table 15-5A is pdf p. 276. The Table is titled: “Horizon year Ramp meter Conditions Calculated Delay & Queue—with Road Connection.” The “road connection” would be connecting Phyllis Place to Quarry Falls. “Horizon Year” refers to year 2030—after build out of the proposal’s 4 phases. The Table lists “without project” and “with project” traffic delays during AM and PM peak traffic usage. For example, during AM peak, I-805 NB at Murray Ridge lists “0” delay without the project and 39.6 minute delay with the project. At I-15 NB at Friars Rd., a 35.3 minute delay is listed without the project and a 97.4 minute delay is listed with the project—a 62.1 minute increase in delay with project at Friars & I-15 NB. During the PM peak traffic usage, without the project, at Murray Ridge SB, a 48.1 minute delay is listed. With the project at Murray Ridge SB, a 186.5 minute delay is listed—a 138.4 minute increase in delay with project. The line of cars with the project, is listed as “22,300 feet” which is over 4 miles. The excess demand is listed as 892 vehicles/hour with the project compared to excess demand of 230 cars/hour without the project. At the PM peak, at Friars Rd. and I-15 NB, without the project a 90.9 minute delay is listed. With the</p>	<p style="margin: 0;">LL-6. Comments noted.</p>

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<p>project, a 154 minute delay is listed with the line of cars extending for 24,775 feet or about 4.7 miles.</p> <p>Table 15-5b, is traffic study p. 253 (pdf p. 277). It is titled “Horizon year Ramp Meter Conditions 15 Minute maximum Delay with Road Connection.” During AM peak, at 805 NB & Murray Ridge, it lists a 6500 foot line of traffic with the project compared to no line and no delay without it. The delay with project is listed as 39.6 minutes—again compared to no delay without it. This chart (15-5B) also states that delays at I-805 at Murray Ridge SB during PM peak would be 14.9 minutes without project and 110.9 minutes with project—a 96 minute added delay due to project. Here the queue with the project is listed as 19,125 feet—which is over 3 miles.</p>	<p>LL-7. See response to comment no. LL-1.</p> <p>As an example existing ramp meter conditions were observed in 2006 for the I-8 bypass ramp. The existing observed queue (page 51) was 125 feet, which is sufficiently accommodated in the available storage area. The calculated queue indicates a queue of 6,950 feet (over one mile). According to the calculation, the existing queue would extend west of Fenton Parkway; however, this condition has <i>not</i> been observed and the calculated queues at this ramp are overstated.</p>
<p>LL-7</p>	
<p>At a public meeting of the Serra Mesa Planning Group in December, 2006, the landowner's traffic consultant stated that the modeling of freeway ramp delays uses "modeling" required by city but over-states the amounts of traffic delays. Please include any online links documenting the traffic consultant's assertions. Even IF the forecasted delays of 2+ hours with the project are overstated by 4 times, the resulting one half hour+ delays are ridiculous and grounds for recalling any public official who would approve such overburdening of public roads. Is it DSD's position that such traffic delays are justifiable? How and why? How could such delays not result in CO hotspots? Please cite ANY studies which show that car lines of over 4.5 miles (as shown in traffic charts) DO NOT result in CO hotspots.</p>	<p>LL-8. See response to comment no. LL-7.</p> <p>LL-9. CO hotspots are thoroughly addressed in the Air Quality Technical Report and summarized in Section 5.4 of the PEIR. Delays do not necessarily result in CO “hot spots”. CO “hot spots” are defined as exceedances of the ambient air quality standards for CO. The California ambient air quality standards for CO are 9.0 for an 8-hour period, and 20.0 for a 1-hour period. It should be noted that studies conducted by the South Coast Air Quality Management District for their attainment demonstration for the federal CO standard modeled four congested intersections in the South Coast Air Basin, and demonstrated that no exceedance of the CO standard would result from traffic in that area. Traffic in the vicinity of Quarry Falls would be less than traffic in the South Coast Air Basin.</p> <p>The intersections modeled in the SCAQMD's CO Attainment Demonstration included the following:</p> <ul style="list-style-type: none"> • Long Beach Blvd. and Imperial Highway • Wilshire Blvd. and Veteran Avenue • Highland Avenue and Sunset Blvd. • Century Blvd. and La Cienega Blvd. <p>The last three intersections were identified as the most congested intersections within the city/county of Los Angeles. The first intersection was identified as the intersection near the location where the highest CO background concentrations were measure in the South Coast Air Basin. CAL3QHC modeling was conducted for each intersection using the EMFAC2002 emission factors for the years 1997 and 2002.</p>
<p>LL-8</p>	
<p>LL-9</p>	
<p>Table 16-25 (Traffic Study, p. 311, pdf p.)titled “Summary of Mitigated Peak Hour Intersection Conditions—with Road Connection” states: At PM Peak at Phyllis Place/805 SB ramp, the “horizon year” delay “without project/without mitigation” would be 5883 seconds; but With Project/With mitigation, the delay would be a mere 17.6 seconds. In that traffic mitigation does not include widening of 805 or any freeway, it is not clear how the proposed mitigation could so dramatically reduce the delay at Phyllis Place/805 from 5883 seconds without the project to only 17 seconds with the project. It is understood that Phyllis Place would be widened to 5 lanes with the project. However, that will not reduce the peak period gridlock on 805. Table 16-5 (p. 290; pdf p. 324) states that with the Phyllis Place connection, there would be significant impacts to 805 NB from I-8 to “north of Phyllis Place” though it does not state how far north these impacts would extend. How far north would these impacts occur? This table reports project impacts to SR 163 North both with and without the Phyllis Place connection. It also reports significant impacts to 8 East, 805 south, and I-15 north and south.</p>	
<p>LL-10</p>	
<p>Table 16-4 (p. 289 of appendix B; pdf p. 323) is titled “Summary of Ramp Meter Significant Impacts”. It reports significant impacts at 805 north and southbound at Murray Ridge (though only with Phyllis Pl. connection), I-15 NB at Friars—both with and without Phyllis Pl. connection); I-8 eastbound at southbound Texas (both with and without Phyllis Pl. connection); and I-15 southbound at Friars though only without Phyllis Pl connection.</p>	
<p>LL-11</p>	

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	<p>The modeling demonstrated that for these congested intersections, CO concentrations would not exceed the ambient air quality standards. Intersections in the vicinity of the Quarry Falls project are less congested and would accommodate less traffic than the intersections evaluated in the CO Attainment Demonstration.</p> <p>See also response no. H-2.</p> <p>LL-10. At Phyllis Place/I-805 SB ramp under the With Phyllis Place Scenario, the intersection would be mitigated by intersection widening and signalization, which would substantially reduce the delay. The freeway impacts would extend north to the Kearny Villa Road and Mesa College Drive northbound off-ramp.</p> <p>LL-11. Comment noted.</p>

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<p>Table 16-1 (p. 277, 278, 279 appendix B; pdf p. 311-312, 313) is titled: “Summary of Roadway Segment Significant Impacts.” It discloses horizon year impacts with the project at:</p> <p>Ulric St., HY 163, Riverdale St., Rancho Mission Rd., Frazee Rd., Murray Ridge Rd. (both with & w/o the Phyllis Pl connection), I-15 north and south ramps at Friars Rd., Qualcomm Way, Camion del Rio N. and South, Madison, Monroe, and even Quarry Falls Blvd. to Via Alta, and QF Road to Franklin Ridge Rd.</p> <p>LL-12 Table 16-2 (p. 280 of appendix B; pdf pp. 314-317) discloses horizon year project impacts on Friars Rd. to Zion, Santo Rd. to Riverdale, River Run to Fenton Parkway, Fenton PKWY to Northside Dr., Stadium Rd. to I-15, Fenton PKY to Northside Dr., Riverdale to Mission Gorge Rd, and the aforementioned freeways.</p> <p>Table 16 3 “Summary of Intersection Significant Impacts” (p. 284 appendix B, pdf pp. 318-322) discloses horizon year project impacts to: Friars at the following : Fenton PKY, at Frazee Rd., at Santo Rd., at Riverdale, at 163, at I-15 north and south; Mission Gorge & Zion, Qualcomm Way & I-8, 805 & Phyllis Pl both directions, Texas St. & Camino del Rio S., Texas & Madison, Mission Center Rd./Camino de la Reina, Fenton PKY at Rio San Diego, Texas at El Cajon Blvd (p. 287), Murray Ridge Rd. at Mission Center Rd., and Murray Ridge at Pinecrest.</p> <p>Page 2-19 of the DEIR states: “The developed commercial space of over 1.2 million square feet has an average daily trip population increase of approximately 48,900 (40 trips/1000 square feet). The increase in daily trips would increase the likelihood of traffic congestion and traffic collisions in the area.” The residential part of project would include at least 6 daily trips/residence according to the MVPDO. 6 x 4780 residential units generates 28,680 ADTs. 28680 + 48,900 = 77,580 ADTs. This is 10,000 more ADTs than used in traffic study calculations—which presumes 66,286 ADTs. Please explain.</p> <p>LL-13</p> <p>LL-14 DEIR DOES NOT DISCLOSE MISSION VALLEY PLANNED DISTRICT ORDINANCE (MVPDO) ADT RESTRICTION (140 ADTs/acre, NOT COUNTING STEEP HILLSIDES). PUBLIC AND DECISION MAKERS KEPT IN DARK ABOUT DRAMATIC INTENSITY, UPZONES BEING REQUESTED THROUGH THIS PROJECT’S SPECIFIC PLAN— WHICH WOULD EXEMPT IT FROM MVPDO REQUIREMENTS!</p> <p>LL-15 The DEIR (CD pdf page 190; EIR p 5.1-14) states: “The proposed project would exceed the traffic allocations identified for the DIDs.” [Development Intensity Districts of the Mission Valley Planned District Ordinance (MVPDO)]. However, the DID limit of 140 ADTs/acre, not counting steep hillsides, is not disclosed here or on page 5.1-21 of DEIR (pdf page 197, final paragraph)—which also refers to exceeding the DID restriction!</p> <p>The Mission Valley Community Plan (MVCP) (p. 119) states:</p>	<p>LL-12. Comment noted.</p> <p>LL-13. The project includes a mix of land uses with different trip generation rates. The rate quoted by the City of San Diego Police Department on Page 2-19 of the DEIR of 40 trips per thousand square feet is a simplified rate. For the detailed breakdown of the trip generation of the project please refer to page 19 of the TIS.</p> <p>LL-14. See response to comment no. J-4.</p> <p>LL-15. See response to comment no. J-4.</p>

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<p style="text-align: center;">“Methodology for the Establishment of Development Intensity Districts</p> <p>LL-16</p> <p>The traffic forecast studies, through the use of a computer assignment model, have provided a distribution of average daily vehicle trips throughout the Valley. The Valley was divided into a series of smaller areas called traffic analysis zones. The current traffic forecast study establishes the maximum number of vehicle trips which can be generated by development (existing or new) within each traffic analysis ‘zone,’ without overburdening the circulation system. Within each ‘zone’ the available trips are distributed equitably on an acre-by-acre basis. Trips will be assigned on a gross acre basis throughout the Valley north of Interstate 8 except for those areas in the Hillside Review (HR) Overlay Zone for which trips will be calculated on a net acre basis in a manner identical to those hillsides south of Interstate 8....Hillsides which are in the Hillside Review (HR) Overlay Zone will be excluded from being a determinant of the trip generation allowance and such determinations will be based upon non-HR or net acres. This approach would place development emphasis on the flatter and more developable areas and not on the hillsides.”</p>	<p>LL-16. Comments noted. This is an excerpt from the Mission Valley Planned District Ordinance.</p>
<p>LL-17</p> <p>The MVPDO Table 1514-03A (which implements the Mission Valley Plan intensity district uses: See: SDMC 1514.0301(a): “It is the purpose of this overlay district to limit development intensity to the levels allowed under the adopted community plan”) shows that 140 ADTs/acre are allowed in sub-district F (location of the proposal). While the DEIR correctly states that project is in MVPDO sub-district F, it conveniently omits stating that only 140 ADTs/acre are allowed by the MVPDO—NOT counting steep hillsides. See footnote 1 for Table 1514-03A which states: “Excluding acreage within steep hillsides.” The DEIR is also fundamentally misleading by omitting the acreage of steep hillsides on site—both now and prior to mining. Please reproduce the 1928 photos of site mentioned in DEIR—as available at the Dept. of Public Works (SEE page 9 of Appendix M1/Phase 1 Environmental Assessment). This lack of information deprives public and decision makers from calculating the amount of ADTs allowed by the MVPDO and MVCP—which cannot count steep hillsides from ADTs. Even if site contained NO steep hillsides, the MVPDO restricts development to 140 ADT/acre multiplied by the 225 acres in the Mission Valley Plan area. This amounts to 31,500 ADTs. It is not known how many ADTs are allowed by the approximately 5 acres of project in Serra Mesa Plan area. The proposal would result in 66,286 ADTs according to the traffic chapter (pdf file p. 230). This is over twice the amount allowed by the MVPDO. When steep hillside acreage is subtracted from 225 acres, the amount of traffic allowed would likely be substantially reduced. The DEIR should be re-circulated with this critical information—as it is essential to understand the proposal’s traffic impacts which would not be mitigated. It is also essential for an accurate project description.</p>	<p>LL-17. See response to comment no. J-4.</p>
<p>LL-18</p>	<p>LL-18. See response to comment no. J-4.</p>
<p>LL-19</p>	<p>LL-19. See response no. J-4.</p>
<p>LL-20</p>	<p>LL-20. See response to comment no. J-4.</p>
<p>LL-21</p> <p>AIR QUALITY (PARTICULATE MATTER) IMPACTS NOT DISCLOSED IN DEIR EXCEEDS SIGNIFICANCE CRITERION. DEIR MUST BE RE-CIRCULATED WITH DISCLOSURE OF THIS IMPACT. AIR QUALITY/PUBLIC HEALTH HAZARDS WOULD RESULT FROM RESIDENCES LOCATED LESS THAN 500 METERS FROM I-805. DEIR Appendices disclose over 17,600 tons of greenhouse gasses with project’s construction (Table 17 of air quality study in DEIR Appendices). See also:</p>	<p>LL-21. Particulate matter impacts were evaluated and disclosed in the Air Quality Technical Report and in Section 5.4 of the PEIR. The analysis indicated that unmitigated construction impacts would be above the significance thresholds, but with implementation of mitigation measures to control construction fugitive dust, emissions would be reduced to less than significant levels. For further evaluation of road dust impacts, refer to the response to Comment LL-25. For further evaluation of potential impacts to future residents of the community from particulate matter, refer to the response to comment no. E-29.</p>

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<p>http://www.angelfire.com/wy/rvpp/quarryfalls.html for page showing greenhouse gas emissions from building the project (Table 17). WHY ISN'T THIS CHART IN THE CD/DEIR DISTRIBUTED TO MOST OF THE PUBLIC?</p>	<p>LL-22. The State of California's Office of Planning and Research is scheduled to issue guidance on significance thresholds on or before July 1, 2009. At this time, no significance thresholds have been issued. However, it is important to note that the statewide greenhouse gas emissions in California in 2004 were estimated at 492 million metric tons of CO₂-equivalent gases. Project construction emissions would comprise only 0.00325 percent of the overall statewide greenhouse gas emissions.</p>
<p>LL-22 How many tons of greenhouse gasses from project construction would be considered "significant"? How many tons of greenhouse gasses would be generated on yearly basis after construction?</p>	<p>The estimated annual greenhouse gas emissions at build-out of Quarry Falls are 76,644 metric tons. This is a conservative estimate that does not include further reductions from improved vehicle mileage due to improved federal CAFÉ standards, reduced emissions from the generation of electricity by public utilities from renewable resources, carbon sequestration from new landscaping, increased use of public transit and alternative modes of transportation not accounted for in the traffic analysis, and other sustainable project features.</p>
<p>LL-23 I find no analysis of air quality on I-805, other valley freeways in current or proposed conditions. Were such analyses done?</p>	<p>LL-23. The project does not propose to modify I-805. Impacts to air quality were addressed for intersections; per City of San Diego Development Services Department CEQA Significance Thresholds, impacts at intersections should be addressed because of the potential for CO "hot spots" to form due to stop-and-go traffic and congestion.</p>
<p>LL-24 The DEIR correctly notes that San Diego is a non-attainment area for particulate matter (PM). WHO DID THE AIR QUALITY STUDY? The DEIR states "Scientific Resources Associated" did it. However, I have been unable to find a telephone listing, an online listing, an email address, or ANY person's name responsible for this study. Does the person(s) who did this study have any personal relationship with the landowners and/or developers?</p> <p>(City of San Diego CEQA Significance Determination Thresholds for Air Quality) state:</p>	<p>LL-24. As stated in PEIR Section 5.4, <i>Air Quality</i>, and in Section 12.0, <i>References</i>, and Section 14, <i>Certification</i>, the <i>Air Quality Technical Report</i> was prepared by Valorie Thompson, PhD, Scientific Resources Associated (SRA). Scientific Resources Associated is a woman-owned business certified by Caltrans. Scientific Resources Associated is not affiliated with Sudberry Properties Entitlement, LLC. The address of the business is included on the title page of the Air Quality Technical Report provided to Mr. Berkman.</p>
<p>LL-25 "Another major source of airborne dust is caused by vehicle travel on paved roads; it is estimated that one pound of airborne dust is produced for each 2,100 of vehicle miles traveled. At an average trip length of nine miles per ADT and ten ADTs per single family home, a new development of 2,300 units would cause 100 pounds of airborne dust; likewise any new development causing or attracting 23K ADTs would result in 100 pounds of airborne dust." Recall, QF would add at least 66,000 ADT—over twice the amount to trigger the Particulate Matter significance threshold. The DEIR assumes the average trip length would be 5.82 miles. 66,286 times 5.82 miles/trip results in 385,784 miles/day driven from project. Divide that by 2100 miles driven for each pound of PM created by tire and road wear, and you get 184 pounds of PM/day—far more than reported in the EIR. This amount needs to be added to the amounts from tailpipe emissions. These impacts appear unmitigable—and are one reason the DEIR must be re-circulated.</p>	<p>LL-25. Tire and brake wear were accounted for in the air quality emissions analysis that was presented in the Air Quality Technical Report and summarized in Section 5.4 of the PEIR. The commenter also states that road dust contributes substantially to the emissions for the project and indicates that the City of San Diego CEQA Significance Thresholds for Air Quality estimate that one pound of airborne dust is produced for each 2,100 of vehicle miles traveled.</p>
<p>LL-26 I have read an online report (Sandag) stating that the average trip length in San Diego region is 5.8 miles. The DEIR assumes average ADT length of 5.82 miles—correct?</p>	
<p>LL-27 The air quality chapter does not admit any unmitigated impacts. This is beyond belief....in light of the following quote from city CEQA significance thresholds for air quality....</p> <p>"Significant cumulative air quality impacts would result from the development of 950 single family units. The estimated 9,500 daily vehicle trips generated by 950 units would result in the emission of 250 pounds of NOx. In addition, these trips would result in the emission of 790 pounds [daily] of CO and 100 pounds of RHC.....The proposed development of 500* or more single family units would result in a significant air quality</p>	

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	<p>Road dust emissions are based on vehicle miles traveled and vehicle weights, which are based on assumptions regarding trip lengths and vehicle distributions for land uses specified in the model. Road dust emissions are also based on estimated silt loading for roadways. EPA recommends an estimated silt loading of 0.03 grams per square meter for urban surface streets with greater than 10,000 ADT. This baseline factor takes into account the use of anti-skid abrasives, which are used in areas where road snow and ice is a problem, but are not used in San Diego.</p> <p>Furthermore, for limited-access roads, EPA recommends a silt loading factor of 0.015 grams per square meter; for the Quarry Falls project, some proportion of the trips associated with the project would occur on I-805 or Interstate 5, which are limited-access roadways and would be anticipated to have a lower silt loading and thus lower road dust emissions.</p> <p>Road dust emissions would be a function of vehicle speed, vehicle type, and vehicle miles traveled. Road dust emissions calculated by models such as the URBEMIS model tend to overestimate emissions because they are based on default assumptions regarding silt loading and vehicle trip lengths. Because of the trip length of 5.82 miles assumed for driveway trips, road dust contributions would be a regional effect rather than a localized effect. Localized impacts would be much lower than regional effects. Road dust has been added to the calculations and the calculations are presented in the Air Quality Technical Report and Section 5.4 of the EIR. The conclusions presented in the analysis are unchanged with the addition of road dust to the calculations.</p> <p>LL-26. The average trip length assumed for external trips is 5.82 miles within the Draft PEIR.</p> <p>LL-27. The purpose of establishing thresholds is to evaluate whether a project has the potential to cause an exceedance of an air quality standard, which are expressed in terms of pollutant concentrations in the atmosphere and are designed to protect the public health and welfare.</p> <p>The concept of developing emission thresholds based on a lbs/day or tons/year measurement of emissions at the source is designed to assess whether further evaluation of a project's potential to exceed an air quality standard should be conducted.</p>

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	<p>This approach is consistent with the APCD's approach in establishing modeling thresholds (as set forth in Rule 20.2), and with the EPA's thresholds in establishing emission-based screening thresholds such as the Prevention of Significant Deterioration thresholds. Under these regulations, should a source's emissions exceed the threshold, further analysis would be required to establish whether the source would cause an exceedance of an air quality standard.</p> <p>Emission thresholds established for the purpose of CEQA analyses are designed to follow these regulations, and are established to assess whether further analysis is necessary to determine whether the project would cause an exceedance of a standard.</p> <p>For pollutants such as CO, where emissions exceed the screening criteria, air dispersion modeling can be conducted to assess whether the emissions would cause an exceedance of the CO standard. CO "hot spots" modeling was conducted for the Quarry Falls project and demonstrated that no exceedances of the standard would result from traffic associated with the project.</p> <p>With regard to ozone precursors (NOx and VOCs), air dispersion modeling cannot be conducted for individual projects to evaluate their impact on the ozone concentrations in the atmosphere, because ozone modeling is a basin-wide effort and evaluates the potential for exceedances within the entire air basin based on the development, mobile sources, and stationary sources projected based on future development. The APCD is responsible for conducting basin-wide modeling based on San Diego-wide growth projections that take into account future growth as well as future improvements in vehicle emission standards. In general, provided a project is consistent with the community and general plans, it has been accounted for in the ozone attainment demonstration contained within the State Implementation Plan and would not cause a cumulatively significant impact on the ambient air quality for ozone. Because the Quarry Falls Project is projecting more intense development than the community plan land use assumptions, an evaluation of the project's consistency with SANDAG's housing forecast for San Diego County to determine the project's consistency with the RAQS and SIP was conducted.</p>

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	<p>The project is located in the Central Major Statistical Area of the San Diego Region. The projected housing growth from 2000 to 2030 is 313,939 housing units for the San Diego Region. The project is proposing to construct 4,780 housing units, which would comprise only 1.52 percent of the total projected housing growth in the Central Major Statistical Area of the San Diego Region. The project would therefore be consistent with the growth forecasts for the region and would therefore be in conformity with the RAQS and SIP.</p> <p>Despite the fact that the project is proposing denser development than accounted for in the current community plan and therefore in the SIP, emissions associated with the project have been accounted for in the growth projections for the Major Statistical Area. These emissions are therefore included in the ozone attainment demonstration that was conducted for the San Diego Air Basin by the APCD, which demonstrates that growth levels projected for the region would not result in an exceedance of the ozone standard.</p> <p>Operational emissions would be mainly associated with traffic accessing the Quarry Falls Project. Based on the estimates of the emissions associated with Project-generated traffic, the emissions are above the significance screening criteria for CO and ROG_s for all phases, and for NO_x for Phases 2 and 3. Emissions would decrease with time due to phase-out of older vehicles and improvements in emission standards. Emissions are below the significance screening criteria for all other pollutants and would therefore not cause or contribute to a violation of an air quality standard for the other criteria pollutants. CO “hot spots” modeling demonstrated that the project would not cause or contribute to a violation of an ambient air quality standard. Because the project is consistent with growth projections for the Major Statistical Area, emissions of NO_x and ROG would not be expected to cause an exceedance of an air quality standard because they would be consistent with the emissions accounted for in the attainment demonstration for ozone contained within the SIP.</p>

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<p>impact. 500 single family units would generate 5,000 ADTs which would result in 550 pounds of CO emissions per day..." Please recall that DEIR acknowledges 66,286 ADTs at buildout (pdf page 230 of DEIR 1st CD). That is about 12 times the amount of ADTs the City thresholds say "...would be significant"! Even with the City Thresholds assuming a higher average trip length, the total miles/day from project far exceeds the aforementioned thresholds of significance.</p> <p>LL-28 (For re-circulation of DEIR requirements, see: LAUREL HEIGHTS IMPROVEMENT ASSOCIATION OF SAN FRANCISCO, INC., v. The REGENTS OF the UNIVERSITY OF CALIFORNIA, 6 Cal.4th 1112:</p> <p>"On the other hand, recirculation is required, for example, when the new information added to an EIR discloses:(2) a substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance (cf. Guidelines, s 15162, subd. (a)(3)(B)(2))..."</p> <p>LL-29 The above comments (and air quality scientific studies quoted below) are the "new information" which refer to undisclosed air quality impacts—which appear to be unmitigable. Other such new information also requiring DEIR re-circulation includes air quality/public health impacts to persons residing close to freeways or highly traveled roads such as Friars Road. Please respond to this study and the studies summarized in the Earth Times article:</p> <p>"Los Angeles, Jan. 25, 2007 -</p> <p>"Children who live near a major highway are not only more likely to develop asthma or other respiratory diseases, but their lung development may also be stunted.</p> <p>According to a study that will appear in the February 17 issue of <i>The Lancet</i> and now available online, researchers at the Keck School of Medicine of the University of Southern California (USC) found that children who lived within 500 meters of a freeway, or approximately a third of a mile, since age 10 had substantial deficits in lung function by the age of 18 years, compared to children living at least 1500 meters, or approximately one mile, away.</p> <p>"Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life," says lead author W. James Gauderman, associate professor of preventive medicine at the Keck School of Medicine of USC.† "And poor lung function in later adult life is known to be a major risk factor for respiratory and cardiovascular diseases."‡ The QF scale diagrams show that nearly 1/2 of the residents would live within 500 meters of I-805. How many residences are proposed within 500 meters of I-805? How many residences proposed within 500 meters of Friars Road? I believe that such <i>health impacts to humans result in a mandatory finding of significance under CEQA and therefore the DEIR must be recirculated.</i></p> <p>EARTH TIMES ARTICLE ON AIR QUALITY IMPACTS: PLEASE REPLY TO EACH STUDY CITED AS RELEVANT TO QUARRY FALLS PROXIMITY TO I-805 AND FRIARS ROAD</p>	<p>LL-28. Re-circulation of the PEIR is not required per CEQA Section 15088. No new environmental impacts have been identified, and for those impacts identified in the PEIR, no impacts would result in increased severity. There are no feasible project alternatives or mitigation measures that are considerably different than those addressed in the PEIR. The PEIR provides a thorough analysis of the potential environmental impacts associated with the project allowing meaningful public review and comment.</p> <p>LL-29. The commenter suggests that no residences be constructed within 500 meters of either the 805 freeway or Friars Road. This would substantially limit the City of San Diego's ability to meet housing needs within the urban areas and is contrary to the City's "City of Villages" concept. The ARB has authority over regulation of mobile sources and has passed and is considering legislation to further tighten emission standards on vehicles.</p> <p>As discussed in the ARB's Air Quality and Land Use Handbook states the following in developing their guidelines:</p> <p>"In developing these recommendations, ARB first considered the adequacy of the data available for each air pollution source category. We assessed whether we could generally characterize the relative exposure and health risk from a proximity standpoint. The documented non-cancer health risks include triggering of asthma attacks, heart attacks, and increases in daily mortality and hospitalization for heart and respiratory diseases. These health impacts are well documented in epidemiological studies, but less easy to quantify from a particular air pollution source. Therefore, the cancer health impacts are used in this document to provide a picture of relative risk."</p> <p>As shown in the study conducted for the Quarry Falls project, excess cancer risks based on a 70-year exposure scenario are well below the background risks and are below the risks identified in the Air Quality and Land Use Handbook. Given that predicted risks would be below background risk levels measured in the County of San Diego, and given the increasingly stringent emission standards and ARB's goals to reduce diesel particulate emissions by 85%, risks to residents would not constitute a significant impact.</p>

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<p data-bbox="142 240 214 263">LL-30</p> <p data-bbox="260 240 420 771">Key studies on air pollution and health effects near high-traffic areas</p> <p data-bbox="268 800 420 917"><i>Compiled by the Environmental Law and Policy Center and the Sierra Club</i></p> <p data-bbox="289 974 382 1282">Air pollution from busy roads linked to shorter life spans for nearby residents</p> <p data-bbox="420 1307 1050 1380">Dutch researchers looked at the effects of long-term exposure to traffic-related air pollutants on 5,000 adults. They found that people who lived near a main road were almost twice as likely to die from heart or lung disease and</p>	<p data-bbox="1096 227 1969 341">LL-30. Comments noted. These studies do not address the adequacy or completeness of the Quarry Falls PEIR. However, as a courtesy to the reviewer a response is provided to each study, addressing applicability to the proposed project as best as possible.</p> <p data-bbox="1192 1120 1890 1144"><u>Hoek, Brunekreef, Goldbohn, Fischer, van den Brandt (2002).</u></p> <p data-bbox="1192 1153 1969 1388">We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

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<p style="margin-left: 40px;">1.4 times as likely to die from any cause compared with those who lived in less-trafficked areas. Researchers say these results are similar to those seen in previous US studies on the effects of long-term exposure to traffic-related air pollution. The authors say traffic emissions contain many pollutants that might be responsible for the health risks, such as ultrafine particles, diesel soot, and nitrogen oxides, which have been linked to cardiovascular and respiratory problems.</p> <p style="margin-left: 40px;"><i>Hoek, Brunekreef, Goldbohn, Fischer, van den Brandt. (2002). Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study. Lancet, 360 (9341): 1203-9.</i></p> <p>Truck traffic linked to childhood asthma hospitalizations</p> <p style="margin-left: 40px;">A study in Erie County, New York (excluding the city of Buffalo) found that children living in neighborhoods with heavy truck traffic within 200 meters of their homes had increased risks of asthma hospitalization. The study examined hospital admission for asthma amongst children ages 0-14, and residential proximity to roads with heavy traffic.</p> <p style="margin-left: 40px;"><i>Lin, Munsie, Hwang, Fitzgerald, and Cayo. (2002). Childhood Asthma Hospitalization and Residential Exposure to State Route Traffic. Environmental Research, Section A, Vol. 88, pp. 73-81.</i></p> <p>Pregnant women who live near high traffic areas more likely to have premature and low birth</p>	<p style="margin-left: 40px;"><u><i>Lin, Munsie, Hwang, Fitzgerald, and Cayo (2002).</i></u> As discussed above, studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions. Studies conducted in other states do not reflect California vehicle emission standards.</p>

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<p>weight babies</p> <p>Researchers observed an approximately 10-20% increase in the risk of premature birth and low birth weight for infants born to women living near high traffic areas in Los Angeles County. In particular, the researchers found that for each one part per million increase in annual average carbon monoxide concentrations where the women lived, there was a 19% and 11% increase in risk for low birth weight and premature births, respectively.</p> <p><i>Wilhelm, Ritz. (2002). Residential Proximity to Traffic and Adverse Birth Outcomes in Los Angeles County, California, 1994-1996. Environmental Health Perspectives. doi: 10.1289/ehp.5688.</i></p> <p>Traffic-related air pollution associated with respiratory symptoms in two year old children</p> <p>This cohort study found that two year old children who are exposed to higher levels of traffic-related air pollution are more likely to have self-reported respiratory illnesses, including wheezing, ear/nose/throat infections, and reporting of physician-diagnosed asthma, flu or serious cold.</p> <p><i>Brauer et al. (2002). Air Pollution from Traffic and the Development of Respiratory Infections and Asthmatic and Allergic Symptoms in Children. Am J Respiratory and Critical Care Medicine. Vol. 166 pp 1092-1098.</i></p> <p>People who live near freeways exposed to 25</p>	<p><u><i>Wilhelm, Ritz (2002).</i></u> The study was based on data collected from 1994 through 1996. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p> <p><u><i>Brauer et al. (2002)</i></u> This study was also conducted in the Netherlands. As stated in the study itself, “These findings should be interpreted with caution because the observed associations were mostly nonsignificant.” We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

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<p>times more particle pollution</p> <p>Studies conducted in the vicinity of Interstates 405 and 710 in Southern California found that the number of ultrafine particles in the air was approximately 25 times more concentrated near the freeways and that pollution levels gradually decrease back to normal (background) levels around 300 meters, or 990 feet, downwind from the freeway. The researchers note that motor vehicles are the most significant source of ultrafine particles, which have been linked to increases in mortality and morbidity. Recent research concludes that ultrafine particles are more toxic than larger particles with the same chemical composition. Moreover, the researchers found considerably higher concentrations of carbon monoxide pollution near the freeways.</p> <p><i>Zhu, Hinds, Kim, Sioutas. Concentration and size distribution of ultrafine particles near a major highway. Journal of the Air and Waste Management Association. September 2002. Zhu, Hinds, Kim, Shen, Sioutas. Study of ultrafine particles near a major highway with heavy-duty diesel traffic. Atmospheric Environment. 36(2002), 4323-4335.</i></p> <p>Asthma more common for children living near freeways.</p> <p>A study of nearly 10,000 children in England found that wheezing illness, including asthma, was more likely with increasing proximity of a child's home to main roads. The risk was greatest for children living within 90 meters of the road.</p> <p><i>Venn et al. (2001). Living Near A Main Road and the Risk of Wheezing Illness in Children. American Journal of Respiratory and Critical Care Medicine. Vol. 164, pp 2177-2180.</i></p> <p>A study of 1,068 Dutch children found that asthma, wheeze, cough, and runny nose were significantly more common in children living within 100 meters of freeways. Increasing density of truck traffic was also associated</p>	<p><u><i>Shu, Hinds, Kim, Sioutas (2002).</i></u> Measurements in this study were collected as close as 30 meters (98 feet) from the freeway. The studies involved measurements but did not include a health risk assessment or analysis. Furthermore, the study of air pollutant concentrations on the 710 freeway was conducted on a portion of the freeway where more than 25% of the vehicles are heavy-duty diesel trucks. This is not the situation on the 805 freeway where diesel vehicles do not constitute a disproportionate number of vehicles.</p> <p><u><i>Venn et al. (2001) and van Vliet et al. (1997)</i></u> These studies were conducted in England and in the Netherlands. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

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<p>with significantly higher asthma levels - particularly in girls.</p> <p><i>van Vliet et al. (1997). Motor exhaust and chronic respiratory symptoms in children living near freeways. Environmental Research. 74:12-132.</i></p> <p>Children living near busy roads more likely to develop cancer</p> <p>A 2000 Denver study showed that children living within 250 yards of streets or highways with 20,000 vehicles per day are six times more likely to develop all types of cancer and eight times more likely to get leukemia. The study looked at associations between traffic density, power lines, and all childhood cancers with measurements obtained in 1979 and 1990. It found a weak association from power lines, but a strong association with highways. It suggested that benzene pollution might be the cancer promoter causing the problem.</p> <p><i>Pearson et al. (2000). Distance-weighted traffic density in proximity to a home is a risk factor for leukemia and other childhood cancers. Journal of Air and Waste Management Association 50:175-180.</i></p> <p>Most traffic-related deaths due to air pollution, not traffic accidents</p> <p>Another study analyzed the affect of traffic-related air pollution and traffic accidents on life expectancy in the area of Baden-Wurtemberg, Germany. It estimated that 4,325 deaths in this region would result from motor vehicle emissions compared to 891 from traffic accidents (over a lifetime).</p> <p><i>Szagun and Seidel. (2000). Mortality due to road traffic in Baden-Aurttemberg - air pollution, accidents, noise. Gesundheitswesen. 62(4): 225-</i></p>	<p><i><u>Pearson et al. (2000).</u></i></p> <p>This study was based on data collected in another study on childhood cancer in the 1980s. As stated in the study: “These associations may be due to chronic exposure to benzene or other carcinogenic components of vehicle exhaust from these nearby streets or to some other factor (e.g., noise, increased light exposure, or some unaccounted-for socioeconomic variable).” Thus the study did not provide a direct relationship to exposure to air pollutants. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p> <p><i><u>Szagun and Seidel (2000).</u></i></p> <p>This study was conducted in Germany. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

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<p style="text-align: center;">33.</p> <p>Emissions from motor vehicles dominate cancer risk</p> <p>The most comprehensive study of urban toxic air pollution ever undertaken shows that motor vehicles and other mobile sources of air pollution are the predominant source of cancer-causing air pollutants in Southern California. Overall, the study showed that motor vehicles and other mobile sources accounted for about 90% of the cancer risk from toxic air pollution, most of which is from diesel soot (70% of the cancer risk). Industries and other stationary sources accounted for the remaining 10%. The study showed that the highest risk is in urban areas where there is heavy traffic and high concentrations of population and industry.</p> <p><i>South Coast Air Quality Management District. Multiple Air Toxics Exposure Study-II. March 2000.</i></p> <p>Cancer risk higher near major sources of air pollution, including highways</p> <p>A 1997 English study found a cancer corridor within three miles of highways, airports, power plants, and other major polluters. The study examined children who died of leukemia or other cancers from the years 1953-1980, where they were born and where they died. It found that the greatest danger lies a few hundred yards from the highway or pollution facility and decreases as you get away from the facility.</p> <p><i>Knox and Gilman (1997). Hazard proximities of childhood cancers in Great Britain from 1953-1980. Journal of Epidemiology and Community Health.</i></p>	<p><u>SCAQMD MATES II Study (2000).</u></p> <p>The study is based on measurements throughout the South Coast Air Basin. These measurements are based on the same information collected in the San Diego Air Basin which indicated that the background excess cancer risk is 607 in a million (ARB 2005). The risks associated with diesel have been evaluated for the Quarry Falls project and have been shown to be below background risk levels. Furthermore, the analysis did not take into account ARB's goal to reduce diesel emissions by 85% by 2020. Risks are likely to be much lower in the future when the Quarry Falls residential development will be occupied.</p> <p><u>Knox and Gilman (1997).</u></p> <p>This study is based on data collected from 1958 through 1980 in England. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

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<p style="text-align: center;">51: 151-159.</p> <p>A school's proximity to freeways associated with asthma prevalence</p> <p>A study of 1498 children in 13 schools in the Province of South Holland found a positive relationship between school proximity to freeways and asthma occurrence. Truck traffic intensity and the concentration of emissions measured in schools were found to be significantly associated with chronic respiratory symptoms.</p> <p><i>Speizer, F. E. and B. G. Ferris, Jr. (1973). Exposure to automobile exhaust. I. Prevalence of respiratory symptoms and disease. Archives of Environmental Health. 26(6): 313-8. van Vliet, P., M. Knape, et al. (1997). Motor vehicle exhaust and chronic respiratory symptoms in children living near freeways. Environmental Research. 74(2): 122-32.</i></p> <p>Lung function reduction among children more likely if living near truck traffic</p> <p>A European study determined that exposure to traffic-related air pollution, 'in particular diesel exhaust particles,' may lead to reduced lung function in children living near major motorways.</p> <p><i>Brunekreef B; Janssen NA; de Hartog J; Harssema H; Knape M; van Vliet</i></p>	<p><u>Speizer and Ferris (1973) and van Vliet, Knape et al. (1997)</u></p> <p>These studies were published in 1973 and 1997 and are based on data collected in the past in Holland. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p> <p><u>Brunekreef, Janssen, de Hartog, Harssema, Knape, van Vliet (1997).</u></p> <p>This study was based on data collected in Holland in 1995. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

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<p style="margin-left: 20px;"><i>P. (1997). "Air pollution from truck traffic and lung function in children living near motor-ways." Epidemiology. 8(3):298-303.</i></p> <p>Asthma symptoms caused by truck exhaust</p> <p>A study was conducted in Munster, Germany to determine the relationship between truck traffic and asthma symptoms. In total, 3,703 German students, between the ages of 12-15 years, completed a written and video questionnaire in 1994-1995. Positive associations between both wheezing and allergic rhinitis and truck traffic were found during a 12 month period. Potentially confounding variables, including indicators of socio-economic status, smoking, etc., did not alter the associations substantially.</p> <p><i>Duhme, H., S. K. Weiland, et al. (1996). The association between self-reported symptoms of asthma and allergic rhinitis and self-reported traffic density on street of residence in adolescents. Epidemiology 7(6): 578-82.</i></p> <p>Proximity of a child's residence to major roads linked to hospital admissions for asthma</p> <p>A study in Birmingham, United Kingdom, determined that living near major roads was associated with the risk of hospital admission for asthma in children younger than 5 years of age. The area of residence and traffic flow patterns were compared for children admitted to the hospital for asthma, children admitted for nonrespiratory reasons, and a random sample of children from the community. Children admitted with an asthma diagnosis were significantly more likely to live in an area with high traffic flow (> 24,000 vehicles/ 24 hours) located along the nearest segment of main road than were children admitted for nonrespiratory reasons or children from the</p>	<p style="margin-left: 20px;"><u><i>Duhme, Weiland et al. (1996).</i></u></p> <p>This study was based on data collected in Germany in 1994-1995. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p> <p style="margin-left: 20px;"><u><i>Edwards, Walters et al. (1994).</i></u></p> <p>This study was based on data collected in England in 1993. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

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<p style="margin-left: 40px;">community.</p> <p style="margin-left: 40px;"><i>Edwards, J., S. Walters, et al. (1994). Hospital admissions for asthma in preschool children: relationship to major roads in Birmingham, United Kingdom. Archives of Environmental Health. 49(4): 223-7.</i></p> <p style="margin-left: 20px;">Exposure to carcinogenic benzene higher for children living near high traffic areas</p> <p style="margin-left: 40px;">German researchers compared forty-eight children who lived in a central urban area with high traffic density with seventy-two children who lived in a small city with low traffic density. They found that the blood levels of benzene in children who lived in the high-traffic-density area were 71% higher than those of children who lived in the low-traffic-density area. Blood levels of toluene and carboxyhemoglobin (formed after breathing carbon monoxide) were also significantly elevated (56% and 33% higher, respectively) among children regularly exposed to vehicle emissions. Aplastic anemia and leukemia are associated with excessive exposure to benzene.</p> <p style="margin-left: 40px;"><i>Jermann E, Hajimiragha H, Brockhaus A, Freier I, Ewers U, Roscovanu A: Exposure of children to benzene and other motor vehicle emissions. Zentralblatt fur Hygiene und Umweltmedizin 189:50-61, 1989.</i></p> <p style="margin-left: 20px;">PRIVATE</p>	<p style="margin-left: 40px;"><u>Jermann, Hajimiragha, Brockhaus, Freier, Ewers, Roscovanu (1989).</u></p> <p style="margin-left: 40px;">This study was based on data collected in Germany prior to 1989. The study measured blood levels of benzene, toluene, and lead in children living in an urban area in comparison with children living in a rural area in Germany. The ARB has implemented far more stringent requirements on motor vehicle fuels and emissions including requiring vehicles to utilize unleaded fuels and reducing benzene content of gasoline. Furthermore, the study did not specifically relate blood levels to proximity to motorways but rather compared urban vs. rural levels. It is impossible to state what other sources of air pollutants may have been present in German cities prior to 1989. We cannot comment on studies conducted in Europe, which may have a substantially different vehicle mix and may have a much higher proportion of diesel-fueled vehicles than the United States. European emission standards may be substantially different than California vehicle standards as well. Studies conducted in the past represent past exposure levels and do not represent the exposure that residents at Quarry Falls would experience in future years after buildout and with implementation of ARB programs to reduce vehicular emissions.</p>

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<p>LL-31 How many residences are proposed within 500 meters of I-805? How many residences proposed within 500 meters of Friars Road?</p> <p>GRADING PM IMPACTS</p> <p>LL-32 "The accepted estimate of PM-10 emission from site grading is 26.4 pounds per graded acre or roughly grading 4 acres per day. It should be noted that daily watering of the site to be graded reduce the dust emissions by 50%; a second daily watering reduces the dust emissions by 75%. "(City of San Diego CEQA Significance Determination Thresholds for Air Quality).</p> <p>The air quality analysis assumes far less PM grading emission from grading—only pounds/graded acre. This lower estimate of PM grading emissions permits there to be more PM emissions!</p> <p>AIR QUALITY CHAPTER DOES NOT INCLUDE ON-SITE ADTs.</p> <p>LL-33 The traffic chapter states that at buildout, the project would add 66,286 ADTs (pdf page 230). It also states that 52,332 of these ADTs would travel off-site. The Air quality Chapter includes only 52,332 ADTs. This under-states the air quality impacts—by not counting the on-site ADTs. The air quality calculations must be re-done to include on-site ADTs. This may result in added impacts.</p> <p>POPULATION BASED PARK DEFICIENCIES</p> <p>LL-34 One of the project objectives is creating parks...but they fail to meet city standards for population based parks...by about 8 acres (city requires 2.8 acres/1000 population increase. They are admitting to an increase of 8300 population. However, another part of the EIR states that over 12,000 people would be added IF one assumes city wide average of 2.6/householdAgain, instead of the 22+ acres of parks required, they would pay into a city fund.....(see pdf pp. 106, 108 in DEIR). According to a recent Superior Court ruling in Friends of SD v. City of SD, paying into a fund is not valid mitigation. Depending on which population forecast you use, the park deficiency would be from 6 to 18 acres. This may not pass muster if someone were to challenge it in court.</p> <p>SOIL REMOVAL AND RECOMPACTION PROJECT ALREADY UNDERWAY?</p> <p>LL-35 About how many cubic yards of earth per year were removed from the QF site in years 2000 through 2003? How many cubic yards of earth were removed per year in 2004-2007?</p>	<p>LL-31. Approximately 1,650 homes would be located within 500 meters of I-805. See also response no. E-29.</p> <p>LL-32. As stated in the Air Quality Technical Report, it was conservatively assumed that 25% of the site area could be disturbed on any single day for each phase of construction. Fugitive dust emissions were estimated using the emission factor for PM10 emissions from construction recommended in the URBEMIS2002 model of 10 lbs/acre/day (Rimpo and Associates 2002). This emission factor is based on a study funded by the South Coast Air Quality Management District and conducted by the Midwest Research Institute, which measured emissions from construction sites. The Midwest Research Institute study was conducted in 1996 and was conducted to refine the assumptions for fugitive dust recommended in the 1993 South Coast Air Quality Management District's CEQA Air Quality Handbook, from which the original emission factor of 26.4 lbs/acre/day was obtained. The revised emission factors have been accepted by the South Coast Air Quality Management District and are used to represent unmitigated construction fugitive dust emissions during grading.</p> <p>LL-33. Offsite trips comprise the main source of air emissions for the project. To add in internal trips, internal trip lengths were estimated by the traffic consultant at 1/3 mile based on internal project distances. Tables 18a through 18d below present the revised emissions including both internal trips and road dust; the PEIR has been updated (shown in strikeout/underline format) to include this information. As shown in the tables, adding the additional emissions would not result in an impact that was not identified in the Air Quality Technical Report and no new significant impacts would result.</p>

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	<p>Table 18a TOTAL OPERATIONAL EMISSIONS Phase 1</p> <table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th></th> <th>CO</th> <th>ROGS</th> <th>NO_x</th> <th>SO_x</th> <th>PM₁₀</th> <th>PM_{2.5}</th> </tr> </thead> <tbody> <tr> <td></td> <td colspan="6" style="text-align: center;">LBS/DAY</td> </tr> <tr> <td>Energy Use</td> <td>0.0089</td> <td>0.0005</td> <td>0.0574</td> <td>-</td> <td>0.0018</td> <td>0.0018</td> </tr> <tr> <td>Landscaping</td> <td>3.93</td> <td>0.45</td> <td>0.07</td> <td>0.08</td> <td>0.01</td> <td>0.01</td> </tr> <tr> <td>Vehicular Emissions</td> <td>1716.90</td> <td>188.88</td> <td>121.74</td> <td>1.05</td> <td>9.14</td> <td>9.05</td> </tr> <tr> <td>Vehicular Emissions – Internal Trips</td> <td>177.07</td> <td>42.22</td> <td>9.71</td> <td>0.05</td> <td>0.36</td> <td>0.36</td> </tr> <tr> <td>Road Dust</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>9.84</td> <td>1.48</td> </tr> <tr> <td>Road Dust – Internal Trips</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>0.23</td> <td>0.03</td> </tr> <tr> <td>TOTAL</td> <td>1897.91</td> <td>231.55</td> <td>131.58</td> <td>1.18</td> <td>19.58</td> <td>10.93</td> </tr> <tr> <td>Significance Screening Criteria</td> <td>550</td> <td>137</td> <td>250</td> <td>250</td> <td>100</td> <td>55</td> </tr> <tr> <td><i>Above Screening Criteria?</i></td> <td><i>YES</i></td> <td><i>YES</i></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> </tr> <tr> <td></td> <td colspan="6" style="text-align: center;">TONS/YEAR</td> </tr> <tr> <td>Energy Use</td> <td>0.0016</td> <td>0.0001</td> <td>0.0105</td> <td>-</td> <td>0.0003</td> <td>0.0003</td> </tr> <tr> <td>Landscaping</td> <td>0.35</td> <td>0.04</td> <td>0.01</td> <td>0.01</td> <td>0.00</td> <td>0.00</td> </tr> <tr> <td>Vehicular Emissions</td> <td>313.33</td> <td>34.49</td> <td>22.22</td> <td>0.19</td> <td>1.67</td> <td>1.65</td> </tr> <tr> <td>Vehicular Emissions – Internal Trips</td> <td>32.31</td> <td>7.70</td> <td>1.77</td> <td>0.01</td> <td>0.07</td> <td>0.07</td> </tr> <tr> <td>Road Dust</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>1.80</td> <td>0.27</td> </tr> <tr> <td>Road Dust – Internal Trips</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>0.04</td> <td>0.006</td> </tr> <tr> <td>TOTAL</td> <td>345.99</td> <td>42.23</td> <td>24.01</td> <td>0.21</td> <td>3.58</td> <td>2.00</td> </tr> <tr> <td>Significance Screening Criteria</td> <td>100</td> <td>15</td> <td>40</td> <td>100</td> <td>15</td> <td>10</td> </tr> <tr> <td><i>Above Screening Criteria?</i></td> <td><i>YES</i></td> <td><i>YES</i></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> <td><i>No</i></td> </tr> </tbody> </table>		CO	ROGS	NO _x	SO _x	PM ₁₀	PM _{2.5}		LBS/DAY						Energy Use	0.0089	0.0005	0.0574	-	0.0018	0.0018	Landscaping	3.93	0.45	0.07	0.08	0.01	0.01	Vehicular Emissions	1716.90	188.88	121.74	1.05	9.14	9.05	Vehicular Emissions – Internal Trips	177.07	42.22	9.71	0.05	0.36	0.36	Road Dust	-	-	-	-	9.84	1.48	Road Dust – Internal Trips	-	-	-	-	0.23	0.03	TOTAL	1897.91	231.55	131.58	1.18	19.58	10.93	Significance Screening Criteria	550	137	250	250	100	55	<i>Above Screening Criteria?</i>	<i>YES</i>	<i>YES</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>		TONS/YEAR						Energy Use	0.0016	0.0001	0.0105	-	0.0003	0.0003	Landscaping	0.35	0.04	0.01	0.01	0.00	0.00	Vehicular Emissions	313.33	34.49	22.22	0.19	1.67	1.65	Vehicular Emissions – Internal Trips	32.31	7.70	1.77	0.01	0.07	0.07	Road Dust	-	-	-	-	1.80	0.27	Road Dust – Internal Trips	-	-	-	-	0.04	0.006	TOTAL	345.99	42.23	24.01	0.21	3.58	2.00	Significance Screening Criteria	100	15	40	100	15	10	<i>Above Screening Criteria?</i>	<i>YES</i>	<i>YES</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
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Landscaping	3.93	0.45	0.07	0.08	0.01	0.01																																																																																																																																														
Vehicular Emissions	1716.90	188.88	121.74	1.05	9.14	9.05																																																																																																																																														
Vehicular Emissions – Internal Trips	177.07	42.22	9.71	0.05	0.36	0.36																																																																																																																																														
Road Dust	-	-	-	-	9.84	1.48																																																																																																																																														
Road Dust – Internal Trips	-	-	-	-	0.23	0.03																																																																																																																																														
TOTAL	1897.91	231.55	131.58	1.18	19.58	10.93																																																																																																																																														
Significance Screening Criteria	550	137	250	250	100	55																																																																																																																																														
<i>Above Screening Criteria?</i>	<i>YES</i>	<i>YES</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>																																																																																																																																														
	TONS/YEAR																																																																																																																																																			
Energy Use	0.0016	0.0001	0.0105	-	0.0003	0.0003																																																																																																																																														
Landscaping	0.35	0.04	0.01	0.01	0.00	0.00																																																																																																																																														
Vehicular Emissions	313.33	34.49	22.22	0.19	1.67	1.65																																																																																																																																														
Vehicular Emissions – Internal Trips	32.31	7.70	1.77	0.01	0.07	0.07																																																																																																																																														
Road Dust	-	-	-	-	1.80	0.27																																																																																																																																														
Road Dust – Internal Trips	-	-	-	-	0.04	0.006																																																																																																																																														
TOTAL	345.99	42.23	24.01	0.21	3.58	2.00																																																																																																																																														
Significance Screening Criteria	100	15	40	100	15	10																																																																																																																																														
<i>Above Screening Criteria?</i>	<i>YES</i>	<i>YES</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>																																																																																																																																														

LETTERS OF COMMENTS AND RESPONSES

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style="text-align: right;">43.95</td> <td style="text-align: right;">0.53</td> <td style="text-align: right;">9.21</td> <td style="text-align: right;">5.10</td> </tr> <tr> <td>Significance Screening Criteria</td> <td style="text-align: right;">100</td> <td style="text-align: right;">15</td> <td style="text-align: right;">40</td> <td style="text-align: right;">100</td> <td style="text-align: right;">15</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Above Screening Criteria?</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> <td style="text-align: center;">No</td> <td style="text-align: center;">No</td> </tr> </tbody> </table>	Table 18c TOTAL OPERATIONAL EMISSIONS Phase 3								CO	ROGs	NO _x	SO _x	PM ₁₀	PM _{2.5}	Lbs/day							Energy Use	0.0193	0.0010	0.1230	-	0.0039	0.0039	Landscaping	3.99	0.41	0.09	0.08	0.00	0.00	Vehicular Emissions	3254.30	363.63	225.58	2.75	23.44	23.21	– Internal Trips	285.90	71.13	15.08	0.10	0.79	0.78	Road Dust	-	-	-	-	25.77	3.87	Road Dust – Internal Trips	-	-	-	-	0.50	0.08	TOTAL	3544.21	435.17	240.87	2.93	50.50	27.94	Significance Screening Criteria	550	137	250	250	100	55	Above Screening Criteria?	Yes	Yes	No	No	No	No	Tons/year							Energy Use	0.0035	0.0002	0.0224	-	0.0007	0.0003	Landscaping	0.36	0.04	0.01	0.01	0.00	0.00	Vehicular Emissions	593.91	66.36	41.17	0.50	4.28	4.24	– Internal Trips	52.18	12.98	2.75	0.02	0.14	0.14	Road Dust	-	-	-	-	4.70	0.71	Road Dust – Internal Trips	-	-	-	-	0.09	0.01	TOTAL	646.45	79.38	43.95	0.53	9.21	5.10	Significance Screening Criteria	100	15	40	100	15	10	Above Screening Criteria?	Yes	Yes	Yes	No	No	No
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COMMENT	RESPONSE
	<p>LL-34. Parks services are addressed in Section 2.6.6, <i>Parks</i>. The City’s Parks and Recreation Department has reviewed the proposed project and has determined that the project would provide 16.64 acres of public population-based neighborhood park area and that the remaining requirements for population-based community park would be satisfied by payment of the DIF. The PEIR does not state that payment of fees serves as mitigation. Instead, the project would meet the City’s requirements by the combination of providing on-site facilities and payment of the DIF. See also response no. K-49.</p> <p>LL-35. The approved CUP 5073 for the mining operation does not place limits on the extraction, processing, selling and distributing of sand, rock and gravel. The amount of material extracted and processed each year fluctuates due to market conditions. Mined materials, such as dirt, which are unsuitable for construction processes are retained for compaction. The estimated annual production of the mine is approximately 1 million tons of aggregate, equivalent to approximately 770,000 cubic yards. An estimated 5 million cubic tons of aggregate remains to mined before the depletion of resources is reached.</p>

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COMMENT	RESPONSE
<p>Page 6 of the Geomatrix Report (Appendix H, DEIR Appendices/2nd CD) titled "Preliminary Geotechnical Investigation Report Quarry Falls Development states:</p> <p>"Structures founded in poorly compacted fill have the potential to experience significant differential settlements. However, properly placed and compacted engineered fill will reduce settlement and associated damage to structures. The variability in relative compaction and water content encountered across the site indicates that localized reworking is not an option. As mentioned earlier, Vulcan has undertaken the removal and re-compaction OF ALL EXISTING FILL BEGINNING IN APRIL 2004. WITH THIS RECOMMENDED APPROACH, IT IS ANTICIPATED THAT THE ENTIRE THICKNESS OF FILL PLACED PRIOR TO 2004 AT THE MISSION VALLEY FACILITY WILL BE COMPLETELY REMOVED AND REPLACED AS PROPERLY COMPACTED ENGINEERED FILL AT THE COMPLETION OF SITE RECLAMATION." (CAPS added). Page 1 of this report states:</p> <p>"Sudberry plans to develop the Mission Valley property at the completion of mining activities by Vulcan.....SCOPE OF SERVICES The field investigation supporting this preliminary geotechnical study was conducted on behalf of Vulcan and involved mainly evaluating the existing fills at the project site. The evaluation study supplied the necessary understanding of the in-place fills at the site and provided the basis necessary to develop an approach to reclaim the land FOR FUTURE DEVELOPMENT" (CAPS ADDED).</p> <p>The above study is found on the CD Appendices to the EIR in Volume 2 folder, Appendix H.</p> <p>LL-36 Do the existing CUPS or any other legal document allow the above mentioned removal and re-compaction of fill? (which is required for developing the site). Please cite the exact language which legally authorizes the above removal of fill and recompaction. OR, has this major PRE-DEVELOPMENT PROJECT been done outside of CEQA, the City's LDC, and public review?</p> <p>LL-37 Has County Department of Environmental Health (DEH) opined on the above? If so, please include any written correspondence in FEIR.</p> <p>MISSION VALLEY PLAN CONFLICTS REQUIRE MVCP AMENDMENT(S)</p> <p>DEIR (pdf p. 187) states that one of the MVCP objectives is:</p> <p>LL-38 "Continue sand and gravel operations in the community until depletion is reached."</p> <p>Page 54 of the MVCP states: "Objectives -- Continue sand and gravel operations in the community until depletion is reached." Quarry Falls conflicts with this objective since development would occur prior to depleting the sand and gravel.</p>	<p>LL-36. The mining operation is subject to the State of California Surface Mining and Reclamation Act (SMARA) for which the City of San Diego is the lead agency. SMARA Section 2772(c)(8) requires the reclamation plan be developed to ensure the implementation of the proposed end use for the site is not prohibited. Furthermore, the California Code of Regulations (CCR) section 3704 establishes geotechnical requirements for reclamation plans ensuring the stability of slope and fill materials for future development, including compaction of fill in accordance with the Uniform Building Code for urban use. Current mining and compaction activities are being conducted in accordance with previously approved entitlements and under the observation and testing of licensed geotechnical engineers. Recompanction of existing fill material is being conducted to ensure compliance with SMARA requirements for ensuring geotechnical stable of the site for future development. See also response no. N-28.</p> <p>LL-37. The purview of the San Diego County Department of Environmental Health (DEH) is to regulate businesses that may impact public health and safety through the management of hazardous materials, hazardous waste, medical waste and underground storage tanks. The Draft PEIR discusses the involvement of DEH on two cases of unauthorized release of hazardous materials. In addition, the current mining operator will be required to complete the closure process for an underground storage tank (UST). For new development associated with the implementation of Quarry Falls, Mitigation Measure 5.7 requires the project applicant to participate in the Voluntary Assistance Program (VAP) and provide a concurrence letter prior to issuance of building permits.</p> <p>DEH would not be involved in the Reclamation Plan which is under the jurisdiction of the State of California</p> <p>LL-38. The mining site is reaching the end of its useful life as sand and gravel resources are being depleted. The phasing in of new development will occur on those portions of the site where mining has been completed. The Draft PEIR includes a discussion of air quality and noise impacts related to the compatibility of new development with existing and future mining operations and has identified mitigation measures to ensure public health and safety and reduce impacts to below a level of significance.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>LL-39 Page 55 of the MVCP elaborates: “Ideally, depletion or termination of mining operations should be reached in any given extraction area before re-use begins. If this proves infeasible, new development should be sufficiently buffered from continued mining operations to meet existing noise and air pollution standards; present no danger to public health, safety and welfare; and minimize environmental conflicts. The use of Planned Development and Specific Plans should be encouraged to assure the highest quality of development and sensitive treatment of the environment.” Overburdening the street and freeway system as proposed—is not consistent with this section of the MVCP.</p>	<p>LL-39. Comments noted. These comments present excerpts from the Mission Valley Community Plan. As presented in Section 5.1, <i>Land Use</i>, the proposed project would result in significant impacts associated with traffic circulation, resulting in a significant impact to land use associated with this conflict with the Mission Valley Community Plan.</p>
<p>LL-40 Page 56 of the MVCP states: “When land within an existing sand and gravel extraction area is proposed for urban development, multiple land uses should be considered and processed consistent with the land use and development guidelines of the Multiple Use Development Option of this Plan.” Page 59 of the MVCP states: “Additional development intensity based upon increased traffic generation may be permitted if it can be shown that : <i>1. the additional traffic generation can be accommodated; or 2. additional improvement can be made to the circulation/transportation system which will accommodate the increase in traffic generation.</i>” While a multiple use option is proposed, it far exceeds the PDO allowed intensities of 140 ADTs/acre; and the traffic study shows that the increased intensities/ADTs cannot be accommodated/unmitigated impacts. The proposal is fundamentally inconsistent with the MVCP, and common sense traffic planning.</p>	<p>LL-40. Comments noted. As presented in Section 5.1, <i>Land Use</i>, the proposed project would result in significant impacts associated with traffic circulation, resulting in a significant impact to land use associated with this conflict with the Mission Valley Community Plan. See also response to J-4.</p>
<p>LL-41 MVCP Page 125 states: “Development at the base of the slopes should utilize the following design principles: a. Emphasize a horizontal rather than a vertical orientation for building shape.....The hillsides should provide a clear area of demarcation between the Plan area and the communities on the mesas above Mission Valley.” Buildings up to 200 feet high would be a precedent for ANY valley hillside and would be a vertical rather than horizontal orientation. What is the highest building at the base of the valley south or north slopes? The highest building since 1985 (MVCP approved)? The visual simulation in the visual impacts chapter shows how the tall buildings would nearly eliminate any sense that one would be looking at a hillside! Rather, the effect is more like looking at tall buildings with little if any sense of demarcating the hillsides from the mesas above the valley.</p> <p>MVCP Page 121 states: “Designate the hillsides and canyons which have any of the following characteristics as open space in the community:</p> <p style="padding-left: 40px;">a. Contain rare or endangered species of vegetation or animal life.”</p>	<p>LL-41. The treatment of the northern slopes and the creation of a visible band of open space is not the same as the strict limitations on development found for the southern slopes; the Mission Valley Community Plan recognizes this in stating “Whereas the southern slopes have been maintained in close to their natural state, the northern hillsides have been extensively modified and disturbed by extraction and building activities.” Despite this, the manufactured slopes from mining will be revegetated to create a band of open space along I-805 and the eastern portion of Phyllis Place. Per the draft PEIR (page 5.3-16), “Public views of existing mined slopes would be replaced with buildings of varying heights and landscaping. However, the mined slopes do not constitute a “scenic resource.” Therefore, any views of the mined slopes that would be blocked by structures within Quarry Falls are not regarded as significantly adverse visual impacts.”</p> <p>In addition, the Mission Valley Community Plan calls for a road connection to the upper mesa at this location. The Quarry Falls project is designed to accommodate the road connection to Phyllis Place (even if the road is not built), the policies related to the northern slopes must be balanced to achieve the multiple goals stated in the community plan. The retention of 2.4 million cubic yards of fill material creates the opportunity to design a superior multi-use land plan and meet the engineering requirements for a potential road connection to Phyllis Place. The terracing of lots is encouraged by the Community Plan to provide visual variety to the development.</p>
<p>LL-42 The DEIR acknowledges impacts to Coastal Sage Scrub and the threatened CA gnatcatcher on over one acre of land. Exactly how many acres of CSS would be lost? Amount of Chapparal lost? MSCP and MHPA do not invalidate this part of the MVCP. Therefore, the CSS should not be impacted or a Plan amendment would be required.</p>	

LETTERS OF COMMENTS AND RESPONSES

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	<p>LL-42. As stated in Section 5.6, <i>Biological Resources</i>, 1.08 acres of coastal sage scrub and 0.28 acre of mixed chaparral would be impacted by the proposed project (see Table 5.6-5). Impacts would be mitigated to below a level of significance with measures presented in Section 5.6 in accordance with the City's Biology Guidelines. The coastal sage scrub and chaparral are considered to be adequately protected within MHPA lands. Neither the on-site coastal sage scrub or the mixed chaparral are considered rare or endangered</p>

LETTERS OF COMMENTS AND RESPONSES

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<p>LL-43 MVCP Page 123 (like the MVPDO) states: "Development intensity should not be determined based upon land located exceeding 25 percent slope." The DEIR does not disclose the acreage of steep slopes on site. DEIR does refer to re-vegetating steep slopes (1.5:1 slopes) but does not state what acreage this covers. The proposal far exceeds the ADTs allowed by PDO and MVCP even assuming all acreage is NOT steep slopes (140 x 225 = 31,500 ADTs whereas over 66,000 ADTs are proposed).</p>	<p>LL-43. See response to comments nos. J-4.</p>
<p>LL-44 MVCP Page 123 states: "Rehabilitate the northern hillsides and incorporate them into future development." Would not rehabilitating them include re-contouring to grade prior to mining? How much acreage was steep slopes (4:1 or steeper) prior to mining? Please re-produce the 1928 photo (available at Department of Public Works and mentioned in EIR appendices) showing condition of site prior to mining. Please estimate the acreage of steep hillsides on site prior to mining. This amount of steep hillsides should be subtracted from ADTs allowed under the PDO steep hillside exclusion.</p>	<p>LL-44. As part of the approved Reclamation Plans, the slopes that remain following completion of mining would be revegetated in native and naturalized plant materials. The slopes that will remain following mining did not exist prior to mining. The mining operations created the slopes as resources materials have been removed. The conditions of the site in 1928, as well as the amount of steep hillsides at that time, are not relevant to the current proposal. Mining, including resources extraction, and ultimate reclamation of the mined site are occurring in accordance with approved CUPs and Reclamation Plans. See response to comment number J-4.</p>
<p>LL-45 Is a 404/Clean Water Act Permit required to impact the wetlands as proposed?</p>	<p>LL-45. A 404 permit is not required for the project.</p>
<p>LL-46 Why hasn't the Statement of Overriding Considerations been included in EIR? How can public review and comment on this critical aspect of the proposal's rationale?</p>	<p>LL-46. The Statement of Overriding Considerations is prepared prior to action by the decision maker for adoption by the City Council and is not a part of the Draft or Final EIR.</p>
<p><i>SUM</i></p> <p>LL-47 <i>Can DSD cite ANY other proposal which includes traffic consultant listed traffic delays of over 2 hours, and traffic lines over 4.5 miles? If so, please document. WHY WERE NOT THESE TRAFFIC DELAYS and LINES REPORTED IN THE DEIR RELEASED TO THE PUBLIC? These delays/lines far exceeds any proposal I have ever seen. Any elected official approving such a plan should (or would) be promptly recalled from office for abuse of public trust/good.</i></p>	<p>LL-47. The City has conducted environmental review of the proposed project and determined what potential environmental effects could results, whether those impacts would be significant, and what measures, if any, can be implements to reduce significant environmental effects. Whether other projects in the City have the same or similar impacts is not relevant, unless those projects are considered as part of the Cumulative Effects analysis conducted for the project.</p>
<p>LL-48 <i>Can DSD cite ANY proposal which includes over 17,000 tons of greenhouse gasses to build it--yet alleges this is "not significant" air quality impact? If so, please document.</i></p>	<p>LL-48. Greenhouse gas emissions and the project's impacts relative to global climate change are addressed in Section 8.0, <i>Cumulative Effects</i>.</p>
<p>LL-49 <i>Why doesn't the air quality chapter include Particulate Matter created by road and tire wear?</i></p>	<p>LL-49. See response to comment no. LL-25.</p>
<p>LL-50 <i>How can a proposal which far exceeds the City's air quality significance thresholds not be considered a significant impact?</i></p>	<p>LL-50. See response to comment no. LL-27.</p>
<p>LL-51 <i>Locating residents within 500 meters of I-805 or Friars Road would be a public health-from-air pollution impact not reviewed in the DEIR.</i></p>	<p>LL-51. See response no. E-29.</p>
<p>LL-52 <i>The DEIR must be recirculated because of new information (scientific studies) showing unmitigated impacts to air quality and public health not reviewed in the DEIR. The 2nd CD containing the DEIR Appendices should be provided to all on the DEIR distribution list since it contains vital information regarding traffic delays--not disclosed on the CD/DEIR distributed to most of the public.</i></p>	<p>LL-52. See response to comment no. LL-28.</p>

LETTERS OF COMMENTS AND RESPONSES

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<div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">LL-53</div> <p><i>The MVPDO and/or the MVCP state that hillside development should be "low in profile." 200 foot high buildings are not low in profile but rather a precedent for tallest height on Mission Valley hillsides. This would require a Plan amendment. However, such an amendment should not be allowed as the "low profile" restriction provides some protection of valley hillsides. This plan negates existing legal protections—so the landowner and developer can make more money.</i></p>	<p>LL-53. See response to comment no. J-4.</p>
<div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">LL-54</div> <p><i>The DEIR is correct that the environmentally superior option is the No build alternative. I would urge its adoption.</i></p>	<p>LL-54. Comment noted.</p>
<div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">LL-55</div> <p><i>The DEIR conveniently omits stating the MVPDO allows 140 ADTs/gross acre (minus land in steep hillsides). The public is kept in the dark about the dramatic up-zones being proposed through the Specific Plan which would exempt proposal from compliance with MVPDO.</i></p>	<p>LL-55. See response to comment no. J-4.</p>
<div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">LL-56</div> <p><i>Proposal does not meet population based park requirements (short by 6 to 18 acres depending on population forecast used).. A recent legal ruling (Friends of San Diego v. City of San Diego) states that merely paying into a city fund--is Not valid mitigation for park shortages of a proposal.</i></p>	<p>LL-56. See response to comment no. K-49.</p>
<div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">LL-57</div> <p><i>If any development is allowed, I would urge that it not cause any significant traffic or air quality impacts and that population based park acreage meets legal requirements; and that buildings actually be "low in profile" to comply with legal restrictions everyone else has to follow.</i></p>	<p>LL-57. Comments noted.</p>
<div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-bottom: 10px;">LL-58</div> <p><i>The MVCP presumes developments are consistent with the road capacity of the valley. QF dramatically exceeds this common sense restriction. The EIR states that such a reduced impacts option would be "unfeasible." Translating that from developer-ese into English, what they are saying is:</i></p> <p><i>"we want the project to be worth billions rather than just hundreds of millions..." This is ridiculous and greed-driven.</i></p> <p><i>We all have to use the already overburdened valley roads and breath the same air. This proposal represents Los Angelization gone mad. Thank you for acknowledging that the No Build alternative is environmentally superior option.</i></p> <p><i>Randy Berkman RVPP Box 7098 San Diego, CA 92167 Email: jrb223@hotmail.com</i></p>	<p>LL-58. Comment noted. These comments express the opinion of the commenter and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>-----Original Message----- From: Randy Berkman [mailto:jrb223@hotmail.com] Sent: Monday, January 07, 2008 11:10 AM To: Mirrasoul, Marilyn; Temple, Jeannette Cc: Edwards, Shirley; Fain, Nina; Aguirre, Michael; tmullaney@aol.com; ellenshively@sbcglobal.net; peugh@cox.net; uhcdc@netzero.net; mislupe@sbcglobal.net Subject: Quarry Falls amended comments on DEIR</p> <p>Attached to these comments for reproduction in FEIR are:</p>	
<p>LL-59</p> <p>1. Freeway ramp meter chart showing delays up to 138 minutes as result of project (from DEIR appendices traffic study: Not in CD distributed to public). At December, 2007 meeting of Serra Mesa Planning Group, I asked the 50 or so people present who had a copy of the DEIR Appendices CD. No one (but myself and Lynn Mulholland) had this CD/DEIR Appendices--and we had to ask for it. Again, the public comment period should start over when the DEIR Appendices is distributed to all on the EIR distribution list. This is supported by a recent email from Governor's Office of Planning & Research (CA agency responsible for CEQA interpretation) which states that it is "common practice" to distribute the DEIR Appendices with the DEIR.</p>	<p>LL-59. See response to comments nos. J-1.</p>
<p>LL-60</p> <p>2. Greenhouse Gas emission chart showing over 17,700 Tons of CO2 as result of building project (from DEIR appendices air quality chapter: not in CD/"Quarry Falls DEIR" distributed to public).</p>	<p>LL-60. The draft PEIR contains summary tables and analysis describing the GHG emissions related to the project on pages 8-27 through 8-33.</p>
<p>LL-61</p> <p>Why not a side by side comparison of traffic delays and speed decreases for the various alternatives? Please provide in FEIR. The DEIR provides review of only the highest intensity option (alleged 66,000+ ADTs) compared to 'without project' option.</p>	<p>LL-61. See response to comment no. K-105.</p>
<p>LL-62</p> <p>I agree with the Mission Valley Planning Group that the City's more recent traffic significance impact criteria should be utilized. This updated criteria has been in use since 2004. To grant a 'grandfathering' in of Quarry Falls, using the less stringent criteria, is therefore not merited. These new criteria were adopted after a Court ruling stating that the worse existing conditions are in vicinity of a proposed project, the easier it is to 'trigger significance' under CEQA, and therefore require mitigation. In other words, if traffic is already gridlock near project, it takes less added traffic to trigger 'significant impact' requiring mitigation.</p>	<p>LL-62. See response to comment no. H-9.</p>
<p>LL-63</p> <p>A recent article in the Stockton Record newspaper (Jan. 5, 2008) reported that in San Joaquin County (population about 673,000), there was 394,000 pounds (197 tons) of YEARLY, toxic air pollution from 47 facilities. See: http://www.recordnet.com/apps/pbcs.dll/article?AID=/20080105/A_NEWS/801050319 Quarry Falls would add over 17,700 TONS of greenhouse gases (CO2) just for building the project (according to the Chart in the DEIR Appendices for Air Quality). This is further evidence that 17,700+ tons of greenhouse gases emitted to build the project--is a significant air quality impact. Since no unmitigated air quality impacts are acknowledged in the DEIR, this is another reason the DEIR should be recirculated (Laurel Heights 2 CEQA case). The air quality chapter of the DEIR/1st CD omits the greenhouse gas chart which shows over 17,600 tons of such gases from construction of the project. AGAIN, THE CHART SHOWING SEVERITY OF IMPACTS IS NOT DISCLOSED TO THE PUBLIC ON THE 1st CD (titled Quarry Falls Draft EIR) THAT ALL ON DISTRIBUTION LIST RECEIVED. WHY?</p>	<p>LL-63. See response to comment no. K-34 and LL-3.</p>

LETTERS OF COMMENTS AND RESPONSES

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<p>LL-64</p> <p>How many total tons/day of air pollution would occur from project in phase 1, 2, 3, 4 from auto emission, auto road/tire wear, mining, and building the project? As I recall, the City of Villages EIR (2002) stated that that project would add 14 tons of air pollution/day and that was considered significant and unmitigated.</p>	<p>LL-64. Table 5.4-5, <i>Total Operational Emissions</i>, of the PEIR lists the pounds per day and tons per year of emissions for each phase of the project. The City of Villages EIR (2002) does not reference the proposed project.</p>																																																																																																			
<p>LL-65</p> <p>DEIR page 5.4-11 (pdf p. 307) lists '6.510.9' as a measure of CO hotspot. What does that number mean? (other numbers listed are not ambiguous).</p>	<p>LL-65. Table 5.4-6 contained typographical errors in transposing this information from Table 19a of the Air Quality Technical Report. The typos have been corrected in the Final PEIR. The corrected table is printed below.</p>																																																																																																			
<p>LL-66</p> <p>DEIR Page 2.2-13 (CD distributed to all) (pdf p. 225) is a chart of EXISTING RAMP METER DELAYS for FREEWAYS. YET THE TRAFFIC CHAPTER DOES NOT INCLUDE THE 'WITH PROJECT' RAMP METER DELAYS ON THE CD DISTRIBUTED TO PUBLIC; WHEREAS THESE RAMP METER DELAY CHARTS "WITH PROJECT" ARE ON THE 2ND CD/DEIR APPENDICES--which was not generally distributed. When severe traffic and air quality impacts are listed only on the CD not distributed to the general public, this is at least an appearance of an intentional withholding of vital (CEQA required) information.</p>	<p>Table 5.4-6 CO "Hot Spots" Evaluation</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: center;">Intersection</th> <th colspan="2" style="text-align: center;">1-hour CO Concentrations CAAQS = 20 ppm NAAQS = 35 ppm</th> <th style="text-align: center;">8-hour CO Concentrations CAAQS = 9.0 ppm, NAAQS = 9 ppm</th> </tr> <tr> <th style="text-align: center;">AM</th> <th style="text-align: center;">PM</th> <th style="text-align: center;">MAXIMUM</th> </tr> </thead> <tbody> <tr><td>Camino del Rio North and Westbound I-8</td><td style="text-align: center;">-</td><td style="text-align: center;">11.1</td><td style="text-align: center;">4.91</td></tr> <tr><td>Friars Road and Fenton Parkway</td><td style="text-align: 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<p>LL-67</p> <p>The Mission Valley Planning Group correctly stated that the project would be growth inducing and requests an analysis of valley roads IF other undeveloped valley lands were to build at double (actually more than double) their MVPDO allowed intensity. I agree. This would show that the nightmare traffic scenario (2 hour+ delays) of the proposed project--would be even worse!</p>	<p>LL-66. The commenter's reference is to the draft PEIR page 5.2-13 and Table 5.2-4, <i>Existing Ramp Meter Conditions</i>. This analysis represented the worst case scenario of the calculated delay and queue. The Traffic Impact Study Table 4-5, <i>Existing Ramp Meter Conditions - Observed Delay and Queue</i> represents the realistic conditions at these locations. See response to comment nos. LL-5 and J-1.</p>																																																																																																			
<p>LL-68</p> <p>The DEIR states that of the 66,000+ ADTs added by project, about 52,000 of these would be off-site. In other words, about 14,000 ADTs would be on-site. The Mission Valley Planning Group aptly asks if DSD can name ANY other project which would have over 20% of its ADTs 'on site.' Retaining over 20% of ADTs on site sounds quite unrealistic.</p>																																																																																																				
<p>LL-69</p> <p>The so-called "community plan alternative" (with less than half the ADTs of the 66,000 + proposed) is mis-named. The MVCP does not support adding more traffic to the valley road system than it can bear. The Quarry Falls site "allowance" of 140 ADTs/net acre of the MVCP and MVPDO are UPPER limits--which ASSUME the road system can handle the increase. The 1985 modeling of the MVCP traffic study clearly under-estimated the impacts of the 1985 MVCP on the valley roads and freeways. The proof is the number of roads now functioning at LOS F (how many current valley roads function at LOS F??); and ALL valley freeways functioning at LOS F.</p>																																																																																																				
<p>LL-70</p> <p>Thank you Ms. Mirrasoul for requesting the Earth Times article (on health hazards of living close to highly traveled roads) in more clear form. This was provided you Jan. 5, 2008 along with request that FEIR include DSD reply to each of the studies cited in the Earth Times article since QF is proposing many residences within close proximity to I-805 and Friars Road.</p>																																																																																																				

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>LL-67. The growth inducement potential of the project was addressed in the draft PEIR in Section 6, pages 6-1 through 6-2.</p> <p>LL-68. See response to comment no. I-4.</p> <p>LL-69. The traffic study conducted for the Mission Valley Community Plan would have assumed worst case, with the project site developing at 140 ADT/acre.</p> <p>As listed in the PEIR, Table 5.2-1, <i>Existing Roadway Segment Conditions</i>, the following six roadway segments currently operate at LOS F:</p> <ul style="list-style-type: none"> • Friars Road – Ulric Street/SR-163 Southbound Ramps to SR-163 Northbound Ramps • Friars Road – SR-163 Northbound Ramps to Frazee Road • Friars Road – I-15 Southbound Ramps to I-15 Northbound Ramps • Texas Street – Camino del Rio South to Madison Street • Texas Street – Madison Street to Monroe Avenue • Texas Street – Monroe Avenue to Meade Avenue <p>LL-70. Comments noted.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; width: fit-content; padding: 2px; margin-bottom: 10px;">MM-1</div> <p>rom: Rayene [mailto:rayene@dslextrême.com] Sent: Saturday, January 05, 2008 6:17 PM To: Mirrasoul, Marilyn Subject: Project Number 49068</p> <p>Marilyn Mirrasoul, Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego CA 92101</p> <p>Reference Option Four, which has a connecting road from Quarry Falls to Phyllis Place.</p> <p>The environmental impact to the immediate neighborhood of Phyllis Place-Abbots Hill has not been addressed:</p> <ol style="list-style-type: none"> 1. Our Serra Mesa community (West of I-805) lives in 217 homes and 50 apartments. 2. The huge increase in traffic will effectively isolate us from the rest of Serra Mesa. 3. The isolation will be caused by the difficult and time consuming trip of traveling from our community to the rest of Serra Mesa through four new sets of traffic lights. (There will be one at the proposed road connection on Phyllis Place, one on either side of I-805, and one at the intersection of Murray Ridge Road and Mission Center Road.) 4. Our community will instead almost exclusively use the proposed connecting road. This road will provide a quicker access to Mission Valley than our using Murray Ridge Road to access Serra Mesa. 5. Our ties to Serra Mesa will deteriorate. We will feel closer to Mission Valley. Our interests will be closely allied with Mission Valley. 6. Small business and services located in Mission Valley will be more convenient: for example, Library, US Post Office, services, small stores, gas stations, drug store, fast foods, etc. 7. The 50 apartments are inhabited by senior citizens who will be severely impacted in leaving their home. The walk for bus service at Murray Ridge Road and Mission Center Road will be more time consuming and dangerous. 8. We do not want to become like the residents of Hye Park on Mission Center Road and the residents of Birdland, who have little or no interest in Serra Mesa's community affairs. They are isolated from our community. <p>As residents of this quiet neighborhood for 43 years, we totally oppose the road connection to the Phyllis Place area from Quarry Falls.</p> <p>Rayene Sperbeck and James Sperbeck</p> <p>2329 Thames Court San Diego CA 92123 858 279-0525</p>	<p>MM-1. See response no. BB-3, and H-4.</p> <p>Relative to access to transit (item 7 in this comment letter), the proposed project would likely result in improved transit in this area. SANDAG has stated that bus routes could be re-structured to better serve the project. Additionally, MTS will consider re-routing of bus lines to better access the project, if the connection to Phyllis Place is made (see SANDAG letter comment no. F-13).</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: JenniferWh@aol.com [mailto:JenniferWh@aol.com] Sent: Friday, January 04, 2008 6:19 PM To: Mirrasoul, Marilyn Subject: Quarry Falls Draft EIR Project No. 49068/SCH No. 2005081018/</p> <p>Ms. Marilyn Mirrasoul Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101</p> <p>Dear Ms. Mirrasoul:</p> <p>NN-1 I have many concerns about the proposed Quarry Falls project. As background information I am a San Diego native since the 1940s and presently live in Mission Valley (Union Square on Hazard Center Drive) on the San Diego River. I have watched this valley go to the size and density that it is today and am not proud of what I see. I also agree with the letter submitted by our Board at Union Square. An important point that is made is that no consideration of the proposed Hazard Center redevelopment was mentioned in the EIR (that I saw) and how much more problems of traffic, parking, and density would be affected by that project.</p> <p>NN-2 Just reading the Draft EIR and the Appendices is a daunting task. And by the way, as of last December's planning group meeting the MV library and the DT library did NOT have a hard copy of the QF Draft EIR as was stated in the EIR. I believe that most of the public was not aware of the lengthy addendum/appendices that accompany the Draft EIR and what was said about the many problems with this project.</p> <p>I have also attended a couple of presentations by the developers/owners of Sudberry Properties and read the literature that they provide to the public about the project. I am a member of the Mission Valley Planning Group, but my comments are entirely my own and I do not represent anyone from that group except me.</p> <p>NN-3 My main concerns center around the absurdity of some of the conclusions in the EIR. As a resident of an area completely affected by the project's gigantic vision of a City of Villages, my quality of life will greatly be diminished if this project goes ahead as planned.</p> <p>The project is portrayed as a place that will enhance the future of Mission Valley and provide "much needed" housing, jobs, and recreation for the residents of QF and the rest of the people who live in its proximity.</p> <p>And focused only on the benefits of the project, the Draft EIR points out how many of the problems can not be mitigated.</p> <p>NN-4 I am afraid that none of the work involved in improving the road system including Friars Road, interchanges of I-163/ Friars, I-805/I-8 will happen. Mission Center/Frazee/Hazard Center Drive are all a giant "F" along with all the other disastrous intersections 24/7, not just commuter times as the Draft EIR suggests. There are stories of the residents of where I live (Union Square on Hazard Center Dr) that are unbelievable. It took my spouse 20+ minutes to get from our condo complex about 4 blocks away to the Ralph's between Frazee Road and Mission Center Road during day hours on a weekday.</p> <p>NN-5 To add a project of this size to the disappearing land in Mission Valley is a travesty. I favor one of the alternative suggestions that reduces the size and number of the housing units and the</p>	<p>NN-1. Comments noted. See response no. M-1.</p> <p>NN-2. Comments noted. A hardcopy of the Draft PEIR was provided at the Mission Valley and Serra Mesa libraries. The Public Notice for the Draft Program Environment Impact Report, dated November 1, 2007, provides contact information for individuals to request additional information. Table of Contents Page iii identifies the Technical Appendices with supporting documentation that supplement the Draft PEIR. Based upon a request by the public, hardcopies of the technical appendices were also provided to the two libraries on December 12, 2007. See also response no. J-1.</p> <p>NN-3. The Transportation Phasing Plan and Mitigation Monitoring and Reporting Program (MMRP) identify mitigation measures to be implemented by the project. This plan identifies the scope and timing of each improvement in relationship to the phases of the project and allows the concurrent construction of the project with the construction of the respective mitigation measures.</p> <p>NN-4. Comments noted.</p> <p>NN-5. Comment noted. See response no. E-22.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="155 428 247 488">NN-5 (con't)</p> <p data-bbox="289 285 1075 363">commercial and retail districts within the project. Just today I read in the UT that there is a vacancy rate in Mission Valley of 20% for commercial office space. Mission Valley does not have to take on the hundreds of thousands of "new arrivals" to San Diego just because they are moving here. The vacancy rate for rentals and for sale residences are very high (also very expensive).</p> <p data-bbox="289 380 1075 457">The primary concern is still the traffic and road circulation. Quarry Falls owners insist (and the city seems to follow along the same thought process) we must create places where people will live, work, play, shop, travel in 1 small area, but this prediction that providing does not mean people will abide by those suggestions.</p> <p data-bbox="289 474 1075 526">Using the trolley in Mission Valley (forget busses unless one has lots of time to spare) goes east and west from Santee to Old Town with absolutely no parking at either of the trolley stops mentioned in the EIR.</p> <p data-bbox="289 542 1075 656">Shuttles are a concept that is lofty at best, getting people to use this method of transportation to a trolley stop from Quarry Falls is nonsense. Pedestrian use is almost a complete joke in Mission Valley (too many busy, crazy intersections and a lack of sidewalks is a real issue). No one in his right mind would walk in the dark alone just about anywhere in this area. Homelessness is a troubling and persistent problem in my neighborhood, getting attacked on the San Diego River path is an ever present danger.</p> <p data-bbox="155 688 247 721">NN-6</p> <p data-bbox="289 672 1075 734">The fire chief spoke at our Planning Group meeting about the lack of available staff and lack of timely response to the crime in our neighborhood. Apparently, Mission Valley has the highest car stealing in the country? and robbery and vandalism are very high also.</p> <p data-bbox="155 766 247 799">NN-7</p> <p data-bbox="289 750 1075 802">In conclusion, I oppose the plan as it stands today and favor some type of radical reduction in the size and density of the entire project. The alternatives are many and much more acceptable than the plan now.</p> <p data-bbox="155 834 247 867">NN-8</p> <p data-bbox="289 818 1075 932">What promise do the citizens of Mission Valley have that these traffic/road "mitigations" would ever be implemented. Do we need a project of this size in such a congested area? Mixed use, high density as outlined in the Mission Valley Community Plan does not imply that a project of this size is necessary to fulfill the vision of Mission Valley. Scale down, scale down, slow down, slow down. The major benefit is not to the residents of Mission Valley or the new occupants of the housing at Quarry Falls, but the profit to the developers and business owners.</p> <p data-bbox="155 899 247 932">NN-9</p> <p data-bbox="289 948 1075 1026">Thank you for your consideration of my comments and I am sorry for the last minute submission. Our PLanning Group does not meet until January 9, 2008 so any recommendation we make as a group I assume will not even be considered because of the deadline (even if it was extended by the Serra Mesa Group).</p> <p data-bbox="155 964 247 997">NN-10</p> <p data-bbox="289 1042 1075 1156">Sincerely, Jennifer L White 7499 Hazard Center Drive San Diego, California 92108 6190543-9890, jenniferwh@aol.com</p> <p data-bbox="289 1188 1075 1286">PS The absence of adequate police, fire, and emergency vehicles is a problem right now with budget cuts and lagging on hiring and developing a new fire station would just get worse with the Quarry Falls project.</p>	<p data-bbox="1100 285 1969 526">NN-6. Relative to fire service, The Quarry Falls project would increase the call volume for the engine companies responsible for this area (Appendix M: September 12, 2005, letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels). According to the City of San Diego Fire Prevention Bureau, with the temporary station in Mission Valley, the response time to the Quarry Falls site during the day is 4.5 minutes, which is below the national standard (Appendix M: February 17, 2006 letter from Samuel L. Oates, Fire Marshal, to Karen Ruggels).</p> <p data-bbox="1201 558 1969 818">Based on the City's Fire-Rescue Department's evaluation, the project would result in an increased demand for service. The magnitude of the demand can only be approximated based on the number of incidents generated per 1,000 people. New development within the Mission Valley community are required to pay Development Impact Fees (DIF) in accordance with the Public Facilities Financing Plan (PFFP) for the Mission Valley Community to assist in funding public facilities and facilities such as the construction of an additional fire station within Mission Valley. See also response to comment no. K-36.</p> <p data-bbox="1100 883 1381 915">NN-7. Comments noted.</p> <p data-bbox="1100 948 1969 1062">NN-8. Per the MMRP (Section 11 of the PEIR), prior to the issuance of any building permits for this project, the transportation mitigation measures identified in the MMRP must be assured by permit and bond. Please see response to comment no. NN-3.</p> <p data-bbox="1100 1094 1381 1127">NN-9. Comments noted.</p> <p data-bbox="1100 1192 1969 1273">NN-10. Comments noted. Responses to the Mission Valley Community Planning group are included under Letter of Comment and Response letter "I" above.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>-----Original Message----- From: James Feinberg [mailto:jamesf@jamesf.com] Sent: Monday, January 07, 2008 9:10 AM To: Mirrasoul, Marilyn Subject: Project No. 49068, Quarry Falls Draft Program Environmental Impact Report Comments</p> <p>Ms. Mirrasoul,</p> <p>Please accept the following comments for inclusion in the analysis of the Draft PEIR for Quarry Falls:</p> <p>OO-1 The analysis of Alternative 4, on page 10-35 of the DEIR, states, "This alternative would result in similar impacts associated with ... neighborhood character as the proposed project..." I believe this statement is false. If the Phyllis Place road connection is implemented, the character of the Serra Mesa community will be changed as the residents in Abbots Hill would most likely become more isolated from Serra Mesa, cut off by the massive increase in traffic at the I-805 interchanges, and closely aligned to Mission Valley due to proximity and ease of travel (fewer stop lights). Serra Mesa already experiences challenges adequately representing this area, as well as the Birdland area (similarly isolated by the construction of I-805) and Hye Park. An objective stated in the Serra Mesa Community Plan is "to preserve and enhance the physical environment, visual appearance, safety, identity and character of the Serra Mesa community through aesthetic improvement and careful urban design." How would the road connection impact this Community Plan objective and the quality of life of Serra Mesa residents? This analysis needs to be included in the PEIR.</p> <p>OO-2 Sections 5.2 and 11.3 of the Draft PEIR discuss a "more regional set of improvements" to the Friars Road/SR-163 Interchange as an alternative to the applicant completing improvements, at the City's option. The timeline and detailed description for this option, as well as any improvements to be made to freeways and other freeway interchanges, are not presented in the PEIR. The surrounding freeways will be impacted by the project. Until scheduled improvements to freeway interchanges are completed, surface streets such as Mission Center Road and Murray Ridge Road will experience significantly more traffic. This should be noticed in the Program EIR. What will be done to mitigate the impacts and when will the mitigations occur? Details on these projects need to be included in the Program EIR.</p> <p>OO-3 Once the project is approved will changes be accepted through substantial conformance? Will there be any additional environmental review? Many details of the project, such as the precise housing mix, the number of bedrooms, the number of parking spaces, etc., are not spelled out in the PEIR. We are concerned that sections of the project could change substantially and yet still meet "substantial conformance", thus avoiding environmental review.</p> <p>OO-4 Traffic impact thresholds are being used which are less stringent than the new threshold requirements that were published in January 2007. If the new thresholds were used, would there be greater impacts and greater mitigations?</p> <p>Thank you, --James Feinberg Serra Mesa resident</p>	<p>OO-1. See response H-4.</p> <p>OO-2. See response nos. H-8 and E-5.</p> <p>OO-3. Please see response H-6.</p> <p>OO-4. See response H-9.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>January 4, 2008</p> <p>Marilyn Mirrasoul, Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101 mmirrasoul@saniego.gov</p> <p>Re: Response to Quarry Falls Draft Program Environmental Impact Report (PEIR), Project #49068</p> <p>Dear Ms. Mirrasoul:</p> <p>We are a group of concerned homeowners and residents of Hye Park, located in the extreme southwest portion of Serra Mesa. Our community of 104 condominiums was developed in the mid-1980s and is located on the west side of Mission Center Road, about a quarter mile north of Mission Valley Road and northwest of the proposed 230 acre Quarry Falls project, a massive mixed-use development to be built in phases over the next several years. We believe our community as well as many surrounding communities will be severely and negatively impacted by the project, particularly with its currently proposed density, which is at least twice of that currently called for in the adopted Mission Valley community plan. Compromising the integrity of the Mission Valley Community Plan sets a dangerous precedent for other community groups in San Diego as well as other cities.</p> <p>Major areas of specific concern, many not adequately addressed in the PEIR, include:</p> <ul style="list-style-type: none"> • Increased traffic on Mission Center, Friars and other local roads (average daily trips are estimated to increase by approximately 66,000) • Mitigation of already-existing severe traffic congestion on Mission Center, Friars and other local roads • Increased use of water, power and other natural resources further impacting diminishing supplies • Inadequate police, fire, emergency medical and other public services • Inadequate emergency escape routes • Increased noise, vehicle emissions and other detrimental environmental and biological issues leading to exacerbated air pollution and other health problems • Increased solid waste and trash disposal, in already stressed land fills • Inadequate open and accessible recreational space for increased populations • Inadequately defined residential, retail and office space in the proposed project • Inadequately identified degradation of current infrastructure • Inadequately identified improvements to infrastructure <p>As concerned local citizens, we are in favor of Alternative #1 - no project/no build – continuation of the approved conditional use permit until resources are depleted resulting in subsequent implementation of approved reclamation plans including re-landscaping</p>	<p>PP-1. Traffic issues are addressed in Section 5.2 of the PEIR.</p> <p>PP-2. Traffic mitigation measures are presented in Section 5.2 of the PEIR.</p> <p>PP-3. The project’s impacts on public utilities are addressed in Section 5.12 of the PEIR.</p> <p>PP-4. Public services are addressed in Section 2.0 of the PEIR.</p> <p>PP-5. Emergency services are discussed in Section 2.0 of the PEIR. In addition, the project would provide emergency access at Kaplan Drive, thereby improving emergency access in that area.</p> <p>PP-6. Noise impacts are addressed in Section 5.5; air quality impacts are addressed in Section 5.4; and impacts to biological resources are addressed in Section 5.6.</p> <p>PP-7. Public utilities, including solid waste, are addressed in section 5.12.</p> <p>PP-8. Parks are addressed in Section 2.0.</p> <p>PP-9. The various aspects of the project, including residential, retail and office space, are described in Section 3.0 of the PEIR.</p> <p>PP-10. The PEIR addresses the project’s impacts on existing infrastructure, including roads, water and sewer. The project would provide necessary improvements to water and sewer to serve build out of Quarry Falls; significant impacts would not occur. Relative to the project’s impacts on roads, these impacts are addressed in Section 5.2 of the PEIR. As presented in Section 5.2, the project would result in significant impacts. Measures are required which would mitigate most impacts to below a level of significance. However, some traffic impacts are unmitigable, requiring that, should the decision maker chose to approved the project, a Statement of Overriding Considerations would need to be adopted.</p> <p>PP-11. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p data-bbox="128 521 224 561">PP-12</p> <p data-bbox="268 269 1064 388">with native and naturalized plant material. This alternative would result in the avoidance of negative impacts associated with the proposed project but will not mitigate already-existing issues. If Alternative #1 is not adopted, we would encourage a combination of Alternatives #3 and #4 – reduced density and a critically needed road connection to Phyllis Place.</p> <p data-bbox="268 415 1064 605">The combination of Quarry Falls, the Murray Canyon apartment project by H.G. Fenton Co. located adjacent to and northwest of Quarry Falls, and potential future development of other local properties, will further incapacitate the flow of traffic on Mission Center Road, Friars Road and all adjacent arteries. If the Quarry Falls project is approved at any density level, inclusion of the Phyllis Place connection is essential to help mitigate some of the increased and already-existing local traffic congestion. Even without the Quarry Falls project, the Phyllis Place connection is desirable in view of already-existing traffic congestion.</p> <p data-bbox="268 631 1064 724">Although the City of Villages concept is important to the future growth of San Diego, excessive density will further impact our roadways, safety, environment and overall quality of life. It is time for the city to consider other alternatives to excessive density for future developments including Quarry Falls.</p> <p data-bbox="268 751 485 773">Respectfully submitted,</p> <p data-bbox="268 800 877 964">Julie Corwin and Bob Schmelter, 5806 Mission Center Road, Unit E Susan and Bob Raines, 5830 Mission Center Road, Unit F Dennis McColl, 7980 Sevan Court, Unit C Matt Mowery, 5930 Mission Center Road, Unit A Nancy Pomajevich, 8020 Sevan Court, Unit A Carol Wolovnik, 5806 Mission Center Road, Unit D Ron B. Guy, 5806 Mission Center Road, Unit F</p> <p data-bbox="268 992 1026 1036">Cc: City Council Members Donna Frye, Scott Peters, Kevin Faulconer, Toni Atkins, Anthony Young, Brian Maienschein, Jim Madaffer and Ben Heuso</p> <p data-bbox="319 1063 774 1084">Robert Griswold, San Diego Planning Commission</p>	<p data-bbox="1098 526 1969 643">PP-12. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR. The Phyllis Place connection has been included in several of the alternatives to this project.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p>From: Curtis Carlson [mailto:ccarl1@ccarl1.cts.com] Sent: Monday, January 07, 2008 8:12 AM To: Mirrasoul, Marilyn Subject: Project #49068</p> <p>Hi Marilyn -</p> <p>Here are my comments in regards to the Quarry Falls DEIR (project #49068).</p> <p>QQ-1 1. Section MM5.2-1:b - Restripe to a 4-lane collector - I live on Murray Ridge Rd., and feel that converting it from a two-lane to a 4-lane road will only allow for more speeding cars. The speed limit on Murray Ridge Rd. is currently 35 miles per hour, but in my opinion, no one drives that slow of a speed. Expanding the road to 4-lanes will only increase the speed of cars as they will have one extra lane in each direction in which to drive. Plus, by restriping the road to 4-lanes, will the bike lane currently in place be lost? I think we need to encourage alternate forms of transportation. Removing existing bike lanes will not do that.</p> <p>QQ-2 2. Section MM5.2-2d - Signalize Murray Ridge/Pinecrest Avenue - My house is located on northbound Murray Ridge Rd., and my driveway is approximately 105 feet from the current intersection. With a traffic signal installed, will the increased traffic from the Quarry Falls and existing neighborhood traffic back up at the intersection so far that I won't be able to back out of my driveway in the morning to go to work?</p> <p>QQ-3 3. Section MM5.2-2a & b - Signalize Phyllis Place/I-805 South and Northbound Ramps - Will the Murray Ridge Rd./Phyllis Place bridge over the I-805 be able to handle the additional traffic volume from the Quarry Falls development? During commuting hours, the ramp signals to get on the I-805 freeway can be backed up all the way up the hill to the intersection, especially the southbound ramp in the p.m. hours. This makes for a serious traffic hazard, and reduces quality of life.</p> <p>QQ-4 4. Solid waste considerations? Have provisions been made by the city to handle the increase in solid waste accumulations from the Quarry Falls development, along with all of the other planned residential additions planned for Mission Valley (approximately 5,200 residential units besides Quarry Falls)? The Miramar Landfill will be reaching capacity in a few years. Has the city determined where a new landfill for solid waste will be developed?</p> <p>QQ-5 5. Potable water availability? Have provisions been made by the city to handle the increase in potable water needs for the Quarry Falls development, along with all of the other planned residential additions planned for Mission Valley (approximately 5,200 units besides Quarry Falls, and 2 million square feet of office and commercial space)?</p> <p>QQ-6 6. Need for Quarry Falls project? An editorial in the December 28, 2007 Wall Street Journal said that there has been an exodus of 1,500,000 americans from California over the last ten years. Do we need an estimated 4,780 residential units and 1.2M square feet of office space in that part of Mission Valley at all? Especially with the planned edition of an additional 5,200 residential units from other projects in the Mission Valley area (Mission City, Hazard Center, Murray Canyon apartments, and Fashion Walk)? I feel that Friars Rd. is at traffic capacity now, and any mitigation planned will not be able to handle the additional car trips that all of the above projects will generate.</p> <p>Thank you for your time, and I look forward to your response to my comments along with the responses to other comments submitted by my Serra Mesa neighbors and the Serra Mesa Planning Group.</p> <p>Curtis Carlson 2933 Murray Ridge Rd. San Diego, CA 92123 858-278-9608</p>	<p>QQ-1. Comment noted. See response to comments E-12 and E-15 above for discussion of the existing bicycle lane on Murray Ridge Road mitigation measure.</p> <p>QQ-2. A queuing analysis of the Murray Ridge Road/Pinecrest Road intersection indicates there will be opportunities to exit the commenter's driveway in both AM and PM peak hours for all phases of the project. The 50th percentile volume indicates the northbound approach to the Murray Ridge Road/Pinecrest Road intersection will not have a queue in either the AM and PM peak periods. In addition, gaps will develop during the phases of the signal that should allow improved egress. Exiting from the driveway along Murray Ridge Road will become easier because this location will benefit from the stopped traffic in the through direction on Murray Ridge Road during the red light phase of the signal.</p> <p>QQ-3. As shown in the Summary of Mitigated Conditions on pages 305 to 312 of the TIS the Murray Ridge Road bridge will operate at LOS A without the Phyllis Place road connection and LOS C with the road connection after mitigation.</p> <p>QQ-4. Solid waste is addressed in Section 5.12, <i>Public Utilities</i>. A Waste Management Plan is required as mitigation for impacts. As stated in Section 5.12, the project would generate large amounts of solid waste during its construction and operation. While direct impacts can be mitigated by adhering to the City required mitigation, the project's contribution to cumulative impacts would be regarded as cumulatively significant. Actions to increase landfill capacity include a City proposal to include the elevation of the active portion of the Miramar Landfill up to 20 feet to add approximately four years of capacity to the landfill. Also, a proposal to expand the Sycamore Landfill is being processed by the City of San Diego. The City has determined that additional actions would be needed to increase landfill capacity (City of San Diego, Draft General Plan, Final Program EIR). Because there remains some uncertainty about the solid waste disposal capacity for the City to the year 2020, past, present and future projects (including Quarry Falls) within San Diego would contribute to cumulatively significant solid waste impacts.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
	<p>QQ-5. See response no. V-2.</p> <p>QQ-6. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="text-align: center;"> <p>Serra Mesa Planning Group A Recognized San Diego City Planning Group - Serving the Citizens of Serra Mesa PO Box 23315 San Diego, CA 92123 www.SERRAMESA.ORG/SMPG smpg@serramesa.org</p> </div> <p><input checked="" type="checkbox"/> I Request To Speak On An Agenda Item. <input checked="" type="checkbox"/> I wish to have my written comments submitted to the City.</p> <p style="text-align: center;"> <u>Jamie Moody</u> <small>Name - Required</small> </p> <p style="text-align: center;"> <u>5910 A Mission Center Rd San Diego CA 92123</u> <small>Address, including City, State, Zip - Required</small> </p> <p style="text-align: center;"> <small>Quarry Falls Draft Environmental Report, Project No. 49068</small> </p> <p> <small>Agenda Item Description</small> I am a resident of Serra Mesa. I support the EIR. I think they have gone to great lengths to provide an excellent asset to Mission Valley San Diego. I will be directly impacted as I live near the Quarry Falls development & am thrilled with the proposed plan. The contributions → </p> <p> I wish to speak <input checked="" type="checkbox"/> in favor of <input type="checkbox"/> in opposition to the item. </p> <hr/> <p> <u>to the community & the willingness to be available and accessible to all people interested in providing input and further information.</u> </p>	<p>RR-1 Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

RR-1

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;">Serra Mesa Planning Group <small>A Recognized San Diego City Planning Group - Serving the Citizens of Serra Mesa PO Box 23315 San Diego, CA 92123 www.SERRAMESA.ORG/SMPG smpg@serramesa.org</small></p> <p><input checked="" type="checkbox"/> I Request To Speak On An Agenda Item. <input checked="" type="checkbox"/> I wish to have my written comments submitted to the City.</p> <p style="text-align: center;"><u>Elise Savage</u> <small>Name - Required</small></p> <p><u>3011 Cabrillo Mesa Drive San Diego, CA 92123</u> <small>Address, including City, State, Zip - Required</small></p> <p style="text-align: center;"><small>Quarry Falls Draft Environmental Report, Project No. 49068</small></p> <p style="text-align: center;"><small>Agenda Item Description</small></p> <p><u>You know something will be built on this land.</u> <small>Comments (continue on reverse) →</small></p> <p>I wish to speak <input checked="" type="checkbox"/> in favor of <input type="checkbox"/> in opposition to the item.</p> </div> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p><u>I'm worried that a shopping center only, or business only, or another industry will move in. I'd love to see an agreement ammunable to us both come to fruition. If its not this plan, what happens if its something even busier that moves in?</u></p> </div>	<p>SS-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

SS-1

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="text-align: center; border: 1px solid black; padding: 10px;"> <p>Serra Mesa Planning Group A Recognized San Diego City Planning Group - Serving the Citizens of Serra Mesa PO Box 23315 San Diego, CA 92123 www.SERRAMESA.ORG/SMPG smpg@serramesa.org</p> <p><input checked="" type="checkbox"/> I Request To Speak On An Agenda Item. <input checked="" type="checkbox"/> I wish to have my written comments submitted to the City.</p> <p><u>Julie Corwin</u> <small>Name - Required</small></p> <p><u>5806 Mission Ct. Rd Unit E 92123</u> <small>Address, including City, State, Zip - Required</small></p> <p><u>Quarry Falls Draft Environmental Report, Project No. 49068</u> <small>Agenda Item Description</small></p> <p><u>Over</u> <small>Comments (continue on reverse)</small></p> <p>I wish to speak <input type="checkbox"/> in favor of <input checked="" type="checkbox"/> in opposition to the item.</p> </div> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-bottom: 10px;"> TT-1 </div> <p><i>As an owner/resident of this Park, I would like to voice my opposition to the current Quarry Falls draft EIR report as ^{I feel} certain ^{road} improvements, ^{noise, fire, safety} and traffic issues have not been adequately studied. In addition, ^{I understand that} the Quarry Falls proposal, as it ^{now} stands, is not in compliance with the overall Mission Valley Community plan approved in 1985.</i></p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-bottom: 10px;"> TT-2 </div>	<p>TT-1. The PEIR includes a discussion of fire response in Section 2.0, traffic in Section 5.2, noise in Section 5.5, and health and safety in Section 5.7.</p> <p>TT-2. See response no. K-11 and K-12.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div style="text-align: center; border: 1px solid black; padding: 10px; margin-bottom: 10px;"> <p>Serra Mesa Planning Group A Recognized San Diego City Planning Group - Serving the Citizens of Serra Mesa PO Box 23315 San Diego, CA 92123 www.SERRAMESA.ORG/SMPG smpg@serramesa.org</p> <p> <input type="checkbox"/> I Request To Speak On An Agenda Item. <input checked="" type="checkbox"/> I wish to have my written comments submitted to the City. </p> <p> <u>Dennis McColl</u> <small>Name - Required</small> </p> <p> <u>7980 Sevan Ct, Unit C, San Diego, CA 92123</u> <small>Address, including City, State, Zip - Required</small> </p> <p> <small>Quarry Falls Draft Environmental Report, Project No. 49068</small> </p> <p> <small>Agenda Item Description</small> <u>Very Concerned about the increased traffic...</u> <small>Comments (continue on reverse)</small> </p> <p> I wish to speak <input type="checkbox"/> in favor of <input type="checkbox"/> in opposition to the item. </p> </div> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p>UU-1</p> <p><u>Congestion issues. The EIR does not appear to be reflect current traffic conditions at the or adequately discuss the phyllis place extension.</u></p> <hr/><hr/><hr/><hr/><hr/><hr/> </div>	<p>UU-1. Traffic is addressed in Section 5.2 of the PEIR. An alternative that would provide a connection to Phyllis Place is presented in Section 10.0, <i>Alternatives</i>, as Alternative 4. The analysis of traffic impacts reflects current and future projected traffic conditions, with and without implementation of the proposed project.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<div data-bbox="268 321 1041 781" style="border: 1px solid black; padding: 5px;"> <p align="center">Serra Mesa Planning Group A Recognized San Diego City Planning Group - Serving the Citizens of Serra Mesa PO Box 23315 San Diego, CA 92123 www.SERRAMESA.ORG/SMGP smgp@serramesa.org</p> <p><input type="checkbox"/> I Request To Speak On An Agenda Item. <input checked="" type="checkbox"/> I wish to have my written comments submitted to the City.</p> <p><u>PATRICK F. Mendiola</u> <small>Name - Required</small></p> <p><u>1922 Ainsley Rd 92123</u> <small>Address, including City, State, Zip - Required</small></p> <p align="center"><small>Quarry Falls Draft Environmental Report, Project No. 49068</small></p> <p align="center"><small>Agenda Item Description</small></p> <p><u>I AM violate opposed to the</u> <small>Comments (continue on reverse)</small></p> <p>I wish to speak <input type="checkbox"/> in favor of <input checked="" type="checkbox"/> in opposition to the item.</p> </div> <div data-bbox="107 824 226 873" style="border: 1px solid black; padding: 2px; width: fit-content;"> VV-1 </div> <div data-bbox="268 797 1041 1252" style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Almost the ENTIRE Quarry Falls Project, I believe the project is way to large for Mission Valley Mission Valley ☹☹</p> <p>Between 3:00 PM + 8:00 PM: The Mission Valley AREA is all ready jam packed I realize that my single voice ☹ is like a drop of drop of rain in a heavy rain storm - Pity the resident of SERRA MESA - MISSION VILLAGE HTS - Pity the</p> </div>	<p>VV-1. Comments noted. These comments express the opinion of the reviewer and do not address the adequacy and completeness of the PEIR.</p>

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;">COMMENT</p> <p style="text-align: center;">WW-1.</p> <p>-----Original Message----- From: Dicken [mailto:im-dicken@san_rr.com] Sent: Monday, January 07, 2008 4:54 PM To: Mirrasoul, Marilyn Subject: Project No. 49068 - Quarry Falls</p> <p>Marilyn Mirrasoul</p> <p>Environmental Planner City of San Diego</p> <p>RE: Project No. 49068, Quarry Falls</p> <p>Ms. Mirrasoul:</p> <p>In reviewing the Draft Environmental Impact Report for the above-referenced Project No. 49068, I discovered a number of items that I believe are in error, and also found that a few important, as I view them, items have been omitted. I would therefore like to enumerate them for your consideration prior to creating the Final Environmental Impact Report for the Quarry Falls project. I would like to preface my comments with the statement that I totally agree with the conclusion stated on Page ES-19, that Alternate 3 - Reduced Density Alternate, is totally superior to the project itself and to all other alternates.</p> <p>1 - On Table of Contents, Section 11.0 on Page ii, all referenced page numbers after "Traffic Circulation", beginning on Page 11-3 are in error. Apparently, that section was increased by two pages. Please verify these page numbers.</p> <p>2 - On List of Acronyms and Abbreviations page 4, "RS-1-7" should be defined as ".Single Family Residential.", not ".Shingle Family Residential.". The "h" is a typo, needing elimination.</p> <p>3 - On Page 10-30, the identification of Alternate 4 is show as: "10.2.4". Correctly, it should be shown as: "10.2.5".</p> <p>4 - In the Executive Summary, in the discussion of Alternate 4 – Road Connection to Phyllis Place, on Page ES-18, the statement "Minor modification to the proposed grading plan would generate the necessary additional fill material." is definitely misleading. The intersection of Franklin Ridge with Via Alta would be raised about 25 to 30 feet from its proposed elevation, higher than a two-story building, to accommodate the connection to Phyllis Place. Then, to blend in with the adjacent grading as shown, hundreds of thousands of cubic yards of fill (this is not a "minor" amount) would have to be created by redesign of the project, or imported from an off-site location. Additionally, Franklin Ridge would have to be redesigned to be in excess of 9 percent grade for its entire length from Quarry Falls Boulevard to Phyllis Place, excepting the short, City-required flattening at its intersection with Via Alta. That is a distance of over 2,000 feet. For comparison, Balboa Avenue from Moraga Avenue to Clairemont Drive, while slightly longer in distance, is at a slope of less than 7 percent, or only 3/4 as steep. Also, the statement on Page 10-35 that there would be no difference in the air quality is equally untrue, in that many thousands of vehicles per day slowly pulling up that steep slope to access I-805 via Phyllis Place, would cause much congestion and a great increase in air pollution. Please see my Comments Nos. 8 and 10, which address this in more detail.</p> <p>5 - Furthermore, after admitting that "More impacts to freeway segments would occur under this alternative", and also that there would be a conflict with the Serra Mesa Community Plan (which major revision should also be noted in the paragraph on page ES-4 that details necessary actions to be taken), and also that an existing high-pressure gas main would</p>	<p style="text-align: center;">RESPONSE</p> <p>WW-1. Comments noted. No responses are necessary.</p> <p>WW-2. Comments noted. Corrections have been made to the Table of Contents to accurately reflect page numbering for Section 11.0.</p> <p>WW-3. The typo has been corrected.</p> <p>WW-4. This correction has been made.</p> <p>WW-5. Quarry Falls has been designed to accommodate a project that would not preclude a road connection from Mission Valley to Phyllis Place. The elevation of the intersection of Via Alta and Franklin Ridge Road would not need to be modified to accommodate the road connection; therefore, Franklin Ridge Road would not need to be redesigned. A Preliminary Road Profile Evaluation for the segment of Franklin Ridge Road to Phyllis Place has been prepared by TCB/AECOM that determined the grade of the road would be less than 10%; a deviation from standards has been submitted and conceptually approved by the City of San Diego for Franklin Ridge Road.</p> <p>A more detailed grading plan has been prepared for this design which identifies approximately 50,000 cubic yards of fill necessary to implement this alternative; this represents approximately 4% of the 1.35 million cubic yards of cut/fill necessary to implement the grading for the proposed project. The additional fill material would be generated from the minimal lowering of development pads; for example, a reduction in elevation of 6 inches on 62 acres of development area would generate the necessary fill material for the road connection alternative.</p> <p>Relative to air quality and emissions from vehicles slowly traversing the grade, please see response no. H-2.</p>
WW-1	
WW-2	
WW-3	
WW-4	
WW-5	

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<p>WW-6</p> <p>necessarily be raised a substantial amount, it is then stated, in the last sentence of this discussion that: "Other impacts associated with this alternative would be the same or very similar to those associated with the proposed project." Since the proposed project does not propose ANY connection to Phyllis Place, then ALL the differences noted in these last two paragraphs of mine detail that the referenced last sentence of the discussion is patently FALSE. While the facts in the Alternate 4 discussion are correct, the conclusions drawn from those facts are totally incorrect. A quarter-million, or more, cubic yards of fill material is not "minor", and a connection instead of no connection, is not "similar". The comments in the discussion parrot those in the Traffic / Circulation / Parking paragraph of Environmental Analysis on Page 10-31 of the DEIR, my comments on which follow later. These DEIR conclusions and comments require revision.</p>	<p>WW-6. See response to comment no. WW-5 and WW-9.</p>
<p>WW-7</p> <p>6 - There are numerous mentions of the Friars Road connection with Phyllis Place implementing the Mission Valley Community Plan (MVCP). Some of them also mention that this is in disagreement with the Serra Mesa Community Plan (SMCP), and carries the subject no further. The SMCP was adopted by the San Diego City Council on March 3, 1977. In Section 2.7.2, it is stated that the MVCP was "first adopted on June 25, 1985", more than eight years later than was the SMCP. In Section 8.1.2, it is stated that "the San Diego City Council first adopted the MVCP in 1992", an additional seven years later. Whichever adoption date for the MVCP is correct, anything that the MVCP showed as their desire is substantially junior to the adopted plan of their neighbor to the north, with no consideration given to, or even recognition of, the SMCP, which never showed any connection as MVCP proposed. These facts need to be addressed together in the DEIR</p>	<p>WW-7. The Draft PEIR acknowledges the policy conflict regarding the road connect between the Serra Mesa and Mission Valley Community Plans. The date of adoption of the plan does not indicate a policy preference. Although the City Council did not initiate a plan amendment to the Serra Mesa Community Plan to include the road connection, an analysis of an alternative with the road connection was provided in the Draft PEIR.</p> <p>The reference in Section 8.1.2 to the MVCP being first adopted in 1992 is a typographical error; the correct date for the adoption of the unified plan was June 25, 1985. However, planning efforts in Mission Valley began as early as 1960; the first adopted plan was the East Mission Valley Area Plan approved by the City Council on April 11, 1963. The West Mission Valley area plan began in 1968 and was combined into a single planning effort for the entirety of Mission Valley in 1977. The effort to create the unified plan was completed in 1985 with the adoption of the Mission Valley Community Plan.</p>
<p>WW-8</p> <p>7 - Please verify the statement in the first line at the top of page 3-49 that says "A 50-foot-wide landscape buffer." exists at the top of the slope adjacent to the homes on Ainsley Road. Many residents on that road contend that the buffer is only 30 feet wide.</p>	<p>WW-8. While the actual width of the existing landscape buffer may now vary due to time, the Quarry Falls Vesting Tentative Map identifies a 50 foot wide landscape buffer which will be implemented in conformance with the Specific Plan and project approvals.</p>
<p>WW-9</p> <p>8 - In Table 5.2-1 of traffic counts, it shows that Phyllis Place, as currently exists, has about 2,760 trips per day. On Page 10-31, in the Traffic / Circulation / Parking paragraph of Environmental Analysis, there is a casual statement that: "Once constructed, approximately 1/3 of the project traffic would be expected to use the road connection to get to I-805 and beyond." Since the projected daily traffic for Quarry Falls is 66,286 per Table 5.2-6, then 1/3 of that, or 22,095 vehicles, would be traveling Phyllis Place every day in addition to the current 2,760. That means that Phyllis Place would be loaded with a devastating 24,855 vehicle trips every day, or nearly NINE TIMES the current traffic. Yet, Table 10-1 on page 10-9 considers the Friars Road - Phyllis Place connection to have NO SIGNIFICANCE on Phyllis Place south of the southbound ramp. How can an eight-fold increase be insignificant?</p>	<p>WW-9. Chapter 10 of the PEIR includes a comprehensive discussion and comparison at project build-out of the proposed project and various alternatives. Tables 10-1 through 10-5 provide a comparison of traffic impacts and mitigation and a further, more detailed discussed of <i>Alternative 4 – Road Connection to Phyllis Place</i> is provided in Section 10.2.4. The Traffic Impact Study identified a total of 35 significant traffic impacts for segments, arterials, intersections, ramps and freeway segments that were at the same location for both the proposed project and Alternative 4 (the Phyllis Place Connection alternative). For these locations, proposed mitigation to reduce the impact to below a level of significance is the same at the 15 locations where improvements are feasible.</p>
<p>WW-10</p> <p>9 - Section 5.2 on page 5.2-5 shows "The acceptable LOS for roadways and intersections in San Diego is LOS D", yet the following table 5.2-1 on the very next page, 5.2-6, bases all their capacities on LOS E. Please coordinate acceptable values.</p>	
<p>WW-11</p> <p>10 - Neither the Executive Summary or Section 5.2 or Section 10.0 provide any quantitative values for impacts to segments of the two affected roads in this examination, Friars Road and Phyllis Place, other than the project's total trip generation of 66,286 ADT and that approximately 1/3 of those vehicles would be accessing I-805 through Phyllis Place if Alternate 4 is adopted. However, Sudberry Properties has an untitled traffic study, produced by an unnamed individual, which purports to have existing and proposed traffic volumes for various segments of both Friars Road and Phyllis Place, calculated for the Horizon Year (2030), in the immediate vicinity of the project - from Qualcomm Way to Mission Center Road. This study shows increases to Friars Road traffic to be between 40% to 48% if the connection to Phyllis Place is not made, and only 26% to 34% if the connection is made, an apparent reduction of 1/3 in the increase of Friars Road traffic, or about 5,800 vehicles per day, but still nearly 55,000 ADT on</p>	

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	<p>Transportation phasing plans for the project both with and without the road connection are included in the PEIR.</p> <p>The Phyllis Place Connection alternative would improve the road segment to 5 lanes as a part of the project and is part of the project's scope also known as a "project feature". This project feature is discussed in Phase 2 of the Transportation Phasing Plan for the "with road connection" analysis and Chapter 16 Summary of the TIS report. Consequently, the "with project" analysis includes this improvement, thereby increasing the capacity of the segment from 15,000 ADT to 40,000 ADT which is adequate to accommodate the increase in traffic. Page 10-9 of the PEIR shows that there would not be an impact with the road connection on Phyllis Place southbound ramps because the project would improve this segment to 5 lanes. Hence, the resulting level of service is C, which is acceptable. The reason this is analyzed with the increased capacity due the project is because this improvement is considered a project feature; therefore, the "with project" analysis includes the improvement, as shown on Page 10-9 of the PEIR.</p> <p>Alternative 4 identified one additional segment impact in Serra Mesa; although there are significant volume increases to Phyllis Place and Murray Ridge Road under this alternative (it should be noted that Murray Ridge Road will experience a similar increase in volume under the Proposed Project and Alternative 4 scenarios), all of these impacts are mitigated to below a level of significance by feasible traffic improvements. Alternative 4 would avoid impacts to Mission Center Road (from Murray Ridge Road to the I-805 Overpass and from Camino del Rio North to the I-8 Eastbound Ramp) and the intersections of Mission Center Road at I-8 Eastbound Ramp and Qualcomm Way at I-8 Westbound Ramp; these impacts would be mitigated to below a level of significance by mitigated proposed in the transportation phasing plan.</p>


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	<p>Regarding significant unmitigated traffic impacts, the proposed project would impact one additional segment (Friars Road from Mission Village Road to I-15 Southbound Ramps) that would be avoided under Alternative 4. Alternative 4 would result in an additional four unmitigated freeway segment impacts; proposed project improvements to regional arterials and interchanges would satisfy the intent of the SANDAG's Regional Transportation Congestion Improvement Program (RTCIP) for contributions to address impacts to the regional transportation system.</p> <p>WW-10. See response no. H-12.</p> <p>WW-11. The information referenced was provided by Sudberry Properties Entitlement, LLC to the Serra Mesa Community Planning Group at their request and was expressed as a percentage change in traffic from existing conditions to the proposed project. This information was taken directly from the TIS and reformatted to meet the community's request.</p>

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<p>a 6-lane expressway with a capacity of 80,000 ADT at LOS E. The study also shows that, without the connection, the increase in the Phyllis Place ADT would be about 3% up to the year 2030, whereas with the connection the increase would be a gigantic 750%, some 250 times the increase without the connection. This information should be included in the DEIR.</p>	
<p>WW-12 11 - It has been apparent to all the existing residents of the area for some time that the locations of the existing ramp meters were inadvertently reversed when CalTrans had them installed many years ago. As currently exists, northbound vehicles must come to a complete stop, one-quarter mile from Murray Ridge Road, then accelerate uphill to merge with 65-mph traffic within 100 yards, a difficult maneuver with all but the latest vehicles. Conversely, the most-heavily congested area, the southbound ramp has a meter barely 100 yards from Phyllis Place at the top of a very steep (for an Interstate highway) ramp about one-quarter-mile long, where downhill accelerating traffic is trying to merge with freeway traffic that is attempting to slow down to exit onto I-8. The City should request that CalTrans review their existing meter locations at the time when the new signals will be placed on Murray Ridge Road and Phyllis Place at I-805.</p>	<p>WW-12. See response to comment H-14.</p>
<p>WW-13 12 - Nowhere in all the verbiage of the DEIR did I find a discussion of the impact of Friars Road travelers - primarily those traveling to and from the Fenton Parkway and Rio San Diego shopping centers - that would use the "shortcut" to I-805 from the Qualcomm Way intersection to Phyllis Place along the project's proposed Franklin Ridge. I feel that this would have an exceedingly detrimental effect on both the project itself and the surrounding area if Alternate 4 is adopted, and the final EIR needs to address this concept.</p>	<p>WW-13. The future forecast volumes used for the PEIR are developed from SANDAG/City of San Diego models that account for multiple paths and congested routes and are thus accounted for in the traffic study.</p>
<p>WW-14 13 - Also, in all the statements about the \$30-odd million dollars being expended by Sudberry Properties for off-site improvements, nowhere did I find any correlation of requirements of those improvements being constructed with the construction of the project. It is customary for any large development that has numerous phases and off-site improvements to be made, that those improvements be made in conjunction with the development itself, as certain of its phases are constructed, or at least, occupied. With the current condition of Friars Road congestion and its ramp connections to freeways being so abysmal, the addition of many thousands of vehicles per day without appropriate improvements would be inexcusable. For the developer to give so much money to mitigate the development, and then see those funds disappear into the City's coffers without any regulatory control, would be a terrible waste. There should be coordinating provisions in the Final EIR to prevent such an occurrence.</p> <p>If you have any questions regarding any of my above comments, please do not hesitate to telephone me at 858.268.3663 or to e-mail me at im-dicken@san.rr.com.</p> <p>Respectfully submitted by:</p> <p>Dicken Hall 8362 Abbots Hill Road San Diego, CA 92123 on January 7, 2008 at 4:54 P.M., PST</p>	<p>WW-14. See response nos. E-5, H-8, and NN-6.</p>

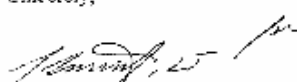
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COMMENT	RESPONSE
<p style="font-size: small;">State of California—Business, Transportation and Housing Agency ARNOLD SCHWARZENEGGER, Governor</p> <p>DEPARTMENT OF CALIFORNIA HIGHWAY PATROL 4902 Pacific Highway San Diego, Ca 92110-4097 (619) 220-5492 (800) 735-2929 (TTY/TDD) (800) 735-2922 (Voice)</p> <div style="text-align: right;"></div> <p>February 7, 2008</p> <p>File No.: 045.08.12678.A13417</p> <p>Ms. Marilyn Mirrasoul City of San Diego 202 C Street San Diego, CA 92101</p> <p>Dear Ms. Mirrasoul:</p> <p>Re: Project SC11# 2005081078, Quarry Falls</p> <p>The San Diego Area office of California Highway Patrol received notice of Draft Environmental Impact Report (EIR) for the above-entitled project. Because of our geographical proximity to the site, we have been asked by Special Projects Section to assess traffic related matters that may affect our area operations. Our initial assessment was that the project will generate between 55000 to 57000 vehicle trips per day in a seriously impacted area. This increase will be manifested at the Junction of Friars Road and State Route 165 immediately West of the site, Friars Road and I-15 East of the site and Mission Center Road and I-8 South of the site. The impact will also be exacerbated when there are events at the Qualcomm Stadium.</p> <p>The project as described by your EIR, "The proposed project would introduce a mix of land uses at the project site, including 20 acres of parks, open space and civic uses; 620,000 square feet of commercial office; 603,000 square feet of commercial retail; 4,000 square feet of private recreation; and 4,780 residential dwelling units."</p> <p>The anticipated traffic impact is described "Significant, inmitigable impacts include 15 roadway/arterial segments, three intersections, four ramps, and eight freeway segments. The implementation of the project would also create six temporary impacts, two of which would be subsequently mitigated to below a level of significance by future improvements made by the project and the remaining reduced to below a level of significance by the build-out of improvements identified in the Mission Valley Public Facilities Financing Plan. As described previously, there are several situations where mitigation is infeasible and impacts would remain significant and inmitigable. The adoption of a Statement of Overriding Considerations would be required for the project's significant and inmitigable impacts.</p> <p>As we indicated in our September 7, 2005 letter, these issues are our immediate concern and should not be deferred to a subsequent phase of development. We appreciate your attention to</p> <p style="text-align: center;"><i>Safety, Service, and Security</i></p>	<p style="font-size: 2em; font-weight: bold; margin-top: 100px;">XX-1.</p> <p>Comments noted.</p>

XX-1

XX-1. Comments noted.

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<p>this matter. If you have any questions regarding this letter and our comments, please contact Lt. Sean Barrett at the San Diego Area office at (619) 220-5492.</p> <p>Sincerely,</p>  <p>C. M. McOAGILN, Captain Commander San Diego Area</p> <p>cc: Special Projects Section</p>	

LETTERS OF COMMENTS AND RESPONSES

COMMENT	RESPONSE
<p style="text-align: center;">Hye Park Homeowner Association 9610 Waples Street San Diego, CA 92121</p> <p>February 28, 2008</p> <p>Marilyn Mirrasoul, Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101 mmirrasoul@saniego.gov</p> <p>Re: Position on Quarry Falls Project #49068</p> <p>Dear Ms. Mirrasoul:</p> <p>We represent the Hye Park Homeowner Association, a community located in the extreme southwest portion of Serra Mesa. Our community of 104 condominiums was developed in the mid-1980s and is located on the west side of Mission Center Road, about a quarter mile north of Mission Valley Road and northwest of the proposed 230 acre Quarry Falls project. Recently, a resolution was adopted by the Board to represent the homeowners association with regards to the Quarry Falls project; a massive mixed-use development to be built in phases over the next several years. We believe our community as well as many surrounding communities will be severely and negatively impacted by the project, particularly with its currently proposed density, which is at least twice of what is currently called for in the adopted Mission Valley community plan. Compromising the integrity of the Mission Valley Community Plan sets a dangerous precedent for our community, other communities in San Diego and in other cities.</p> <p>Major areas of specific concern, many not adequately addressed in the PEIR, include:</p> <ul style="list-style-type: none"> • Increased traffic on Mission Center, Friars and other local roads (average daily trips are estimated to increase by approximately 66,000) • Mitigation of already-existing severe traffic congestion on Mission Center, Friars and other local roads • Increased use of water, power and other natural resources further impacting diminishing supplies • Inadequate police, fire, emergency medical and other public services • Inadequate emergency escape routes • Increased noise, vehicle emissions and other detrimental environmental and biological issues leading to exacerbated air pollution and other health problems • Increased solid waste and trash disposal, in already stressed land fills • Inadequate open and accessible recreational space for increased populations 	<p>YY-1. See responses to comments nos. PP-1 – PP-8.</p>

YY-1

REVISED DRAFT

FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING
FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE QUARRY FALLS PROJECT

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

The attached Findings of Fact and Statement of Overriding Considerations (SOC) are draft and may be modified as the PROJECT proceeds through the hearing process.

1. Per the California Environmental Quality Act (CEQA) Section 15132, the Findings and SOC are not considered part of the environmental document but are made after the decision makers have considered the final environmental document.
2. These Findings and SOC have been submitted by the project applicant as draft findings to be made by the decision-making body.
3. The Environmental Analysis Section of the City's Development Services Department does not recommend that the discretionary body either adopt or reject these Findings and SOC. They have been attached to allow the readers of this document an opportunity to review potential reasons for approving the PROJECT despite the significant unmitigable effects identified in the PEIR.

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I. INTRODUCTION

A. Findings of Fact and Statement of Overriding Considerations

The California Environmental Quality Act (CEQA) (Pub. Res. Code §§ 21000, *et seq.*) and the State CEQA Guidelines (Guidelines) (14 Cal. Code Regs §§ 15000, *et seq.*) promulgated there under, require that the environmental impacts of a project be examined before a project is approved. Specifically, regarding findings, Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an Environmental Impact Report (EIR) has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - 3. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.

- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The “changes or alterations” referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Regarding a Statement of Overriding Considerations, Guidelines Section 15093 provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having received, reviewed and considered the Final Environmental Impact Report for the Community Plan Amendment, General Plan Amendment, Rezone, Specific Plan, Master Planned Development Permit, Site Development Permit (SDP), Vesting Tentative Map (VTM), Conditional Use Permit/Reclamation Plan, and Amendment to the Mission Valley Public Facilities Financing Plan for the Quarry Falls Project, State Clearinghouse No. 2005081018 (Final PEIR), as well as all other information in the record of proceedings on this matter, the

following Findings of Fact and Statement of Overriding Considerations (Findings) are hereby adopted by the City of San Diego (City) in its capacity as the CEQA Lead Agency. These Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the proposed project.

B. Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP) and all other public notices issued by the City in conjunction with the proposed project;
- The Final PEIR for the proposed project;
- The Draft PEIR;
- All documents and public testimony from the September 19, 2005, scoping meeting;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft PEIR;
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft PEIR;
- All written and verbal public testimony presented during a noticed public hearing for the proposed project at which such testimony was taken;
- The Mitigation Monitoring and Reporting Program (MMRP);
- The reports and technical memoranda included or referenced in Responses to Comments and/or in the Final PEIR;
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft PEIR and the Final PEIR;
- Matters of common knowledge to the City, including but not limited to federal, state and local laws and regulations;
- Any documents expressly cited in these Findings; and
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

C. Custodian and Location of Records

The documents and other materials which constitute the administrative record for the City's actions related to the project are located at the City of San Diego, Development Services Center, 1222 First Avenue, Fifth Floor, San Diego, CA 92101. The City Development Services Center is the custodian of the administrative record for the project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the City Development Services Center. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

II. PROJECT SUMMARY

A. Project Location

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

B. Project Background

The Quarry Falls project site is the location of an on-going resource extraction operation for the mining and processing of sand and gravel, which has been operating on the site for more than 50 years. A Conditional Use Permit (CUP) was originally issued by the City of San Diego in 1962. Current mining activities that occur on approximately 210 acres of the 230.5-acre site are operating under approved CUPs 5073 and 82-0315; the northern approximately six acres located within the Serra Mesa community are outside the limits of the approved CUP, and no mining is occurring in that area. An amendment to CUP 5073 was approved in 1979 to extend the expiration date of the CUP from December 31, 1982 until such time that resources are depleted. Therefore, CUP 5073 does not have an expiration date; instead, mining is allowed to continue until resources are depleted. The limits of the CUP are shown in Figure 3-1, *Boundary of Existing CUP 5073*, of the Final PEIR. Amended CUP 5073 originally covered approximately 336 acres. Changes have occurred to the approved CUP as amended, including deleting land within the original CUP boundaries as mining is completed and development takes over. Specifically, the eastern portion of the original CUP was deleted in concert with the 1979 amendment for the I-805 Freeway along the eastern project boundary; additional areas were also removed to allow for development of the Mission Center Retail Center located west of the project site; and last, the southern portion of the original CUP area was removed to allow development of Rio Vista West located south of the project site. Associated with approved CUP No. 5073 is an approved Reclamation Plan (see Figure 2-5, *Existing Approved Reclamation Plan*, of the Final PEIR). Following mining, the Reclamation Plan shows that the site would be reclaimed as a flat pad, with a gradient ranging between one and four percent, rimmed by steep mined slopes. CUP 82-0315 was approved in August 1982, allowing the operation of asphalt and concrete batch plants. Based on the approved permit, CUP 82-0315 remains in effect until the sand and gravel resources are depleted on the property under CUP 5073.

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

corner of the project site to continue as an interim use until 2022 (see Figure 3-43, *Existing and Proposed Batch Plant Locations*, of the Final PEIR).

C. Project Description

The purpose of the Quarry Falls project is to develop urban uses and parks and open spaces on the existing 230.5-acre mining site where sand and gravel resources are approaching depletion. As an end use of the mining operations, an integrated mix of land uses surrounding a system of parks, open space, and activity areas would occur in a phased manner as depletion of resources occurs and mining ceases. Proposed land uses would be linked with an internal pedestrian and trail system and connected to adjacent areas by an internal roadway network. Land uses proposed as part of Quarry Falls include approximately 31.8 acres of public parks, civic uses, open space and trails; a maximum of 4,780 residential units offered as a variety of “for sale” and/or “for rent” and built as condominiums, town homes, apartments and/or flats, row homes, courtyard units, lofts, live/work units, carriage units (dwelling units on one or more floors located above a private garage), senior housing and assisted care units; a target of 480,000 square feet of retail space; and a target of 420,000 square feet of office/business park uses. Additional land uses provided within Quarry Falls include a school. The project will also provide 10 percent of the residential units on-site as affordable units. This equates to 478 units, based on the maximum allowable residential development of 4,780 units. Proposed land uses and development intensities for the Quarry Falls project are shown in Table 2-1, *Quarry Falls Land Use Summary*. Proposed zoning for the project is shown in Table 3-2, *Quarry Falls Zones and Development Intensity*.

Quarry Falls Specific Plan
Table 2-1. Quarry Falls Land Use Summary

Land Use	Approximate Gross Area (acres)	Maximum Development Intensity
Parks/Civic/Public Open Space ¹	31.8 acres (17.5 acres neighborhood parks)	N/A
Private Recreation	2.1 acres	N/A
Residential ²	93.8 acres	4,780 units ⁴
Multiple Use	37.5 acres	
Commercial Retail/Office ³		900,000 square feet ⁴
Residential (included in total)		411 units
Circulation/Public Rights-of-Way	29.7 acres	N/A
Private Open Space and Revegetated Slopes	35.6 acres	N/A
School Site (K-12) ⁵	3 acres (included within the residential acreage)	N/A

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

² Includes low Medium, Medium High, and High density residential areas.

³ For purposes of the traffic analysis, the maximum development intensity is comprised of 480,000 square feet of commercial retail and 420,000 square feet of commercial office.

⁴ A maximum of 1,680 Driveway ADT (equivalent to 280 residential units) may be transferred from residential land use to commercial land use to increase the maximum development intensity in excess of 900,000 square feet, subject to the Density Transfer provisions of the Specific Plan.

⁵ As described in the Final PEIR, based upon a mix of school aged children resulting in 1,607 Driveway ADT.

Quarry Falls Final PEIR

Table 3-2. Quarry Falls Zones and Development Intensity
(See Figure 3-5 of the Final PEIR for corresponding zoning map.)

Planning District	Land Use	Net Area	Subdistrict	LDC Zone	Intensity Range (du/ac)	Development Intensity Range	Target Density
Park District	Parks, Open Space, Civic, Community	12.4	Park	OP-2-1	N/A	N/A	N/A ¹
		2.1	Community Recreation Center	RM-1-1		0 sq. ft. -10,000 sq. ft.	4,000 sq. ft.
		4.6	Civic Center	RM-1-1		0 sq. ft. – 15,000 sq. ft.	0 sq. ft. ¹
Ridgetop District	Residential	4.0	Ridgetop West	RM-1-1	6 – 14.5	24 du – 58 du	41 units
		6.3	Ridgetop East	RM-2-4	6 – 24.9	37 du – 156 du	59 units
Foothills District	Residential	15.4	Foothills North	RM-3-7	10 – 43.5	154 du – 670 du	363 units
		9.4	Foothills Southwest	RM-3-8	20 – 54.5	187 du – 510 du	376 units
		6.3	Foothills Southeast	RM-4-10	20 – 108.9	126 du – 688 du	383 units
Terrace District	Residential	11.2	Terrace North	RM-3-8	20 – 54.5	223 du – 608 du	470 units
		4.7	Terrace West	RM-3-7	10 – 43.5	48 du – 209 du	154 units
		10.5	Terrace South	RM-4-10	20 – 108.9	211 du – 1,147 du	812 units
Creekside District	Residential Urban Village	20.5	Creekside West	RM-3-9	20 – 72.6	410 du – 1,490 du	1,353 units
		5.4	Creekside Central	RM-4-10	40 – 108.9	215 du – 586 du	358 units
		5.0	Creekside East	CC-3-5	0 – 29.0	0 du – 145 du 50,000 sq. ft. – 130,000 sq. ft.	84 units 80,000 sq. ft.
Village Walk District	Urban Village	19.5	N/A	CC-3-5	0 – 29.0	0 du – 567 du 250,000 sq. ft. – 650,000 sq. ft.	327 units 430,000 sq. ft.
Quarry District	Multiple Use	12.9	N/A	IL-3-1	N/A	245,000 sq. ft. – 750,000 sq. ft.	390,000 sq. ft.
MAXIMUM ALLOWABLE DEVELOPMENT INTENSITY							4,780 units 900,000 sq. ft. Commercial Retail and Office ¹

¹ A maximum of 1,680 Driveway ADT (equivalent to 280 residential units) may be transferred from residential land use to commercial land use to increase the maximum development intensity in excess of 900,000 square feet, subject to the Density Transfer provisions of the Specific Plan.

As required by the City of San Diego Development Services Department, a discussion of Public Services and Facilities is provided in Section 2.6 of the PEIR. A full analysis and evaluation of the public services and facilities to serve the project is contained in Section 2.6. Based on the discussion contained in the Final PEIR, the project will not result in impacts to public services and facilities. Furthermore, with the exception of public parks, the project will not result in the need to construct new public facilities; therefore, no mitigation is required for changes to the physical environment. The project satisfies its public parks requirements through the development of on-site population based public park facilities and contribution toward a community park to serve Mission Valley. The PEIR evaluates the physical impacts of construction on-site public park facilities as part of the project’s overall environmental impact evaluation contained in Section 5.0 of the PEIR.

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

Relative to fire services, as stated in Section 2.6.1 of the Final PEIR, there are four fire stations within the vicinity of the site that can serve the project. The project would increase the demand for fire services; however, according to the City of San Diego Fire Prevention Bureau, the temporary station in Mission Valley will serve the Quarry Falls site. Currently, the response time associated with this facility during the day is 4.5 minutes, which is below the national standard of 5 minutes.

The City Council has included a new facility in the Mission Valley Public Facilities Financing Plan, established a CIP project, and completed the environmental document for construction of a permanent fire station in the project vicinity. The new station would be located in the 9400 block of Friars Road, approximately 1.1 miles from the project site, and will replace a temporary station located at Qualcomm Stadium. The new station will comprise a four or five base station including a medical unit, a rescue unit, and fire trucks. The new fire station has completed its own environmental review (Project No. 6595; LDR No. 33090; CIP No. 33-090.0) The Quarry Falls project will contribute development impact fees that can be used toward the new fire station. The project does not trigger the need for the new fire station, will not necessitate the construction of any new fire facilities not already planned and analyzed for environmental impacts, and therefore will not cause any new physical impacts related to the provision of fire services.

As stated in section 2.6.2 of the Final PEIR, Emergency Medical Services is under contract with the City to respond within 12 or 18 minutes at least 90 percent of the time to emergency services calls. Medic 6 is located approximately four miles away from the project site. The project will not cause a need for any physical improvements to be built to meet the need for the provision of emergency medical services.

As stated in Section 2.6.3 of the Final PEIR, the project will result in the need for the City to hire additional police officers. However, there is adequate space for the additional personnel at the Eastern Division offices, and the project will not result in the need to construct any additional physical improvements related to police services and will cause no physical impacts related to police services. Additionally, the 2006 emergency response time for Mission Valley is comparable to the approximate 7.3-minute city-wide average response time for emergency calls.

While the Police Department did not identify a need for new facilities, it did identify that the effect of the development on response time could be offset by compensating for the initial equipment costs of \$322,000 which would not be covered by the DIF. The effect to response times is a function of the allocation of police officers citywide and the annual budget allocation for personnel and non-personnel expenses for the Police Department. In order to ensure one-time funding for police officers added due to the implementation of Quarry Falls, at issuance of building permits, a pro-rata fee will be paid for sworn police officers added to the Eastern Division Substation. The fee will be updated annually based upon budget estimates for the initial one-time start up costs for a sworn officer as established by the City of San Diego. The "Fiscal Impact Analysis for Quarry Falls" prepared by Economic Research Associates (ERA) dated August 28, 2006, determined the project will generate adequate General Fund revenue to pay its projected demand on city services as well as generate an annual surplus at build-out, estimated by the City of San Diego to be approximately \$1.5 million. Therefore, the project generates adequate revenue to fund ongoing needs.

As stated in section 2.6.4 of the Final PEIR, the Mission Valley Branch Library has adequate capacity to serve the project and Mission Valley. The project will not result in the need to construct any additional libraries and will cause no physical impacts related to library services.

As stated in Section 2.6.5, adequate schools facilities are available to serve the project. Additionally, the Quarry Falls project will be required to pay school fees in accordance with the requirements of San Diego City Schools, as would other future developments. The payment of school fees is mandated by State law to accommodate the needs of public schools in serving existing and projected student generation. School fees are addressed by Senate Bill (SB) 50, enacted on August 27, 1998, which significantly revised developer fees and mitigation procedures for school facilities so that payment of statutory fees constitutes full and complete mitigation. Additionally, the Quarry Falls project allows for the possible development of a school within Quarry Falls, which may include an elementary, middle or high school. The development of a school within Quarry Falls would not remove the obligation for payment of school fees. As discussed in section 2.6.6 of the Final PEIR, the project will include a total of 17.5 acres of population-based public parks onsite, which will exceed the project's requirements for neighborhood parks. In order to meet City requirements for community parks, the project will pay DIF equivalent to 6.65 acres toward a community park for Mission Valley. The City has determined that based upon SANDAG's 2030 projection of additional residential units planned in Mission Valley, there would be adequate funds collected from future development and other sources to construct the community park and related facilities identified in the financing plan. Because the project includes a large onsite park component, the project will not lead to excessive wear and tear on existing parks or other physical deterioration. In addition, as discussed in section 2.6.6 of the Draft PEIR, the project includes 69.4 acres of parks/civic/open space (includes public parks and private open space with public access easements) a civic center, a community recreation center, Finger Parks, the Franklin Ridge Road Pocket Park, and private/revegetated slopes. This, in combination with the development impact fee the project will pay to satisfy its community park requirement, is considered adequate. The development impact fee may be used to develop a regional park at Qualcomm or another site. The project does not trigger the need for a regional park, and such a facility will undergo its own

environmental review. As such, the project will create no physical impacts related to parks that have not been evaluated as part of the proposed project.

The water supply for the Quarry Falls project was planned for as part of the City of San Diego's Urban Water Management Plan (UWMP), and County Water Authority UWMP. Both documents rely on the SANDAG Regional Growth Forecast for planning purposes and the proposed project was included as part of that forecast. In order to ensure no net increase in water demand than forecasted in the WSA, the project includes water conservation measures and a 250,000 gallon per day capacity package recycled water facility to provide a source for on-site irrigation and other non-potable water uses, thereby reducing the demand on the need for potable water.

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

D. Discretionary Actions

To implement the Quarry Falls project, the project applicant is requesting approval of the following:

- Amendment to the Mission Valley Community Plan and associated General Plan Amendment
- Specific Plan
- Master Planned Development Permit (PDP)
- Site Development Permit (SDP)
- Rezones
- Vesting Tentative Map (VTM)
- Amendment to CUP/Reclamation Plan No. 5073 and CUP 82-0315
- Amendment to the Mission Valley Public Facilities Financing Plan (PFFP)

Approval of the following state and federal permits will be required for the proposed project:

- California Department of Fish and Game (CDFG) Section 1602 Streambed Alteration Agreement
- NPDES Permit
- Encroachment Permit (Caltrans)
- California Department of Conservation Review – [Because the project proposes an amendment to existing Conditional Use Permits (CUPs) involving resource mining and extraction, the project is subject to SMARA, requiring that the amended

Reclamation Plan be sent to the Office of Mine Reclamation at least 90 days before the decision date for the project. This requirement has been satisfied by the project.]

- Obstruction Evaluation/Airport Airspace Analysis, Part 77 Determination (Federal Aviation Administration)

E. Statement of Objectives

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

III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The City determined that the proposed project may have a significant effect on the environment and that a Program EIR should be prepared to analyze the potential impacts associated with approval and implementation of the proposed project. In accordance with CEQA Guidelines Section 15082(a), a Notice of Preparation (NOP), dated August 3, 2005, was prepared for the project and distributed to all Responsible and Trustee Agencies, as well as other agencies and members of the public who may have an interest in the project. The purpose of the NOP was to solicit comments on the scope and analysis to be included in the Program EIR for the proposed Quarry Falls project. A copy of the NOP and letters received during its review are included in Appendix A1 to the Program EIR. In addition, comments were also gathered at a public scoping session held for the project on September 19, 2005 (see Appendix A2). Based on an initial review of the project and comments received, the City of San Diego determined that the Program EIR for the proposed project should address the following environmental issues: Land Use; Transportation/Traffic Circulation/Parking; Visual Effects and Neighborhood Character; Air Quality; Noise; Biological Resources; Health and Safety; Historical Resources; Hydrology; Geologic Conditions; Paleontological Resources; Public Utilities; Water Quality; Mineral Resources; Growth Inducement; and Cumulative Effects.

The Draft EIR for the proposed project was then prepared and circulated for review and comment by the public, agencies and organizations for a public review period that began on November 1, 2007. At the request of the Serra Mesa Community Planning Group, the public review period was extended from the original end date of December 17, 2007 (constituting the required 45-day public review period) until January 7, 2008 – providing the public with an additional three weeks of review time, for a total of 66 days. A Notice of Completion of the Draft EIR was sent to the State Clearinghouse. Copies of the PEIR and technical appendices were provided to the State Clearinghouse, Office of Planning and Research (SCH No. 2005081018) on November 6, 2007. The Draft PEIR and technical appendices were also directly sent to all applicable local, state, and federal agencies, including U.S. EPA, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers, Caltrans Planning, California Department of Fish & Game, Regional Water Quality Control Board, State Clearinghouse, California Air Resources Board, and the Native American Heritage Commission. A notice of availability of the Draft EIR for review was mailed to residents in the vicinity of the project site and non-residential property owners expressing an interest in the project. The notice of availability was also filed with the City Clerk and posted in the San Diego Daily Transcript, and the required notice was provided to the public

As noted, the public comment period on the Draft EIR concluded on January 7, 2008. The City received 51 letters of comment on the proposed project. The City prepared responses to those comments, which are incorporated into the Final PEIR. On September 18, 2008, the City of San Diego Planning Commission held a public hearing and recommended to the San Diego City Council approval of the project and certification of the Final PEIR. On October 21, 2008, the City Council held a public hearing to consider the project and, by a 7-1-0 vote, certified the Final PEIR, adopted these findings of fact, and the accompanying Statement of Overriding Considerations, and approved the Quarry Falls project.

IV. GENERAL FINDINGS

The City hereby finds as follows:

- The City is the “Lead Agency” for the proposed project evaluated in the Final PEIR;
- The Draft PEIR and Final PEIR were prepared in compliance with CEQA and the Guidelines;
- The City has independently reviewed and analyzed the Draft PEIR and the Final PEIR, and these documents reflect the independent judgment of the City Council and the City of San Diego;
- The City of San Diego’s review of the Draft PEIR and the Final PEIR is based upon CEQA, the CEQA Guidelines, and the City’s January 2007 Significance Determination Thresholds and those portions of the Significance Determination Thresholds applicable to projects deemed complete prior to January 1, 2007, as the proposed project was deemed complete on May 17, 2005.
- A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the proposed project, which the City has adopted or made a condition of approval of the proposed project. That MMRP is included as Section 11.0 of the Final PEIR, is incorporated herein by reference and is considered part of the record of proceedings for the proposed project;
- The MMRP designates responsibility and anticipated timing for the implementation of mitigation. The City will serve as the MMRP Coordinator;
- In determining whether the proposed project has a significant impact on the environment, and in adopting these Findings pursuant to Section 21081 of CEQA, the City has complied with CEQA Sections 21081.5 and 21082.2;
- The impacts of the proposed project have been analyzed to the extent feasible at the time of certification of the Final PEIR;
- The City reviewed the comments received on the Draft PEIR and Final PEIR and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft PEIR or Final PEIR. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings and Statement of Overriding Considerations, concerning the environmental impacts identified and analyzed in the Final PEIR;
- The City has reviewed the comments received on the Draft PEIR and Final PEIR and the responses thereto and has determined that, in accordance with CEQA Guidelines Section 15088.5, neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft PEIR or Final PEIR and that recirculation of the PEIR is not necessary. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings and Statement of Overriding Considerations, concerning the environmental impacts identified and analyzed in the Final PEIR. The City has included

new information in the Final PEIR, but the new information merely clarifies and amplifies the information in the Draft PEIR. This new information does not alter the PEIR in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect. For example, the Draft PEIR contains a reasonable range of alternatives, including a reduced-density alternative. In response to public comments, the City has provided additional information about these alternatives, including information about implementing the alternatives with the Phyllis Place connection and implementing the alternatives with allowable trips determined under slightly different methodologies. These variations on the Draft PEIR's alternatives are similar to the alternatives the Draft PEIR already analyzed in depth. No significant new information is provided by the inclusion of this information that would require recirculation of the PEIR.

- The responses to the comments on the Draft PEIR, which are contained in the Final PEIR, clarify and amplify the analysis in the Draft PEIR;
- The City has made no decisions that constitute an irretrievable commitment of resources toward the proposed project prior to certification of the Final PEIR, nor has the City previously committed to a definite course of action with respect to the proposed project;
- Copies of all the documents incorporated by reference in the Final PEIR are and have been available upon request at all times at the offices of the City, custodian of record for such documents or other materials; and
- Having received, reviewed, and considered all information and documents in the record, the City hereby conditions the proposed project and finds as stated in these Findings.

V. SUMMARY OF IMPACTS

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

VI. FINDINGS REGARDING IMPACTS

A. Land Use

1. Environmental Impact: Consistency with the land use designations, intensity of development, environmental goals, objectives, and recommendations of the Mission Valley Community Plan and the Mission Valley Planned District Ordinance. As discussed in Section 5.1 of the Final PEIR the proposed project is consistent with the goals of the Mission Valley Community Plan (MVCP) and Mission Valley Planned District Ordinance (MVPDO), but traffic generated from the proposed project would result in significant impacts to the circulation system.

Finding: The project will have no substantial adverse effect on the environmental goals, objectives or guidelines of the community or general plan; however, traffic generated from the proposed project would result in significant impacts to the circulation system. Changes or alterations have been required in, or incorporated into the project which substantially lessens the significant environmental effects from traffic on the circulation system as identified in the Final PEIR. These changes or alterations, however, will not reduce the impacts to below a level of significance, and the project is expected to have significant unmitigable adverse impacts on traffic. The City finds that there are no other feasible mitigation measures that will mitigate the impacts to below a level of significance, and that specific economic, social, technological or other considerations make infeasible certain mitigation measures and project alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding:

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

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

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

The Quarry Falls Specific Plan identifies a series of objectives, which provide the framework for the Plan. The Specific Plan proposes seven planning districts (the Parks, Ridgetop, Foothills, Terrace, Creekside, Village Walk, and Quarry Districts) organized around a

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

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

The proposed project has been designed with an extensive and integrated trail system, sidewalks, and bicycle facilities to encourage pedestrian and bicycle activity. Additional circulation and mobility options for the project include bus service, light rail transit, shared car service, shuttle services, and bicycle access. A pedestrian bridge over Friars Road is also proposed, which will connect Quarry Falls with Rio Vista West and the trolley station, located south of the project.

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

Public utilities and services to serve the Quarry Falls development are readily available due to the existing surrounding development. Implementation of the project will require off-site upgrades and/or connections to existing sewer and water mains to meet City design standards and to handle the demand from the project. Additionally, the project will maintain the total quantity of storm water runoff, despite the introduction of impervious surfaces at the site. A detailed analysis of the project’s effects on public utilities can be found in Section 5.12, *Public Utilities*, of the PEIR. A discussion of *Hydrology* (drainage) and *Water Quality* impacts associated with the project are presented in Sections 5.9 and 5.13, respectively, of the PEIR. As stated in these sections, the proposed project will not result in significant impacts.

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

According to the Urban Design Element of the MVCP, the Quarry Falls project site is located in the northern hillside portion of the community. However, due to on-going mining activities, which occur under approved CUPs, the majority of the project site has been disturbed. As part of the project, an adjustment to the approved Reclamation Plan is proposed, which would result in a more terraced condition rather than the relatively flat pad which would have occurred as part of the approved Reclamation Plan. The grading proposed as part of the Reclamation Plan amendment will create topographic interest to the otherwise flat mined site and will result in a superior site design from that anticipated with the approved Reclamation Plan.

The project has been designed in a manner that will result in visual interest and exceptional land planning. Centered on a park and trail system that unifies the project site, the project will maintain interest and variety through the use of districts to establish individual neighborhood identities. The residential districts of Quarry Falls, primarily located in areas of the site set at higher elevations, maximize views of the valley for the residents. The highest density residential developments proposed in the southern portion of the site are within walking

distance to the trolley station at the Promenade in Rio Vista West. The districts allowing for retail, office, and mixed-use areas are also located in the southern portion of the site, nearest to Friars Road and existing similar uses. This allows for more convenient access to work, shopping opportunities and transit, while providing a buffer to the residential uses proposed on the interior of Quarry Falls. The location of the development outside of the river corridor and set back from the I-805 overpass does not block any view or resource considered significant in the Mission Valley Community Plan.

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

Mission Valley Planned District: The proposed project is located within the Multiple Use Zone (MV-M) identified in the Mission Valley Planned District Ordinance (MVPDO). In accordance with the goals of this zone, the project will develop a pedestrian oriented project that integrates residential, commercial retail, commercial office, civic, parks and open space uses.

The project site is located within Development Intensity District "F" (DID "F"). The MVPDO establishes 140 ADT/acre in DID "F". Projects that generate less than 140 ADT/acre and meet all other requirements of the MVPDO may be processed ministerially. For projects that exceed 140 ADT/acre, the MVPDO requires that a Community Plan Amendment and traffic study be prepared. For the Quarry Falls project, 140 ADT/acre would equate to 31,497 ADT. Therefore, the Quarry Falls project would generate traffic in excess of the traffic Threshold 2. In accordance with the MVPDO, the proposed project includes a Community Plan Amendment. A traffic study has been prepared and traffic impacts are fully analyzed in Section 5.2, *Transportation/Traffic Circulation/Parking*, of the Program EIR. As stated previously, the project would result in significant impacts associated with traffic circulation. Mitigation measures will be implemented to reduce impacts; however, not all impacts will be reduced below a level of significance. Therefore, approval of the project requires adoption of these Findings and Statement of Overriding Considerations in accordance Sections 15091 and 15093 of the CEQA Guidelines.

Traffic and transportation impacts and mitigation measures are discussed later at Section B of these findings. The project's traffic impacts are considered to be a significant land use impact. Section B of these findings discusses the mitigation measures that are adopted as part of the project to mitigate the traffic impacts and the mitigation measures the City evaluated but determined to be infeasible.

Mitigation Measures: MM5.2-1 to MM5.2-12 are summarized in Final PEIR Table 5.2-9, *Transportation Phasing Plan*, which is presented below.

Reference: Final PEIR § 5.1.

Quarry Falls Final PEIR
Table 5.2-1. Transportation Phasing Plan

#	Location	Responsible Party ¹	Improvement ²
Phase 1			
1a	Friars Road/ SR-163 interchange	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following local improvements at Friars Road and SR-163 interchange: the widening of the northbound approach of the SR-163 southbound off-ramp at Friars Road by 1 right turn lane resulting in 1 left turn lane, 1 shared thru left, and 1 right turn lane; the widening of the southbound approach of Ulric Street at Friars Road by 1 right turn lane resulting in 1 left, 1 shared thru lane, and 1 right turn lane; the reconfiguring of the southbound approach of Friars Road and SR-163 northbound ramps to provide 2 right-turn lanes; the widening of westbound Friars Road from Frazee Road to SR-163 northbound ramps by 1 thru lane and 1 right turn lane resulting in 3 thru lanes and 2 right-turn lanes; the widening of eastbound Friars Road at Frazee Road by 1 thru lane (with widening to accept the thru lane) and 2 right turn lanes resulting in dual left turn lanes, 4 thru lanes and 2 right turn lanes, satisfactory to the City Engineer. The City may require the project to pay \$5,000,000 (2007 dollars) to the City of San Diego in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location, satisfactory to the City Engineer.
2	Mission Center Road/Quarry Falls Boulevard	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following improvements at the intersection of Mission Center Road and Quarry Falls Boulevard: the widening of the northbound approach by 1 right turn trap lane resulting in 2 left turn lanes, 2 thru lanes, and 1 right turn lane; the widening of the westbound approach by 2 left turn lanes resulting in 2 left turn lanes and 1 shared thru-right lane; and, the widening of the eastbound approach by 1 right turn lane resulting in 1 left turn lane, 1 thru lane and 1 right-turn lane, satisfactory to the City Engineer.
3	Mission Center Road from Quarry Falls Boulevard to Friars Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following improvement on Mission Center Road from Quarry Falls Boulevard to Friars Road: the widening of northbound Mission Center Road to add one additional lane resulting in a total of three thru lanes, satisfactory to the City Engineer.
4	Friars Road from Qualcomm Way to Mission Center Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of a westbound auxiliary lane by widening Friars Road from Qualcomm Way to Mission Center Road, resulting in a total of three thru lanes and one auxiliary lane, satisfactory to the City Engineer.
5	Phyllis Place/ I-805 SB ramp	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of a traffic signal at the intersection of Phyllis Place and I-805 southbound ramp with the appropriate traffic signal interconnect, satisfactory to the City Engineer.

#	Location	Responsible Party ¹	Improvement ²
6	Phyllis Place/ I-805 NB ramp	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of a traffic signal at the intersection of Phyllis Place and I-805 northbound ramp with the appropriate traffic signal interconnect, satisfactory to the City Engineer.
7	Murray Ridge Road/ Mission Center Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, construction of the following improvements at the intersection of Mission Center Road and Murray Ridge Road: the installation of a traffic signal, the restriping of the southbound approach to provide 1 left turn lane, 1 thru lane, and 1 right turn lane; the widening of the westbound approach by 1 left turn lane resulting in 1 shared thru-right lane and 1 left turn lane; and the restriping of the eastbound approach to provide 1 left turn lane and 1 thru-right lane, satisfactory to the City Engineer.
8a	Murray Ridge Road from SB Interstate 805 ramps to Pinecrest Ave.	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the following improvements on Murray Ridge Road from the southbound I-805 ramps to Pinecrest Avenue: the restriping of Murray Ridge Road to a 4-lane collector or the contribution of \$100,000 (2007 dollars) in funding for traffic calming to be determined by the Serra Mesa community, satisfactory to the City Engineer.
8b	Murray Ridge Road Bridge over I-805	Project ²	Prior to the issuance of any building permits for Phase 1, the applicant shall assure by permit and bond the restriping of the Murray Ridge Road/Phyllis Place, between the northbound and southbound ramps of I-805 ramps, to 5 lanes, satisfactory to the City Engineer.
9	Murray Ridge Road/ Pinecrest Ave.	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the construction of a traffic signal at the intersection of Murray Ridge Road and Pinecrest Avenue, satisfactory to the City Engineer.
10	Friars Road/ Avenue De Las Tiendas	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the lengthening of westbound dual left-turn lanes at the intersection of Friars Road and Avenida De Las Tiendas to approximately 450 feet, satisfactory to the City Engineer.
11	Texas Street from Camino del Rio South to El Cajon Boulevard	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the implementation of the following traffic calming measures on Texas Street from El Cajon Boulevard to Camino Del Rio South: provide pedestrian lighting and a new sidewalk from Camino Del Rio South to Madison Avenue (per item T4 in the Greater North Park Planning Committee's Priority List on page 13 of the Public Facility Financing Plan, 2002), and contribute \$100,000 (2007 dollars) in funding for traffic calming to be determined by the community from Madison Avenue to El Cajon Boulevard.
12	Transportation Demand Management measures	Project	Prior to the issuance of any building permits for Phase 1, applicant shall develop a comprehensive Transportation Demand Management plan that includes information kiosks in central locations, bike lockers, priority parking spaces for carpools, and coordination with MTS for potential public or private bus service in Quarry Falls, satisfactory to the City Engineer.
14	Friars Road/ Fashion Valley Road	Project ²	Prior to the issuance of any building permits for Phase 1, applicant shall assure by permit and bond, the restriping of the westbound approach at the intersection of Friars Road and Fashion Valley Road by 1 left turn lane resulting in 2 left-turn lanes, 1 thru lane and 1 shared thru-right turn lane, satisfactory to the City Engineer.

#	Location	Responsible Party ¹	Improvement ²
Phase 2			
13	Mission Center Road from I-805 to Murray Ridge Road	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, the construction of an additional eastbound thru lane on Mission Center Road by roadway widening, from I-805 to Murray Ridge Road resulting in a total of 2 eastbound lanes and 1 westbound lane, satisfactory to the City Engineer.
1b	Friars Road/SR-163 Interchange	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, construction of the following local improvements at Friars Road and SR-163 interchange: the widening and lengthening of the Friars Road bridge from 6 lanes to 8 thru lanes from Frazee Road to Ulric Street and providing 2 left turn lanes across the bridge; the reconfiguration of the SR-163 northbound off ramp (by removing the free right turn lane and widening the existing loop off-ramp to provide 3 left turn and 1 right turn lanes); and the widening of the southbound approach at Friars Road and Frazee Road intersection by 1 right turn lane resulting in 2 left turn lanes, 1 shared thru right and 2 right turn lanes. The City may require the project to pay \$14,000,000 (2007 dollars) to the City of San Diego in lieu of constructing such local improvements to assist in the funding of a more regional set of improvements at this same location, satisfactory to the City Engineer.
15a	Mission Center Road/I-8 Interchange	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall provide \$1 million (2007 dollars) for the Mission Center Road and I-8 interchange Project Study Report, satisfactory to the City Engineer.
16	Pedestrian Bridge across Friars Road	Project ⁴	Prior to the issuance of any building permits for Phase 2 in the area represented by parcels 21, 24, or 25 of the Quarry Falls Vesting Tentative Map 183196 and that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, the construction of a pedestrian bridge over Friars Road to connect Quarry Falls to Rio Vista West shopping center and provide access to Rio Vista West trolley station, satisfactory to the City Engineer.
17	Friars Road EB ramp/ Qualcomm Way	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, construction of the following improvement on Friars Road eastbound ramp and Qualcomm Way: the widening of eastbound approach by 1 left turn lane resulting in 1 right turn lane, a 1 shared left-thru lane and 1 left turn lane; the restriping of the southbound approach within the existing bridge abutments resulting in 2 thru lanes and 2 left turn lanes; and the widening of the northbound approach by 2 thru lanes resulting in 4 thru lanes and 1 right turn lane, satisfactory to the City Engineer.
18	Friars Road WB ramp/ Qualcomm Way	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, construction of the following improvement on Friars Road westbound ramp and Qualcomm Way: the widening of the southbound approach by 1 thru lane and 1 right turn lane resulting in 1 right turn lane and 2 thru lanes; and the restriping of the northbound approach resulting in 2 thru lanes and 2 left turn lanes, satisfactory to the City Engineer.

#	Location	Responsible Party ¹	Improvement ²
19	Friars Road/I-15 SB off-ramp	Project ²	Prior to the issuance of any building permits for Phase 2 that exceeds 23,750 ADT ³ in total development, applicant shall assure by permit and bond, the widening of southbound approach at Friars Road and I-15 southbound off-ramp by 1 left turn lane resulting in 2 left turn lanes, 1 shared thru-left turn lane, and 2 right turn lanes, satisfactory to the City Engineer.
Phase 3			
15b	Mission Center Road/I-8 Interchange	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT ³ in total development, applicant shall assure by permit and bond, construction of the following improvements at Mission Center Road and I-8 interchange (unless built by others): the widening of the eastbound off ramp to provide 1 additional left turn lane resulting in 3 left turn lanes, 1 right turn lane; the widening of Mission Center Road over I-8 bridge by one northbound thru lane resulting in 2 southbound thru lanes and 3 northbound thru lanes; the widening of the southbound approach at Mission Center Road and I-8 eastbound ramp by 1 left turn lane resulting in 2 left turn lanes and 2 thru lanes; the restriping of the eastbound approach at Mission Center Road and Camino Del Rio North to provide a 350-foot long right turn lane; the widening of the westbound approach at the intersection of Mission Center Road and Camino Del Rio North by 1 right turn lane resulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane; the widening of the eastbound approach at Camino Del Rio North and I-8 westbound ramp by 1 right turn lane resulting in 2 thru lanes and 2 right turn lanes; at Camino Del Rio South and Mission Center Road, the widening of the southbound approach resulting in 2 left turn, 1 thru, and 2 right turn lanes; the restriping of the eastbound approach resulting in 2 left turn, 1 thru, and 1 shared thru-right lanes; and the widening of the westbound approach resulting in 1 left, 1 thru and 1 right turn lane, satisfactory to the City Engineer.
20	Texas Street/El Cajon Boulevard	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT ³ in total development, applicant shall assure by permit and bond, the widening of eastbound approach at the intersection of Texas Street and El Cajon Boulevard by 1 right turn lane resulting in 1 left turn, 3 thru lanes and 1 right turn lane, satisfactory to the City Engineer.
21	Qualcomm Way / I-8 WB off-ramp	Project ²	Prior to the issuance of any building permits for Phase 3 that exceeds 51,180 ADT ³ in total development, applicant shall assure by permit and bond, the widening of westbound approach at the intersection of Qualcomm Way and I-8 westbound off-ramp by 1 right turn lane resulting in 1 shared left-thru lane and 2 right turn lanes, satisfactory to the City Engineer.
Phase 4			
22	Friars Road/Santo Road	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 16% toward the cost of restriping southbound approach at the intersection of Friars Road and Santo Road to provide dual left turn lanes and dual right turn lanes, satisfactory to the City Engineer.
23	Mission Gorge Road/Zion Avenue	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 23% toward the cost of the installation of an additional westbound left turn lane (requiring widening of the west leg of the intersection)resulting in dual left turn lanes and 1 shared thru-right turn lane at the intersection of Mission Gorge Road and Zion Avenue, satisfactory to the City Engineer.

#	Location	Responsible Party ¹	Improvement ²
24	Mission Center Road/Camino De La Reina	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 15% toward the cost of widening the eastbound approach at the intersection of Mission Center Road and Camino De La Reina by 1 right turn lane resulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane, satisfactory to the City Engineer.
25	Qualcomm Way/Camino De La Reina	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 38% toward the cost of widening the westbound approach at the intersection of Qualcomm Way and Camino De La Reina by 1 right turn lane resulting in 2 left turn lanes, 2 thru lanes and 2 right turn lanes, and construction of new on- and off-ramps connecting I-8 and Camino de la Reina satisfactory to the City Engineer.
26	Texas Street/Camino Del Rio South	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 21%) toward the cost of the following improvements at the intersection of Texas Street and Camino Del Rio South: the widening of the northbound approach by a shared thru-right lane resulting in 1 left turn lane, 1 shared thru right turn lane and 2 thru lanes; the restriping of the eastbound approach resulting in 2 left turn lanes and 1 shared thru-right turn lane; the widening of the southbound approach by 1 left turn lane, resulting in 2 left turn lanes, 2 thru lanes and 1 right turn lane; and the widening of the westbound approach by 1 right turn lane resulting in 1 left turn lane, 1 thru lane and 2 right turn lanes, satisfactory to the City Engineer.
27	Texas Street/Madison Street	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 30% toward the cost of restriping the eastbound approach (which will require the widening of the north leg of the intersection) at the intersection of Texas Street and Madison Street resulting in 2 left turn lanes and 1 shared thru-right turn lane, satisfactory to the City Engineer.
28	Rio San Diego Drive/Fenton Parkway	Project ²	Prior to the issuance of any building permits for Phase 4 that exceeds 59,040 ADT ³ in total development, applicant shall contribute a fair share of 11% toward the cost of widening northbound approach at the intersection of Rio San Diego Drive and Fenton Parkway by 1 left turn lane resulting in 2 left turn lanes, 1 thru lane and 1 shared thru-right turn lane, satisfactory to the City Engineer.
Project shall maintain a trip generation monitoring report and parking table that will be provided with every building permit submitted to the City of San Diego within the Quarry Falls development.			
Project shall be in conformance with the proposed Transportation Phasing plan included in the Quarry Falls Traffic Impact analysis.			
All transportation improvements shall be constructed and completed in accordance with the approved Transportation Phasing Plan included in the Quarry Falls traffic analysis.			

¹ Construction and/or funding may also be the responsibility of others. Project may be eligible for DIF credits and/or reimbursement for construction of the improvement.

² Appendix J of the Quarry Falls Traffic Impact Study contains conceptual designs for each of these improvements

³ Each development threshold is based upon driveway trip generation rates.

⁴ Assurance to the satisfaction of the City Engineer shall not be required until construction of the Village Walk District commences.

2. Environmental Impact: Implementation of the goals of the Strategic Framework Element, the City of Villages policy and the Transit Oriented Development (TOD) Guidelines. As discussed in Final PEIR section 5.1, the proposed project is consistent with the goals and strategies of the Strategic Framework Policy and City of Villages Strategy and will implement the City's Transit Oriented Development (TOD) Guidelines.

Finding: The proposed project will create no substantial adverse impacts associated with the Strategic Framework Element, City of Villages Strategy, or TOD Guidelines. No mitigation is required.

Facts in Support of Finding: The City’s Strategic Framework Element includes the City of Villages Strategy, citywide policies that address Urban Form, Neighborhood Quality, Public Facilities and Services, Mobility, Housing Affordability, and Economic Prosperity and Regionalism. The project will be consistent with these strategies through the development of a series of districts to promote diversity within the Specific Plan area by allowing for a variety of land uses and development intensities. The Quarry Falls Specific Plan is centered on a park and trail system. Quarry Falls Park will provide active and passive recreation elements, and a trail system will connect the park to surrounding residential uses. The project also provides housing opportunities and will contribute financing for community facilities to support the increase in residential demands on the community. The proposed project will comply with the City’s Affordable Housing ordinance by providing 10 percent of the total residential units as affordable units onsite. Additionally, the project will develop multiple use areas that collocate residential and employment opportunities in the Mission Valley Subregional District.

To address future growth the City has adopted the “City of Villages” strategy as the preferred land use form. The City of Villages strategy “focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system... A “village” is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village will be unique to the community in which it is located. All villages will be pedestrian-friendly and characterized by inviting, accessible and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Individual villages will offer a variety of housing types affordable for people with different incomes and needs. Over time, villages will connect to each other via an expanded regional transit system (SF-3).” The Quarry Falls project embodies the City of Villages planning strategy by placing a mixed-use village in an already urbanized area, with high density housing, which will provide pedestrian connections from residential areas to parks, transit and commercial work and shopping areas. The concentration and mix of uses is also known as transit oriented development; the project’s provision of trails, bikeways, and access to public transit will give residents an alternative to the automobile.

The SANDAG Smart Growth Concept Map designates the project site as an Urban Center. According to the Smart Growth Fact Sheet, “The Concept Map is a key ingredient to successfully implementing the RCP, as it identifies locations within the region that can support smart growth and transportation investments. This innovative and collaborative map will serve as the foundation for refining the regional transit network and identifying other transportation needs in the development of the 2007 Regional Transportation Plan (RTP). It also will be used to determine eligibility to participate in the Smart Growth Incentive Program funded through *TransNet*.” An Urban Center is defined in the SANDAG Regional Comprehensive Plan as having mid- to high rise residential and office/ commercial development with an intensity range of 40-75 dwelling units per average net acre within one-quarter mile radius of a transit station. The project has a density of approximately 45 units per net acre within a one-half mile radius of a San Diego Trolley station. The project will include a bus shuttle system to efficiently

move residents to the trolley station, which would expand the quarter mile radius that is typically associated with pedestrian trips.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.1

3. Environmental Impact: Compatibility with existing quarry operations. As discussed in Section 5.1 of the Final PEIR, the project could create impacts caused by incompatibility with the existing quarry operations due to noise. Noise impacts and mitigation measures are discussed later at Section E of these findings. The project's noise impacts are considered to be a significant land use impact. Section E of these findings discusses the mitigation measures that are adopted as part of the project to mitigate noise impacts to below a level of significance.

Finding: Significant adverse impacts to land use could arise as a result of noise generated by on-going mining operations, as well as noise from the asphalt and concrete plants, and the interaction with residential project development. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant noise effects as identified in the final EIR.

Facts in Support of Finding: The proposed project will develop in phases over a period of several years. As shown in Final PEIR Table 5.1-1, the majority of mining operations are expected to cease in 2010. The existing plants will operate at their existing locations until approximately 2009 and then will be relocated and will operate at the new location until 2022. Development will begin in 2009, with residential units beginning to be occupied in 2011. Based on the noise analysis presented in Final PEIR Section 5.5, impacts to sensitive receptors could occur without mitigation. As described further in Section 5.5 of the PEIR, the applicable mitigation measures generally require the project to limit the time and location of mining and concrete-and-asphalt plant activities to avoid noise impacts to residences. These mitigation measures will reduce the impacts to below a level of significance.

Mitigation Measures: Mitigation Measures 5.5-7 – 5.5-9 presented in Final PEIR Section 5.5, *Noise*, will reduce project impacts to below a level of significance.

Reference: Final PEIR Section 5.1 and Section 5.5

4. Environmental Impact: Compatibility with the adjacent Serra Mesa community plan. As discussed in Section 5.1 of the PEIR, no incompatibilities between land use types in the proposed project and the Serra Mesa Community Plan area adjacent to the project will occur. However, the proposed project will result in the generation of traffic that will significantly impact roadways and intersections within Serra Mesa.

Finding: Project generated traffic will significantly impact roadways and intersections within the Serra Mesa Community. Changes or alterations have been required in or incorporated into the project which will lessen the significant environmental effects of the project related to traffic. These changes or alterations, however, will not reduce all traffic impacts to below a level of significance; and the project is expected to have significant

unmitigable adverse impacts on traffic. The City finds that there are no other feasible mitigation measures that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: The portion of the project site within Serra Mesa is currently zoned RS-1-7, which allows for single-family homes on minimum 5,000-square-foot lots, in concert with the existing single-family neighborhood to the west. The underlying zone in this area will not be changed. The Quarry Falls project proposes the development of a 1.3-acre passive park on a portion of the six acres located in Serra Mesa, with a trail connection between Quarry Falls and Phyllis Place. The proposed project will rezone the adjacent land to the south within Mission Valley from MVPD-MV-M to RM-1-1, RM-2-4, and OP-2-1. The rezoned land corresponds to the Ridgetop District West, Ridgetop District East, and Parks District in the proposed Quarry Falls Specific Plan, respectively. The Ridgetop District is intended to provide a transition between the existing single-family development to the north and west in Serra Mesa to the more dense urban development within Quarry Falls and Mission Valley to the south. As such, the proposed target density for Ridgetop West is approximately ten dwelling units per net acre and for Ridgetop East is approximately nine dwelling units per net acre, which is generally consistent with the density range identified for the six acres in Serra Mesa and the adjoining Serra Mesa community (six to nine dwelling units per acre).

Traffic associated with the proposed Quarry Falls development will impact roadways and intersections within the Serra Mesa community, as discussed in Final PEIR Section 5.2, *Traffic Circulation*. Traffic and transportation impacts and mitigation measures are discussed later at Section B of these findings. The project's traffic impacts are considered to be a significant land use impact. Section B of these findings discusses the mitigation measures that are adopted as part of the project to mitigate the traffic impacts and the mitigation measures the City evaluated but determined to be infeasible.

Mitigation Measures: MM5.2-1 to MM5.2-12 summarized in Final PEIR Table 5.2-9, *Transportation Phasing Plan*, and incorporated herein by reference.

Reference: Final PEIR § 5.1 and 5.2.

5. Environmental Impact: Consistency with City of San Diego Land Development Code. As discussed in Section 5.1 of the PEIR, the project will rezone areas within the project area so that project development will be consistent with the regulations in the Land Development Code. In addition, the project Specific Plan will make modifications to some base zone development regulations to create a superior project.

The project Specific Plan proposes that building setbacks in some districts may deviate from those established in the applied LDC zone in some areas in order to allow structures to front on public streets and address the street in an urban manner, to create larger useable park spaces, to complement the public park experience, and to provide entryways from the sidewalks to increase pedestrian activity. The Creekside and Village Walk districts within Quarry Falls integrate a mix of housing and commercial space to create a lively urban core. For these

districts, building setbacks will be allowed to deviate from the applied LDC zone to provide a transition from the residential district to the west into the “main street” of the activated Village Walk District, to provide building articulation to increase the public realm, to provide consistency with the adjacent districts, to achieve variations in massing and visual impact, to create a village core for the community that allows for the creation of greater opportunities to expand the public realm, and to provide for continuity with the entire Village Walk district. Limited deviations in building heights from the applied LDC zone are proposed to allow for creativity in design and use of architectural elements, to provide a transition from lower density/height projects to higher density/height projects, to expose views from southern off-site vantage points, to avoid a “walling off” affect associated with projects built at all one height, and to allow for increase in height as a trade-off for providing more internal open space.

Additionally, retaining walls proposed for the Park District will deviate from the regulations of the Land Development Code for the OP-2-1 Zone. Retaining walls up to 30 feet in height are necessary to accommodate a waterfall as a signature feature of the project. The waterfall itself and an engineering rock face create a natural environment that will shield the walls and integrate this amenity with the built environment of Quarry Falls.

Consistency with the applied LDC zone, in concert with the project’s proposed limited deviations, will result in a superior project. Therefore, the project will not result in significant impacts associated with zoning or other applicable policies.

Finding: There will be no adverse environmental impacts to land use associated with zoning or other applicable policies. No mitigation is required.

Facts in Support of Finding: The City’s General Plan, the Strategic Framework Element, the Mission Valley Community Plan, and the City’s LDC form the planning framework for the proposed Quarry Falls Specific Plan. Zones identified in the LDC will be applied to Quarry Falls, as described in and modified, in some cases, by the Specific Plan and Master PDP. Final PEIR Figure 3-5, *Proposed Zoning*, shows the proposed zones for the Quarry Falls Specific Plan. The Specific Plan will make modifications to the base zones to ensure consistency between the LDC and the Specific Plan. In addition parking requirements for the project will be the same as those in the LDC.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.1.

6. Environmental Impact: Consistency with Multiple Species Conversation Program. As discussed in Section 5.1, the project is not within the City of San Diego’s Multiple Habitat Planning Area, but significant impacts to biological resources will occur without mitigation.

Finding: The project is not located in the City of San Diego’s MHPA and therefore there will be no significant adverse impact to the MHPA.

Facts in Support of Finding: A review of the project site using the SANGIS map viewer, MSCP map layer, shows that the project is not located in the City of San Diego

MHPA area. SANGIS is located at <http://www.sangis.org/SangisInteractive/viewer/viewer.asp>. The mitigation measures for biology, which are further described in Section 5.6 of the PEIR and generally require avoidance and restoration of biological resources, would mitigate the project's impact to biology to below a level of significance.

Mitigation Measures: Although the project is not located within the MHPA, impacts to biological resources will occur. Biology impacts and mitigation measures are discussed later at Section F of these findings. The project's impacts to biological resources would be reduced to below a level of significance with implementation of mitigation measures 5.6-1 through 5.6-6. Section F of these findings discusses the mitigation measures that are adopted as part of the project to mitigate impacts to biological resources to below a level of significance.

Reference: Final PEIR § 5.1

B. Transportation/Circulation/Parking

The City's Environmental Analysis Section published new impact thresholds in January 2007 which revised the previous thresholds for traffic impacts. However, as specifically stated in Section 0.1, *Traffic/Parking*, page 73, of the January 2007 *Significance Determination Thresholds*, for projects deemed complete before January 1, 2007, the previously adopted thresholds would apply. The Quarry Falls project was deemed complete on May 17, 2005. Therefore, the City finds that the thresholds presented below shall be used in assessing significance of impacts for the Quarry Falls project. The City finds that applying the previously adopted thresholds to this project and others deemed complete before January 1, 2007 is an efficient and fair way of reducing the administrative burden on the City and applicants that would otherwise occur.

If any intersection or roadway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the following allowable increases in delay or intersection capacity utilization for affected intersections or volume-to-capacity ratio or speed for affected roadway segments:

Level of Service with Project	Allowable Increase Due To Project Impacts*			
	Intersections		Roadway Sections	
	Delay (sec.)	ICU (V/C)	V/C	Speed (mph)
E**	2	0.02	0.02	1
F**	2	0.02	0.02	1

Notes:

* If a proposed project's traffic impacts exceed the values shown in the table, then the impacts are deemed "significant." The project applicant shall identify "feasible mitigations" to achieve LOS D or better.

** The acceptable LOS standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve LOS C.

An impact is also deemed significant if project traffic causes a facility's LOS to drop from LOS D or better to LOS E or LOS F.

1. Environmental Impact: Direct and/or cumulative traffic impacts on existing and planned community and regional circulation networks. As discussed in Section 5.2, the project

would have significant impacts on roadway segments, arterials, intersections, freeway ramps and freeway mainlines due to project traffic. Additional analysis for the possible development of a school within Quarry Falls as part of Phase 1 was also conducted. The location of the school site is anticipated to be on approximately three acres in the area north of Quarry Falls Boulevard, proximate to the Civic Center and Park District. If a school is constructed in this location, it would replace approximately 270 residential units. Impacts associated with construction traffic would not be significant due to the temporary nature of the activity and relatively low percentage of construction traffic represented within overall traffic volumes.

Phase 1 (2010): Phase 1 consists of 2,477 residential units, 40,000 square feet of community commercial, and 40,000 square feet of neighborhood commercial, and a school. Based upon the traffic analysis, development of Phase 1 will generate no more than 17,450 daily external trips, with 1,144 occurring in the AM peak hour and 1,649 occurring in the PM peak hour. Roadway improvements for Phase 1 of the project include construction of Russell Park Way, a connection directly to Friars Road from Russell Park Way, two connections to Mission Center Road, and the construction of Quarry Falls Boulevard from Mission Center Road to Russell Park Way (see Final PEIR Figure 3-16, *Quarry Falls Vehicle Circulation Plan*).

Impact 5.2-1: Impacts from Phase 1 are expected to be significant on the following roadway segments and arterials:

- Friars Road – Via Las Cumbres to Fashion Valley Road
- Friars Road – Ulric/SR-163 Southbound Ramps to SR-163 Northbound Ramps
- Friars Road – SR-163 Northbound Ramps to Frazee Road
- Friars Road – Fenton Parkway to Northside Drive
- Friars Road – I-15 Southbound Ramps to I-15 Northbound Ramps
- Friars Road – I-15 Northbound Ramps to Rancho Mission Road
- Friars Road – Riverdale Street to Mission Gorge Road
- Mission Center Road – Mission Valley Road to Friars Road
- Murray Ridge Road – I-805 Northbound Ramps to Mission Center Road
- Murray Ridge Road – Mission Center Road to Pinecrest Avenue
- Texas Street – I-8 Eastbound Ramps to Camino del Rio South
- Texas Street – Camino del Rio South to Madison Street
- Texas Street – Madison Street to Monroe Avenue
- Texas Street – Monroe Avenue to Meade Avenue

Impact 5.2-2: Impacts from Phase 1 are expected to be significant at the following intersections:

- Friars Road/SR-163 Southbound Ramp/Ulric Street (AM and PM Peak)
- Friars Road/SR-163 Northbound Ramp (PM Peak)
- Friars Road/Frazee Road (PM Peak)
- Phyllis Place/I-805 Southbound Ramp (AM and PM Peak)
- Phyllis Place/I-805 Northbound Ramp (PM Peak)
- Murray Ridge Road/Mission Center Road (PM Peak)
- Murray Ridge Road/Pinecrest Avenue (PM Peak)

Impact 5.2-3: Impacts from Phase 1 are expected to be significant at the following freeway ramps:

- I-15 NB at Friars Road (AM peak hour)
- I-8 EB at SB Texas Street (PM peak hour)
- I-15 NB at Friars Road (PM peak hour)
- I-15 SB at Friars Road (I-8 Bypass) (PM peak hour)

Impact 5.2-4: Impacts from Phase 1 are expected to be significant on the following freeway segments:

- SR-163 (Southbound) – Friars Road to Genesee Avenue (PM Peak)

Phase 2 (2012): Phase 2 would consist of a cumulative total of 3,285 residential units, 400,000 square feet of retail commercial, 40,000 square feet of community commercial, 40,000 square feet of neighborhood commercial, 30,000 square feet of commercial office, a school, three acres of active park (civic center), and 12.2 acres of passive park. Development of Phase 2 is expected to generate no more than 39,563 daily external trips, with 1,950 occurring in the AM peak hour and 3,691 occurring in the PM peak hour. Roadway improvements for Phase 2 of the project include the construction of Via Alta, the construction of Quarry Falls Boulevard from Via Alta to Qualcomm Way, and the construction of Qualcomm Way from Quarry Falls Boulevard to the existing terminus at Friars Road.

Impact 5.2-5: Impacts from Phase 2 are expected to be significant on the following additional roadway segments and arterials:

- Friars Road – Avenida de las Tiendas to Ulric Street/SR-163 Southbound Ramps
- Friars Road – Frazee Road to River Run Drive
- Friars Road – Northside Drive to Stadium Road
- Friars Road – Santo Road to Riverdale Street
- Mission Center Road – Murray Ridge Road to I-805 Overpass
- Mission Center Road – Camino del Rio North to I-8 Eastbound Ramp
- Texas Street – Meade Avenue to El Cajon Boulevard (Partially mitigated by traffic calming improvements in Phase 1)
- Mission Gorge Road – Friars Road to Zion Avenue

Impact 5.2-6: Impacts from Phase 2 are expected to be significant at the following additional intersections:

- Friars Road/Fashion Valley Road (PM Peak – mitigated by improvements in Phase 1)
- Friars Road/I-15 Southbound Ramp (PM Peak)
- Mission Center Road/I-8 Eastbound Ramp (PM Peak)

Impact 5.2-7: Impacts from Phase 2 are expected to be significant on the following additional freeway segments:

- SR-163 (Northbound) – I-8 to Friars Road (AM Peak)
- SR-163 (Southbound) – I-8 to Friars Road (PM Peak)
- I-8 (Eastbound) – Mission Center Road to Qualcomm Way (PM Peak)

The ramp metering analysis conducted for Phase 2 identifies no additional significant impacts for freeway ramps.

Phase 3 (2014): Phase 3 of the Quarry Falls project would consist of a cumulative total of 4,538 residential units, 400,000 square feet of retail commercial, 40,000 square feet of community commercial, 40,000 square feet of neighborhood commercial, 30,000 square feet of commercial office, a school, a 4,000 square foot private recreation center, three acres of active park, and 12.2 acres of passive park. Phase 3 is expected to generate no more than 45,719 daily cumulative external trips, with 2,467 occurring in the AM peak hour and 4,248 occurring in the PM peak hour. Roadway improvements for Phase 3 would consist of the full internal circulation network of the project, including Franklin Ridge Road and Community Lane, both of which are north/south roads, and Quarry Falls Boulevard from Qualcomm Way to Franklin Ridge Road.

With implementation of Phase 3, there would be no additional significant impacts to roadway and arterial segments, intersections or freeway ramps. Implementation of Phase 3 would result in significant impacts on three freeway segments.

Impact 5.2-8: Impacts from Phase 3 are expected to be significant on the following additional freeway segments:

- SR-163 (Northbound) – Friars Road to Genesee Avenue (AM Peak)
- I-15 (Southbound) – North of Friars Road (PM Peak)
- I-15 (Southbound) – South of Friars Road (PM Peak)

Phase 4 (2022): Phase 4 is the build out of the project and would consist of a cumulative total 4,780 residential units, 400,000 square feet of retail commercial, 40,000 square feet of community commercial, 40,000 square feet of neighborhood commercial, 420,000 square feet of commercial office, a school, a 4,000 square foot private recreation center, 3 acres of active park and 12.2 acres of passive park. Phase 4 is expected to generate 48,959 daily cumulative external trips, with 3,241 occurring in the AM peak hour and 5,098 occurring in the PM peak hour. The internal project circulation system was assumed to be complete in Phase 3.

Impact 5.2-9: Impacts from Phase 4 are expected to be significant on the following additional segment:

- Friars Road – Mission Village Road to I-15 Southbound Ramp

Impact 5.2-10: Impacts from Phase 4 are expected to be significant at the following three additional intersections:

- Friars Road Eastbound/Qualcomm Way (PM Peak) (Mitigated to below a level of significance by improvements in the Phase 2 Transportation Improvement Plan.)
- Qualcomm Way/I-8 Westbound Ramp (PM Peak) (Mitigated to below a level of significance by improvements in the Phase 3 Transportation Improvement Plan.)
- Texas Street/El Cajon Boulevard (PM Peak) (Mitigated to below a level of significance by improvements in the Phase 3 Transportation Improvement Plan.)

All of these intersections would be fully mitigated by measures implemented as part of earlier phases of the project.

Implementation of Phase 4 would not result in any additional significant impacts to freeway ramps or freeway mainline segments.

Finding: The project would significantly impact roadway segments, intersections, freeway ramps and freeway mainlines. The impacts to intersections and some roadway segments are considered significant but mitigable. Impacts to freeway ramps and freeway mainlines are considered significant and unmitigable. For the school option, the change to the total ADT and AM trips is minor, and the analysis shows that while no new impacts different than those shown in the above impact analysis would occur under the school option, this option would result in impacts to Mission Gorge Road (Friars Road to Zion Avenue) and Friars Road (Avenida de las Tiendas to Ulric Street) being shifted from Phase 2 to Phase 1. No significant adverse impacts from construction traffic would occur. Changes or alterations have been required in or incorporated into the project which will lessen the significant environment effects of the project related to traffic. These changes or alterations, however, will not reduce this impact to below a level of significance and the project is expected to have a significant adverse impact on traffic. The City finds that there are no other feasible mitigation measures that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: Section 5.2 of the Final PEIR, incorporated herein by reference, describes the project's impacts on traffic, including impacts to street segments, intersections, freeway segments, freeway ramp meters, and Congestion Management Program (CMP) arterials, for both the near-term and at the horizon year. KOA Corporation prepared a traffic study, titled Quarry Falls Traffic Impact Study (September 2007), (Final PEIR Appendix B) incorporated herein by reference, that examined the effects of the proposed Quarry Falls project on the existing and planned circulation system based on the anticipated phasing of the project and build-out of the community. The Traffic Impact Study evaluated existing conditions (based on current street improvements and operations), Phase 1 (Year 2010), Phase 2 (Year 2012), Phase 3 (Year 2014), Phase 4 (Project Build-out - Year 2022), and Horizon Year (Year 2030).

The Quarry Falls project lies within two communities: Mission Valley and Serra Mesa. The Mission Valley Community Plan envisions a road connection through the project site that would connect Serra Mesa (at Phyllis Place) to Mission Valley (at Friars Road and Mission Center Road). This road connection is not identified in the Serra Mesa Community Plan. While the traffic study evaluates the project both without and with the road connection, the project does not propose to construct the connection.

The study area for the project is based on the City of San Diego *Traffic Impact Study Manual Guidelines*, as well as review of on-going traffic studies and knowledge of the local transportation system, and is consistent with the San Diego Association of Governments'

(SANDAG's) *Congestion Management Program*. The study area for the proposed project includes existing intersections and their corresponding roadway segments including:

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

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

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

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

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

To determine potential temporary impacts associated with the construction of the project, the amount, distribution and duration of construction traffic was estimated based upon engineering judgment and the standards contained in the South Coast Air Quality Management District CEQA Air Quality Handbook (1993).

The Quarry Falls project would replace on-going resource extraction operations with a mix of uses including parks, open space, and civic uses; commercial office space; commercial retail space; and residential dwelling units. Build out of the proposed project would generate a total of 62,169 daily driveway vehicle trips internally. Of the 62,169 total driveway vehicle trips, 48,959 trips are cumulative external trips with 3,241 occurring in the morning (AM) peak hour and 5,098 occurring in the afternoon (PM) peak hour. (Cumulative external trips are new trips to the community that would leave the site). Because build-out of Quarry Falls would occur in four phases, daily trips would be generated incrementally over time as each phase is implemented.

An analysis of traffic impacts associated with constructing a school in Quarry Falls has been evaluated as part of the *Quarry Falls Traffic Impact Study*. For purposes of that analysis, it was assumed that a future school would accommodate 240 elementary school

children, 198 middle school children and 352 high school students, resulting in approximately 1,607 cumulative ADT. The reduction of over 300,000 square feet of commercial development more than offsets the total driveway trip generation for school. The analysis shows that while no new impacts would occur under the school option, this option would result in impacts to Mission Gorge Road (Friars Road to Zion Avenue) and Friars Road (Avenida de las Tiendas to Ulric Street) being shifted from Phase 2 to Phase 1.

The analysis for construction traffic includes off-site construction trips. For the Quarry Falls project, construction traffic would be minimized due to a number of measures planned to be included during the construction process. The VTM proposes approximately 1,223,000 cubic yards of cut and 1,358,000 cubic yards of fill, resulting in the need for an additional 135,000 cubic yards of fill, which would be generated onsite through excavating for parking garages and other structures. Additionally, because the project is at the location of a mining operation, the majority of concrete and asphalt construction materials could be purchased from the on-site batch plants, further reducing the need for off-site heavy-truck construction traffic. The project would also implement a construction debris recycling program with the intent to reuse much of this material on-site, reducing trips to the local landfill. The total construction traffic associated with Phase 1 would be approximately 2,191 ADT, Phase 2 approximately 2,368 ADT, Phase 3 approximately 786 ADT, and Phase 4 approximately 841 ADT. Truck traffic would access the site through major roadways and would not rely on residential streets for access. The majority of truck trips would occur between the hours of 7:00 AM and 3:30 PM. In addition, standard requirements, from the City of San Diego Regional Standard Drawings, imposed by the City through construction traffic control plans include limiting traffic control to time periods which would not overlap with peak commuter traffic.

Since preparation of the PEIR, the following additional mitigation measure has been identified that reduces a temporary impact to below a level of significance. Per CEQA Guidelines Section 15088, the addition of this mitigation measure does not constitute significant new information and in fact utilizes the early implementation of an existing mitigation measure to reduce a temporary impact to below a level of significance.

The Phase 1 arterial impact to Friars Road from Via Las Cumbres to Fashion Valley Road (Impact 5.2-1) is mitigated to below a level of significance by improvements to the intersection at Friars Road and Fashion Valley Road (MM 5.2-6a). This improvement increases the efficiency of the turn movement, thereby increasing the green time available for thru traffic on Friars Road. The timing of this improvement has been moved to Phase 1 of the Transportation Phasing Plan.

Mitigation Measures: MM5.2-1 to MM5.2-12 summarized in Final PEIR Table 5.2-9, Transportation Phasing Plan, and herein incorporated by reference. Implementation of these mitigation measures will reduce many of the significant traffic impacts to roadway segments and intersections. Significant, unmitigated impacts would remain for some roadway/arterial segments, intersections, freeway ramps and freeway segments. The implementation of the project will also create temporary impacts, some of which would be subsequently mitigated to below a level of significance by future improvements made by the project, while others would be reduced to below a level of significance by the build-out of improvements identified in the Mission Valley Public Facilities Financing Plan. Arterial

widening, traffic signal coordination and other traffic improvements, and freeway interchange improvements would offset ramp and freeway impacts; however, these impacts would remain significant and unmitigated. The adoption of a Statement of Overriding Considerations would be required for the project's significant and unmitigated impacts.

Reference: Final PEIR § 5.1.

Unmitigated Impacts and Infeasibility of Mitigation

The project proposes numerous improvements to mitigate impacts to below a level of significance; however, the following direct impacts to traffic remain significant and unmitigated:

Segments and Arterials:

- **Friars Road – Ulric/SR-163 Southbound Ramps to River Run Drive (temporary impact until construction of Phase 1 of Friars Road/ SR-163 Interchange improvements by the City of San Diego).** Local improvements have been identified that mitigate the impact to these segments to below a level of significance, however, a total fair share contribution of \$19,000,000 (2007 dollars) enables the lead agency to secure matching funding for construction of a more comprehensive set of regional improvements. This location was constructed many decades ago and includes inefficient or out-of-date design components (braided off- and on-ramp weaves; free right turns) that no longer achieve the capacity and safety needs of the existing and planned traffic volumes in Mission Valley and SR-163. The local improvements are a subset of the Phase 1 interchange improvements and do not include that portion of freeway improvements unrelated to the impacts to Friars Road.

The City of San Diego and Caltrans are cooperating on the interchange design and the completion of the environmental review to implement the project which provides substantial public benefit to residents and commuters. Environmental review is scheduled to be completed in 2009; the project will complete its design and be ready for construction in 2013. This design implements the full improvement in coordinated phases, minimizing the inconvenience and service degradation to traffic resulting from construction activities. If the local improvement were built first and the full improvement built later, the overall costs might be higher, construction time would likely be longer, and portions of the local improvement might have to be undone when the full improvement was built.

The fair share contribution will enable the City to accelerate the implementation of this regional transportation project. The project could implement local improvements instead of providing the \$19,000,000 in fair share payments; however, this requires the approval of Caltrans, which, if not forthcoming, would render the direct mitigation measures infeasible. This does not accomplish the City's goal of constructing a regional arterial system improvement, securing Caltrans' approvals and may not be supported by Caltrans for local-only improvements could prove to be problematic, therefore, the construction of only local improvements rather than the full Phase 1 interchange improvements would most likely not be desirable to these agencies. These jurisdictional considerations and

priorities render the monetary contribution preferable to the physical construction of local improvements; thus the mitigation is considered infeasible.

- **Friars Road – Avenida de las Tiendas to Ulric Street/SR-163 Southbound Ramps (temporary impact in Phase 2 and Phase 3 of the project; mitigated by the construction of Hazard Center Drive).** The traffic study for the project conservatively assumed that Hazard Center Drive would not be constructed until Phase 4. This improvement is a current permit condition for Hazard Center. Since the time the Draft PEIR was circulated, the City and property owner have engaged in discussions to complete the design process to accelerate the implementation of the Hazard Center Drive. Should this not occur in a timely fashion, the City retains the ability to take enforcement action to compel the construction of the improvement. Based upon the City's actions to ensure construction of Hazard Center Drive in a time frame prior to Phase 2, this impact would be avoided.
- **Friars Road – River Run to Northside Drive.** The adoption of the Mission City Specific Plan by the City Council eliminated the requirement for a grade separated interchange at Friars Road and Fenton Parkway, effectively downgrading the classification of these portions of Friars Road from an expressway to a prime arterial, thereby constraining the capacity of Friars Road and the overall circulation system. The segment and intersections have been improved to fully implement the prime arterial classification; any change to increase the classification of the street will require the City Council to amend the Mission Valley Community Plan to increase the capacity of Friars Road. This decision would require widening of segments and intersections or the construction of grade separated interchanges that would require the acquisition of adjacent property developed with residential and commercial projects. The widening would place existing residents and businesses in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust, thereby impacting the perception of quality of life. These social and policy considerations render the mitigation infeasible.
- **Friars Road – Northside Drive to Stadium Way (temporary impact until Horizon Year).** The adoption of the Mission City Specific Plan by the City Council eliminated the requirement for a grade separated interchange at Friars Road and Fenton Parkway, effectively downgrading the classifications of these portions of Friars Road from an expressway to a prime arterial, thereby constraining the capacity of Friars Road and the overall circulation system. The segment and intersections have been improved to fully implement their classification; an improvement to increase the classification of the street would require the City Council to amend the Mission Valley Community Plan to increase the capacity of Friars Road. This decision would require widening of segments and intersections or the construction of grade separated interchanges that would require the acquisition of adjacent property developed with residential and commercial projects. The widening would place existing residents and businesses in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust, thereby impacting the perception of quality of life. These social and policy considerations render the mitigation infeasible.
- **Friars Road – Mission Village Road to I-15 Southbound Ramp (temporary impact only until Phase 4 of the project).** The impact to this segment is based upon a small,

temporary increase (36 ADT) in trips on a segment with a capacity of 70,000 ADT for LOS E. The Phase 2 Friars Road/I-15 Southbound Ramp intersection improvement and synchronization of signals, while it does not increase capacity, could be considered partial mitigation that will improve the efficiency of the thru movement in this area. The implementation of a widening project at this location will ultimately result in a roadway with excess capacity and a level of service that cannot be achieved on other segments of Friars Road. Therefore, it would not be equitable to require the project to fully mitigate a small, temporary impact; this equity consideration renders the mitigation infeasible.

- **Friars Road – I-15 Southbound Ramps to Rancho Mission Road.** The I-15 HOV Corridor Study will address the needs to widen and lengthen the I-15 bridge and the adjacent segment by implementing comprehensive improvements to the full interchange to provide additional capacity and accommodate managed lanes. Improving the bridge to only increase local capacity will most likely not meet the needs of the managed lane project. The Phase 2 Friars Road/I-15 Southbound Ramp intersection improvement and synchronization of signals, while it does not increase capacity, could be considered partial mitigation that will improve the efficiency of the thru movement in this area. Mitigation for the project’s segment impact could ultimately be determined to be inconsistent with the I-15 HOV Corridor Study and therefore not secure the necessary Caltrans approvals given the likelihood for the need to demolish the bridge to lengthen the abutments for the new managed lanes. The uncertainty in the ultimate interchange design and final outcome of the I-15 Corridor Study make it speculative to identify a mitigation measure for local improvements that can be successfully implemented to reduce the impact to below a level of significance. This jurisdictional consideration and the inability to implement an improvement in a successful manner and in a reasonable period of time render the mitigation infeasible.
- **Friars Road – Santo Road to Mission Gorge Road and Mission Gorge Road – Friars Road to Zion Avenue.** The widening of Friars Road for these segments would require additional right-of-way from adjacent businesses on the north and south sides of Friars Road. The widening will place existing commercial offices in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust. The properties on the southwest and southeast quadrants of the intersection of Riverdale Street and Friars Road would lose existing parking and potentially have impacts to their internal circulation. Impacts to parking and internal circulation at these locations may negatively impact the existing and adjacent businesses. The widening of the bridge over the San Diego River will result in additional impacts to sensitive biological resources, including wetlands. These social considerations render the mitigation infeasible.
- **Texas Street – I-8 Eastbound Ramps to Camino del Rio South, Camino del Rio South to Madison Street, Madison Street to Monroe Avenue, Monroe Avenue to Meade Avenue, and Meade Avenue to El Cajon Boulevard.** Improvements have been identified to reduce the impacts to these segments to below a level of significance. However, the Greater North Park Public Facilities Financing Plan identifies alternative improvements which will be implemented by the project for sidewalks, lighting and traffic calming rather than an increase in the number of lanes. This alternative has been recommended by the Greater North Park Planning Group. Implementation of a higher capacity Texas Street would impact local residents and businesses by creating a traffic

environment that reduces walkability in the neighborhood, as well as be inconsistent with the financing plan and community priorities. This area is defined by a fine grained street network that encourages walkability; the widening of Texas Street could have a negative impact on both the character of the neighborhood and walkability and therefore be inconsistent with the mobility and community planning goals of the General Plan. This change would most likely be perceived as a negative impact on the quality of life. These social and policy considerations render the mitigation infeasible. As partial mitigation, the project proposes the addition of a sidewalk and pedestrian lighting from Camino del Rio South to Madison Street (estimated cost approximately \$2M) and a contribution of \$100,000 for traffic calming between Madison Street and El Cajon Boulevard.

- **Murray Ridge Road – I-805 Northbound to Pinecrest Avenue.** Improvements have been identified to reduce the impact to this segment to below a level of significance, however, the Serra Mesa Planning Group has recommended alternative mitigation for traffic calming rather than the road restriping to increase the number of lanes which has been proposed as partial mitigation to road widening. Implementation of a higher capacity road will impact the availability of either parking or the Class II Bike Lane. This will result in impacts to the character and walkability of the neighborhood and therefore be inconsistent with the mobility and community planning goals of the General Plan by creating a traffic environment that degrades the quality of life in the neighborhood. These social and policy considerations render the mitigation infeasible.
- **Mission Center Road – Camino del Rio North to I-8 Eastbound Ramp (temporary impact until Phase 3).** Mitigation has been identified to reduce the impacts to this segment to below a level of significance; however, to avoid simultaneous construction on three interchanges that provide access to Mission Valley, the mitigation is being timed in a way that will create a temporary significant impact. A \$1,000,000 (2007 dollars) contribution to begin the project study report will be made in Phase 2 of the Transportation Phasing Plan with full improvements (assured satisfactory to the City Engineer) to mitigate all impacts to below a level of significance in Phase 3. Due to other project mitigation measures being implemented to the Friars Road/SR-163 and Friars Road/I-15 Interchanges, this improvement has been deferred to avoid unacceptable traffic impacts due to the reconstruction of multiple Mission Valley interchanges at the same time. Overlapping construction of multiple interchanges would create unacceptable levels of service and could impair emergency vehicle access to Mission Valley. Therefore, the temporary impact to level of service at this location is preferable to the more significant reductions in LOS due to simultaneous construction at three interchanges that provide access to Mission Valley. The social considerations render the mitigation infeasible.

Intersections:

- **Friars Road/SR-163 Southbound Ramp/Ulric Street (AM and PM Peak), Friars Road/SR-163 Northbound Ramp (PM Peak), and Friars Road/Frazee Road (PM Peak) (temporary impact until construction of Phase 1 of Friars Road/ SR-163 Interchange improvements by the City of San Diego).** Improvements have been identified to reduce the impact to these segments to below a level of significance, however, a total fair share contribution of \$19,000,000 (2007 dollars) enables the lead agency to secure matching funding for construction of a more comprehensive set of regional improvements. This location was constructed many decades ago and includes

inefficient or out-of-date design components (braided off- and on-ramp weaves; free right turns) that no longer achieve the capacity and safety needs of the existing and planned traffic volumes in Mission Valley and SR-163. The local improvements are a subset of the Phase 1 interchange improvements and do not include that portion of freeway improvements unrelated to the impacts to Friars Road.

The City of San Diego and Caltrans are cooperating on the interchange design and the completion of the environmental review to implement the project which provides substantial public benefit to residents and commuters. Environmental review is scheduled to be completed in 2009; the project will complete its design and be ready for construction in 2013. This design implements the full improvement in coordinated phases, minimizing the inconvenience and service degradation to traffic resulting from construction activities. If the local improvement were first and the full improvement built later, the overall costs might be higher, construction time would likely be longer, and portions of the local improvement might have to be undone when the full improvement was built.

The fair share contribution will enable the City to accelerate the implementation of this regional transportation project. The project could implement local improvements instead of providing the \$19,000,000 in fair share payments; however, this requires the approval of Caltrans, which, if not forthcoming, would render the direct mitigation measures infeasible. Given Caltrans and the City's goal of constructing a regional arterial system improvement, securing Caltrans' approvals for local-only improvements could prove to be problematic, therefore, the construction of only local improvements rather than the full Phase 1 interchange improvements would most likely not be desirable to these agencies. These jurisdictional considerations and priorities render the monetary contribution preferable to the physical construction of local improvements; thus the mitigation is considered infeasible.

- **Mission Center Road/I-8 Eastbound Ramp (PM Peak) (temporary impact until Phase 3).** Mitigation has been identified to reduce the impacts to this segment to below a level of significance; however, to avoid simultaneous construction on three interchanges that provide access to Mission Valley, the mitigation is being timed in a way that will create a temporary significant impact. A \$1,000,000 (2007 dollars) contribution to begin the project study report will be made in Phase 2 of the Transportation Phasing Plan with full improvements (assured satisfactory to the City Engineer) to mitigate all impacts to below a level of significance in Phase 3. Due to other project mitigation measures being implemented to the Friars Road/SR-163 and Friars Road/I-15 Interchanges, this improvement has been deferred to avoid unacceptable traffic impacts due to the reconstruction of multiple Mission Valley interchanges at the same time. Therefore, the temporary impact to level of service at this location is preferable to the more significant reductions in LOS due to simultaneous construction at three interchanges that provide access to Mission Valley. The social considerations render the mitigation infeasible.

Freeway Ramps:

- **I-15 NB at Friars Road (AM peak hour), I-8 EB at SB Texas Street (PM peak hour), I-15 NB at Friars Road (PM peak hour), and I-15 SB at Friars Road (I-8 Bypass) (PM peak hour).** The Regional Transportation Congestion Improvement Program (RTCIP) was created by SANDAG to ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements. The RTCIP Impact Fee Nexus Study dated September 5, 2006 was prepared for SANDAG to provide a single nexus analysis for use by all local agencies in San Diego County to fulfill their contribution towards regional improvements. Using the nexus study as a basis, beginning July 1, 2008 the City of San Diego requires \$2,332.00 per single family unit and \$1,865 per multi-family unit (affordable housing is exempt) in exactions or equivalent improvements for each newly constructed residential housing unit to allow the City to ensure it receives TransNet funding

At build-out, the project would provide mitigation in excess of \$31 million (2007 dollars) towards widened arterials, traffic signal coordination, and freeway interchange improvements at SR-163/Friars Road, I-8/Mission Center Road, I-15/Friars Road and I-805/Murray Ridge Road locations. This exceeds the approximately \$8 million in exactions for arterial improvements that would be required using the RTCIP as a baseline.. The goal of the RTCIP is to establish an impact fee system to enable projects to fulfill their contribution to these regional improvements, therefore the unmitigated freeway ramp impacts of the project are partially offset by significant improvements to Friars Road and other interchange improvements that satisfy the RTCIP requirements established by the City of San Diego and SANDAG.

In addition, reduction in ramp meter delays requires the approval of Caltrans to increase the metering rate to increase ramp capacity. However, Caltrans policy restricts the flow of vehicles onto the freeway in order to manage freeway capacity, thereby preventing individual projects from adjusting ramp meter rates. In addition, the I-15 northbound ramp has been improved to three lanes, the maximum design capacity allowed by Caltrans. This jurisdictional consideration and the inability of a single private development project to accomplish freeway improvements (to increase capacity to allow for an increase in ramp meter rate) in a successful manner and in a reasonable period of time render the mitigation infeasible.

Freeway Segments:

- **SR-163 (Southbound) – Friars Road to Genesee Avenue (PM Peak), SR-163 (Northbound) – I-8 to Friars Road (AM Peak), SR-163 (Southbound) – I-8 to Friars Road (PM Peak), I-8 (Eastbound) – Mission Center Road to Qualcomm Way (PM Peak), SR-163 (Northbound) – Friars Road to Genesee Avenue (AM Peak), I-15 (Southbound) – North of Friars Road (PM Peak), and I-15 (Southbound) – South of Friars Road (PM Peak).** The Regional Transportation Congestion Improvement Program (RTCIP) was created by SANDAG to ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements. This study recognizes freeway

improvements are part of a regional solution that most often cannot be addressed by an individual project. The RTCIP Impact Fee Nexus Study dated September 5, 2006 was prepared for SANDAG to provide a single nexus analysis for use by all local agencies in San Diego County to fulfill their contribution towards regional improvements. Using the nexus study as a basis, beginning July 1, 2008 the City of San Diego requires \$2,332.00 per single family unit and \$1,865 per multi-family unit (affordable housing is exempt) in exactions or equivalent improvements for each newly constructed residential housing unit to allow the City to ensure it receives TransNet funding.

The goal of the RTCIP is to establish an impact fee system to enable projects to fulfill their contribution to these regional improvements, therefore the unmitigated freeway impacts of the project are partially mitigated by significant improvements to Friars Road and other interchange improvements. Mitigation for freeway impacts would require widening of that respective segment, requiring Caltrans approval. Projects of this size are determined by freeway corridor studies due to their scope being beyond the capabilities of an individual private development project. This jurisdictional consideration renders the mitigation infeasible.

At build-out, the project would provide mitigation for over \$31 million (2007 dollars) for improvements to the regional arterial system, which includes widened arterials, traffic signal coordination, and improvements to five interchanges serving Mission Valley. This satisfies the approximately \$8 million in RTCIP contributions that would be assessed by the City of San Diego as an exaction for impacts to the regional system, therefore, it would be inequitable to impose both the impact fee and require direct improvements. In addition, the physical improvement to the interchange at Mission Center Road and I-8 is preferable to a fair share payment for I-8 corridor improvements due to the benefit of providing mitigation to improve traffic flow. The inability of a single private development project to accomplish these freeway improvements in a successful manner and in a reasonable period of time renders this mitigation infeasible.

1. Environmental Impact: Streets closed or realigned/alterations to the existing circulation. As discussed in Section 5.2, the project will not result in closing or realigning any streets.

Finding: The project will not result in closing or realigning any streets, and therefore no adverse environmental impacts will occur. No mitigation is required.

Facts in Support of Finding: The project will construct all on-site roads needed to provide access to and through the project site. Environmental impacts associated with physical construction of project roadways are evaluated in the PEIR. Vehicles will gain access into the project site via a connection to Qualcomm Way from proposed Quarry Falls Boulevard and a connection directly to Friars Road from proposed Russell Park Way. Additionally, there will be two entrances into the site from Mission Center Road. Development of the site will not result in any streets being closed or realigned as part of the project. The project will result in alterations to existing streets in order to implement proposed traffic mitigation measures. These alterations will involve widening existing roads, installing traffic signals, restriping travel lanes, and lengthening travel lanes. Final PEIR figure 5.2-2, *Transportation Phasing Plan Improvements*, shows the location of these improvements.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.2.

2. Environmental Impact: Parking for various uses that satisfy the City's requirements. As discussed in section 5.2, parking requirements in the Specific Plan will be consistent with the City of San Diego's Land Development Code.

Finding: No significant adverse impacts to parking resources will occur due to the fact that pursuant to Section 8.2 of the proposed Quarry Falls Specific Plan, parking requirements shall be in accordance with the City's Land Development Code. No mitigation is required.

The implementation of two mitigation measures will result in the elimination of some on-street parking. Improvements along Murray Ridge Road to restripe from two to four lanes could result in the loss of approximately 272 spaces; however, on street parking can be maintained by the elimination of the Class II bike lane. The addition of a turn lane at the Friars Road/Fashion Valley Road intersection would result in the loss of approximately 25 spaces; in this case, the adjacent residential development was previously required to satisfy all parking requirements on-site. The impact to the availability of on-street parking is not a result of a deficit in the parking proposed for Quarry Falls, as the project would provide parking in accordance with the City's parking requirements. The elimination of on-street parking will result from the implementation of the road classification identified in the respective community plans for Serra Mesa and Mission Valley and is not regarded as a significant impact associated with the project.

Facts in Support of Finding: Automobile parking shall comply with Land Development Code based on the zoning and land uses applied to each subdistrict. Parking requirements contained in LDC Section 142.0500 shall apply to development in Quarry Falls.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §5.2.

3. Environmental Impact: Pedestrian and bicycle facilities to accommodate non-vehicular travel and off-site connections and linkages to facilitate pedestrian and bicycle use. As discussed in Section 5.2, the project will provide for adequate internal pedestrian walkways, bicycle facilities, transit facilities and other non-vehicular circulation.

Finding: No significant adverse environmental effects to pedestrian and bicycle facilities will occur. No mitigation is required.

Facts in Support of Finding: The Specific Plan is based on the concept of Quarry Falls as an urban village and contains design features which promote pedestrian and bicycle activity. Such design features include street fronting commercial uses with promenades that extend through the park system and connect the entire project; sidewalks and pop-outs are in place wherever possible. An extensive integrated trail system would provide expanded pedestrian opportunities in the park and include the Grand Steps, the Park Trail, and the Finger Trails (see Final PEIR Figure 5.2-3, *Quarry Falls Pedestrian Trails and Facilities*, of the Final PEIR).

Bicyclists would be accommodated by Class II bikeways located on Quarry Falls Boulevard, Russell Park Way, Via Alta, and Franklin Ridge Road (see Final PEIR Figure 5.2-4, *Quarry Falls Bike Facilities*, of the Final PEIR). The sidewalks and bicycle lanes occurring along project streets would connect to those occurring along Friars Road and Mission Center Road, which would allow continued pedestrian and bicycle activity beyond the Specific Plan area. Additionally, the project would construct a pedestrian bridge over Friars Road to connect Quarry Falls with Rio Vista West and the trolley station. Bicycle parking and storage will be provided within each private development project in accordance with the Land Development Code development regulations for that respective zoning district.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.2

C. Aesthetics/Visual Quality

1. Environmental Impact: Land Form Alteration/Grading. As discussed in PEIR Section 5.3, the approved CUPs and Reclamation Plan result in substantial landform alterations. The modifications proposed by the project represent a change in the topography and ground relief features of the site from the approved Reclamation Plan by replacing the flat pad bordered by mined slopes up to 220 feet in height with terraced pads and manufactured slopes up to 120 feet in height. According to the Development Services Department's *Significance Determination Thresholds*, the project may significantly alter the landform if *the project would alter more than 2,000 cubic yards of earth per graded acre*. The VTM proposes approximately 1,223,000 cubic yards of cut and 1,358,000 cubic yards of fill, resulting in the need for an additional 135,000 cubic yards of fill, which would be generated onsite through excavating for parking garages and other structures. Therefore, the project would meet the condition for determining significance under the City's thresholds, and landform alterations associated with the project would be considered significantly adverse.

Finding: The project would result in substantial modification of the existing manufactured landform created by the on-going mining operations to replace the mined site with urban uses. The change from the approved Reclamation Plan to that proposed by the project would be considered significant; however, the City finds that there are no mitigation measures that will mitigate the impact to below a level of significance. Adoption of the No Project/No Build: Continuation of Approved Conditional Use Permit/Implementation of Approved Reclamation Plans alternative would avoid the impact because no development would occur on the site. Adoption of other project alternatives would reduce the magnitude of the change in the visual character of the site and surrounding area but would not avoid the significant impact. As stated in Section VII, FINDINGS REGARDING ALTERNATIVES, of these Findings, the City finds that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: The proposed project includes a modification to the approved Reclamation Plans which would alter the final topography of the manufactured site

that results following mining. The approved Reclamation Plan would provide a relatively large flat pad in the central portion of the site, surrounded by steep hillsides up to 220 feet in height to the northwest, north, and east. The project's proposed modification to the approved Reclamation Plans would retain approximately 2.4 million cubic yards of material to provide several large pads that terrace up from the south to the north, mimicking the grading proposed by the Quarry Falls VTM and reflecting a more gradual elevational change from south to north (see Figure 3-40, *Quarry Falls Vesting Tentative Map- Grading*, of the Final PEIR). The modification would result in a manufactured, terraced terrain that would reduce the contrast of the mined slopes and would result in creating slopes up to 120 feet in height, rather than approximately 62 feet to over 220 feet in height as required under the existing Reclamation Plans. In this manner, the proposed modification to the Reclamation Plans and the proposed VTM would result in reducing impacts to ground relief features from those that would have occurred under the approved Reclamation Plans.

Mitigation Measures: No mitigation measures are available to avoid the landform alterations associated with the project. The design of the project partially mitigates this impact by reducing the height of the manufactured slopes and creating terraced pads that reduce the heights of mined slopes, reflecting a more gradual change in the topographic relief than that resulting from the mined site. But there are no mitigation measures that would reduce this impact to below a level of significance. Adoption of the No Project/No Build: Continuation of Approved Conditional Use Permit/Implementation of Approved Reclamation Plans alternative will avoid the impact because no development will occur on the site; however, the City has determined that the No Project alternative does not meet the basic objectives of the project.

Reference: Final PEIR § 5.3

2. Environmental Impact: Block public views from designated open space, roads, parks or to any significant visual landmarks or scenic vistas. As discussed in Section 5.3, the project would introduce development and landscaping to the site; however, it would not block public views from roads near the project site or of significant visual landmarks or scenic vistas.

Finding: No significant adverse impact to visual resources would occur, because the project would not block public views from roads near the project site or of significant visual landmarks or scenic vistas. No mitigation is required.

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

Computer generated photo simulations of the project were prepared to provide a visual representation of views with and without the project. Dominant views in the project vicinity include the steep hillsides forming the northern and southern boundaries of the Valley and the I-805 bridge. The computer simulations show that the steep hillsides to the north would still be visible from the southern boundary of the project site through the proposed development,

although development would replace the mining operations. Primary views of the site for motorists, bicyclists and pedestrians traveling along Friars Road and Mission Center Road would be of enhanced landscaping along those roadways at the project boundaries, as well as views into the Quarry Falls Park.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §5.3.

3. Environmental Impact: Affect to the existing visual character of the site and surrounding area, particularly with respect to views from any major roadways or public viewing areas. As discussed in Section 5.3, views of the site from public roadways would change substantially with the introduction of landscaping, park areas, tree-lined roadways, and buildings. This is considered a significant impact to the visual character of the project site and surrounding area. Whether the change is adverse or beneficial is subjective

Finding: The project would develop an existing mining site surrounded by urban development, introducing urban uses to the undeveloped mined site. As development is phased in, views of the site from public roadways would change substantially from the barren mined site to urban development with extensive landscaping, park areas, tree-lined roadways, and architecturally interesting buildings. The project includes construction of a packaged recycled water facility and storage tank to provide for the majority of the project's non-domestic landscape needs. These facilities would be underground or fully enclosed in an above-grade structure integrated into the existing development. These changes are considered a significant adverse impact to the visual character of the site and surrounding area. No mitigation measures are available to reduce the significant change in the visual character of the site and surrounding area to below a level of significance. Adoption of the No Project/No Build: Continuation of Approved Conditional Use Permit/Implementation of Approved Reclamation Plans alternative would avoid the impact because no development would occur on the site. This alternative, however, would leave the site as a flat pad rimmed with steep mined slopes up to 220 feet in height. Adoption of other project alternatives would reduce the magnitude of the change in the visual character of the site and surrounding area; however, as stated in Section VII, FINDINGS REGARDING ALTERNATIVES, of these Findings, the City finds that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: Currently, the site is an on-going mining operation. Sand and gravel is being mined from the site, processed and removed in large trucks. Implementation of the proposed project will result in phasing in an urban development as envisioned by the proposed Quarry Falls Specific Plan, replacing the mining operations with a built environment consisting of extensive landscaped areas, parks, open space areas, recreational facilities, civic buildings, residential neighborhoods, an urban core of retail/office/residential uses, and business parks. This change in the character of the site will be substantially different and superior to what currently exists. Nonetheless, a substantial change to the current visual character of the mined site would occur.

Mitigation Measures: No mitigation measures are available to reduce the significant change in the visual character of the site and surrounding area to below a level of significance. Adoption of the No Project/No Build: Continuation of Approved Conditional Use Permit/Implementation of Approved Reclamation Plans alternative will avoid the impact because no development will occur on the site; however, the City has determined that the No Project alternative does not meet the basic objectives of the project.

Reference: Final PEIR § 5.3

D. Air Quality

1. Environmental Impact: Project automobile trip emissions effect on San Diego's ability to meet regional, state and federal clean air standards. As discussed in Section 5.4 of the PEIR, the project's operational emissions will not affect San Diego's ability to meet regional, state and federal clean air standards.

Finding: The project's automobile emissions will not affect San Diego's ability to meet regional, state and federal clean air standards, and therefore impacts will be less than significant. No mitigation is required.

Facts in Support of Finding: The main operational impacts on air quality associated with the Quarry Falls project would be those generated by project traffic. A total of 62,169 daily driveway vehicle trips are projected at buildout. The emission calculations for total operational emissions for each phase of the project are shown in Final PEIR Table 5.4-5, *Total Operational Emissions*. As shown by PEIR Table 5.4-5, the emissions from project generated traffic are above the significance screening criteria for CO and ROG's for all phases and for NOx for Phases B through D (which corresponds to Phases 2 through 4 in the Traffic Impact Study and Section 5.2 of the PEIR).

The City of San Diego's Development Services Department's Significance Determination Thresholds (City of San Diego 2007) presents quantitative emissions thresholds by which to evaluate whether a project's impacts could have a significant impact on air quality. To determine whether a project would result in a violation of an air quality standard or contribute substantially to an existing or projected violation, it is necessary to look at the quantitative emission thresholds established by the SDAPCD. As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIA). The City uses these thresholds for evaluating the significance of a project's emissions. The screening thresholds are included in Final PEIR Table 5.4-4. In the event that emissions exceed these thresholds, modeling will be required to demonstrate that the project's total air quality impacts result in ground-level concentrations that are below the State and Federal Ambient Air Quality Standards (shown in Final PEIR Table 5.4-1), including appropriate background levels (shown in Final PEIR Table 5.4-2). The *Air Quality Technical Report* (July 30, 2007) included as Appendix C to the Final PEIR and incorporated herein by reference showed that the emissions from project generated traffic are above the significance screening criteria for CO and ROG's for all phases and for NOx for Phases B through D. Emissions are below the significance screening criteria for all other pollutants and would therefore not cause or contribute to a violation of an air quality standard. Additional evaluation

of CO and ROGs were conducted to determine whether the emissions from the project traffic could result in the formation of locally high concentrations of CO, or CO “hot spots.” The Traffic Impact Study at Appendix B of the Final PEIR was used to determine intersections with degraded level of service. These intersections were evaluated for CO hot spots. CALINE4 modeling was conducted to predict the one-hour and eight-hour CO concentrations. As shown in Final PEIR Table 5.4-6, *CO “Hot Spots” Evaluation*, no exceedance of the CO standard are predicted.

With regard to ozone precursors (NO_x and VOCs), air dispersion modeling cannot be conducted for individual projects to evaluate their impact on the ozone concentrations in the atmosphere, because ozone modeling is a basin-wide effort and evaluates the potential for exceedance within the entire air basin based on the development, mobile sources, and stationary sources projected based on future development. The APCD is responsible for conducting basin-wide modeling based on San Diego-wide growth projections that take into account future growth as well as future improvements in vehicle emission standards. In general, provided a project is consistent with the community and general plans, it has been accounted for in the ozone attainment demonstration contained within the State Implementation Plan and would not cause a cumulatively significant impact on the ambient air quality for ozone. Because the Quarry Falls Project is projecting more intense development than the community plan land use assumptions, an evaluation of the project’s consistency with SANDAG’s housing forecast for San Diego County to determine the project’s consistency with the RAQS and SIP was conducted.

The project is located in the Central Major Statistical Area of the San Diego Region. The projected housing growth from 2000 to 2030 is 313,939 housing units for the San Diego Region. The project is proposing to construct 4,780 housing units, which would comprise only 1.52 percent of the total projected housing growth in the Central Major Statistical Area of the San Diego Region. The project would therefore be consistent with the growth forecasts for the region and would therefore be in conformity with the RAQS and SIP.

Despite the fact that the project is proposing denser development than accounted for in the current community plan and therefore in the SIP, emissions associated with the project have been accounted for in the growth projections for the Major Statistical Area. These emissions are therefore included in the ozone attainment demonstration that was conducted for the San Diego Air Basin by the APCD, which demonstrates that growth levels projected for the region would not result in an exceedance of the ozone standard.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.4

2. Environmental Impact: Substantial deterioration of ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations. As discussed in section 5.4, emissions associated with construction activities would exceed the significance thresholds for ROG, NO_x. However, emissions of ROG and NO_x would be within the SIP budget for off-road emissions and would not cause or contribute to a violation of the ozone standard. Diesel emissions from construction trucks would be temporary and therefore not create long term exposure. The project includes construction of a packaged recycled water

facility to provide for the majority of the project's non-domestic landscape needs. The packaged recycled water facility would be fully enclosed, either in an above-grade structure or underground. The packaged recycled water facility would not generate emissions that would require an Air Pollution Control Board (APCD) permit. Therefore, potential impacts associated with air quality would be related to the potential creation of objectionable odors affecting a substantial number of people. The "closed system" design of the facility effectively eliminates the release of odors through the use of a carbon filtration system and therefore any potential impact is below a level of significance. As a condition of the construction of the treatment facility, an odor control system shall be incorporated into the plant design. No significant air quality impacts are anticipated. These impacts to air quality are considered less than significant.

Finding: No significant adverse impacts to air quality will be created by ROG or NOx or diesel emissions from construction. Operation of the package recycled water facility would not result in emission of odors that would cause a nuisance or significant impact to nearby receptors. No mitigation is required.

Facts Supporting Finding: To evaluate whether the project's emissions will conform with the State Implementation Plan (SIP) for ozone attainment, the ROGs emissions budget for construction within the SDAB were compared with the maximum estimated daily emissions of ROG for the project. Maximum daily emissions of ROGs from architectural coating application for the Quarry Falls project are 171.46 lbs/day or 0.086 tons per day (one percent of the total SIP budget); maximum daily emissions of ROGs from off-road equipment are 23.51 lbs/day or 0.0117 tons per day (0.07 percent of the total SIP budget); and maximum daily emissions of ROGs from on-road equipment are 15.09 lbs/day or 0.003 tons per day (0.01 percent of the total SIP budget). Thus, the maximum daily ROGs emissions associated with project construction are within the SDAB SIP budget for ROGs emissions and will comply with the SIP for ozone. No significant impact will occur.

Based on the 2004 Estimated Annual Average Emissions reported by the ARB in their emissions budget database for the SDAB, off-road equipment NOx emissions are estimated at 35.63 tons per day, and on-road vehicle emissions are estimated at 118.54 tons per day. Maximum daily emissions of NOx from off-road equipment are 329.13 lbs/day or 0.165 tons per day (0.46 percent of the total SIP budget); and maximum daily emissions of NOx from on-road equipment are 29.43 lbs/day or 0.0147 tons per day (0.01 percent of the total SIP budget). Thus, the maximum daily NOx emissions associated with project construction are within the SDAB SIP budget for NOx emissions and will comply with the SIP for ozone.

Diesel exhaust particulate matter is known to the state of California as carcinogenic compounds. The risks associated with exposure to substances with carcinogenic effects are typically evaluated based on a lifetime of chronic exposure, which is defined as 24 hours per day, 7 days per week, 365 days per year, for 70 years. The California Office of Environmental Health Hazard Assessment has not identified an acute reference exposure level. Because diesel exhaust particulate matter is considered to be carcinogenic, long-term exposure to diesel exhaust emissions has the potential to result in adverse health impacts. However, because project construction will occur over a short term (i.e. over an eight-year period) and will not be conducted over an entire 70 year period, diesel emissions will be temporary and will not be expected to cause a long-term impact to sensitive receptors in the project vicinity.

A health risk analysis was conducted for the Quarry Falls project in response to this comment to evaluate potential health risks to residents in the development living in proximity to the I-805 freeway. The analysis was based on an evaluation of diesel emissions on the 805 freeway. Truck traffic was based on data obtained from Caltrans for the portion of the 805 freeway between I-8 and State Route 163, which provides a breakdown of trucks by axles. Data from the five year period 2002 through 2006 indicates that truck traffic volumes did not increase over that time period; therefore, projecting trends based on the most recent five years would indicate steady traffic over the exposure period. For conservative purposes, it was assumed that truck traffic would increase by 2 percent per year. Diesel particulate emission factors were obtained from the EMFAC2007 model and were averaged over the exposure period evaluated. As recommended by the California Office of Environmental Health Hazard Assessment, 70-year exposure, 30-year exposure, and 9-year adult and child exposure scenarios were addressed. The 70-year exposure period represents a lifetime of exposure and assumes that a resident would be present at the same location 24 hours per day, 7 days per week, for 70 years.

The 30-year exposure period is based on the U.S. EPA's recommended reasonable maximum exposure, which assumes that a reasonable maximum time for an individual to live in one location would be 30 years. The 30-year exposure scenario also assumes 24 hours per day, 7 days per week of exposure. The 30-year residential duration for carcinogenic effects is a composite of exposure assumptions for six years as a child and 24 years as an adult, assuming that an individual could live in one location during childhood to adulthood.

The 9-year adult and child exposure scenarios are based on the U.S. EPA's recommended average exposure, which assumes that a resident will, on average, reside in the same location for 9 years.

The portion of the Quarry Falls development that is nearest the 805 freeway will be constructed in Phases 3 and 4 of the development. Thus that portion of the community would not be fully occupied until 2014 at the earliest; certain portions of the development in the upper northwestern portion of the site would likely not be occupied until 2022. This was taken into account in the estimates of diesel particulate through the use of EMFAC2007 emission factors that represent the exposure period.

Based on a 70-year exposure scenario, the excess cancer risk to a resident at the point of maximum exposure (i.e., the location within the Quarry Falls development located within 300 feet of the freeway that is predicted to experience the highest risk; other locations within the development would have a lower risk than the point of maximum exposure) would be 129 in a million. This figure represents the increased probability of an individual living in that location for 70 years, 24 hours per day, 7 days per week, of contracting cancer due to exposure to diesel particulate from the freeway. The exposure scenario assumes that the occupant is fully exposed to emissions (for example, the occupant would not close windows in their residence at any time). The excess cancer risk does not represent the number of individuals in an area that are anticipated to be at risk for cancer.

Based on a 30-year exposure scenario, the excess cancer risk to a resident at the point of maximum exposure would be 66.5 in a million. For the 9-year exposure scenario, the adult excess cancer risk would be 20.1 in a million, and the child excess cancer risk would be

29.7 in a million. Again, these risk estimates are based on assuming that an individual lives in that location for the duration of the exposure period without any barrier to exposure to emissions.

Based on the 2005 Almanac, the California Air Resources Board estimates that the background excess cancer risk within the County of San Diego in the year 2000 was 607 in a million, with 420 in a million attributable to diesel particulate matter. These estimates were based on monitoring data collected at two monitoring stations within the County. Actual risks may be higher or lower at various sites within the County; however, these values are based on measurements collected at the monitoring stations. The risks due to exposure to diesel particulate predicted by the modeling conducted for the Quarry Falls residents would be 3.26 times lower than the background risks in the County due to exposure to diesel particulate. As such impacts from diesel particulates would be less than significant.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.4.

3. Environmental Impact: The project's construction activities exceed 100 pounds per day of Particulate Matter (PM10)). As discussed in Section 5.4, development of the project would result in the temporary generation of dust, combustion emissions from heavy duty construction equipment and from construction workers commuting to and from the site. Grading activities during Phase B (the largest construction phase) would result in significant daily fugitive dust emissions.

Finding: Significant adverse impacts to air quality due to grading activities during Phase B would result from fugitive dust emissions. Changes or alterations have been required in or incorporated into the project, which will lessen the significant environment effects of the project related to air quality. With mitigation, the impacts will be reduced to less than significant.

Facts in Support of Finding: The PM10 emissions from dust associated with the Phase B grading activities will be significant, because the project's construction activities exceed 100 pounds per day of Particulate Matter (dust). Table 5.4-7 of the Final PEIR shows that the maximum daily construction emissions for PM10 is 206.09 pounds per day. This exceeds the City of San Diego's 100 pounds per day significance threshold. Mitigation Measure 5.4-1 requires the project to implement BMPs that are up to 92.5% effective at controlling dust emissions – including watering to control dust, stopping grading during high wind, and hydroseeding graded residential lots.

Mitigation Measures: Mitigation Measure 5.4-1 presented in Final PEIR Section 5.4, *Air Quality*, will reduce project impacts to below a level of significance.

Reference: Final PEIR § 5.4

4. Environmental Impact: On-going mining operations could result in health risks to sensitive users (such as adjacent residents). Work under the revised Reclamation Plan would be short term, and would be less intensive and generate less emissions than the existing reclamation plan.

Finding: No significant adverse impacts to air quality will be created by on-going mining operations. No mitigation is required.

Facts in Support of Finding: The revised reclamation plan would exceed the significance screening thresholds for NO_x. However, work under the revised reclamation plan would be short term, and would be less intensive and generate less emissions than the existing reclamation plan. Similar to NO_x emissions for project operations, the NO_x emissions for the reclamation plan work would be less than significant because it would not cause of violation of the RAQS or of the SIP.

Mitigation Measures: No mitigation is required.

Reference: Section 5.4

E. Noise

1. Environmental Impact: Traffic Noise impacts on residential and recreation-use areas or other sensitive receptors. As discussed in Final PEIR Section 5.5, Noise impacts could occur for future residential units within Quarry Falls located on Mission Center Road, between Mission Valley and Friars Roads. Additionally, build-out traffic noise levels would exceed City standards for useable outdoor space along portions of the internal street network. If private open space areas are used to meet City requirements for open space, noise levels for private open space that abuts Quarry Falls Boulevard, Via Alta or Franklin Ridge Road (internal roadways), or abuts I-805, Friars Road, or Mission Center Road (external perimeter roads) would exceed City standards. Build-out traffic noise levels would exceed City standards for park uses along portions of Quarry Falls Boulevard, and future park development that abuts Quarry Falls Boulevard would be potentially impacted. Interior noise levels at Quarry Falls residences closest to project interior roadways, could exceed City standards. Where exterior noise levels result in interior noise levels greater than 45 dB CNEL for habitable space, mitigation would be required.

The project includes construction of a packaged recycled water facility treatment plant to provide for the majority of the project's non-domestic landscape needs. The packaged recycled water facility would be fully enclosed, either in an above-grade structure or underground. The packaged recycled water facility treatment facility is not a significant noise generator, due to the "closed system" design. The location of the facility within a building or below grade would not result in a noise level above a level of significance; as such a design effectively attenuates noise to levels allowed by the Municipal Code for that respective zoning district(s). No significant noise impacts would result. As a condition of the construction of the treatment facility, a noise attenuation report shall be prepared to ensure appropriate attenuation measures are incorporated into the plant design to ensure noise levels are within a level allowed by the Municipal Code.

Finding: The project could subject residential and recreation-use areas or other sensitive receptors to excessive traffic noise levels and therefore cause significant adverse impacts. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final PEIR to below a level of significance.

Facts in Support of Finding: With implementation of the Quarry Falls project, a substantial increase in noise levels would occur on Mission Center Road, located outside the perimeter of the project between Mission Valley Road and Friars Road. There are no noise-sensitive land uses along this roadway segment, and therefore significant impacts will not occur. The project proposes residential uses along the east side of Mission Center Road. These residential units may require noise mitigation to ensure that noise standards are not violated.

Noise levels for new project vicinity roadways were calculated using the federal highway traffic noise prediction model (FHWA-RD-77-108) for San Diego County arterial traffic (truck) mixes and day and night distributions for a 45 mph travel speed. Final PEIR Table 5.5-3, On-Site Traffic Noise Impact Analysis, summarizes on-site traffic noise levels. As shown, build-out traffic noise levels would be near 70 dB CNEL at 50 feet from the roadway edge throughout the proposed development in areas of planned residential growth.

Build-out traffic noise levels on interior project roadways would be near 70 dB CNEL at 50 feet from the roadway centerline. Qualcomm Way would experience noise levels greater than 70 dB CNEL but has only planned commercial uses adjacent such that no impacts would occur. Development along interior streets may require enhanced traffic noise mitigation in order to avoid impacts, if outdoor space used to meet useable private open space requirements occurs in these areas. Setbacks, home orientation, grade separation and/or sound walls will be required for noise attenuation.

Outdoor recreational space that is considered as part of the minimum outdoor space requirement for any residential development shall be set back far enough from any internal project roadway forecast to carry enough ADT to cause the City's standard to be exceeded, or such space shall be protected by a solid barrier that interrupts the direct line of sight between a standing person and the roadway centerline. Such space shall be protected by a solid barrier that interrupts the direct line of sight between a standing person and the roadway centerline, or the travel speed on the adjacent roadway shall be no more than 35 mph. These calculations presume a direct line of sight between the roadway and the receiver. Final grading may create grade separations that would modify the needed level of noise attenuation. A subsequent noise study shall be prepared for each individual tract that delineates the locations of usable outdoor space and verifies that proposed noise mitigation (set-back or barriers) is adequate to achieve 65 dB CNEL.

Portions of Quarry Falls Park would front on Quarry Falls Boulevard. The water feature and the Civic Center entry court and parking would be closest to the roadway edge. More active recreation areas would be substantially set back from the roadway. At worst, the traffic noise footprint into the park may extend to approximately 100 feet from the Quarry Falls Boulevard roadway centerline. Noise impacts to park uses within 100 feet of the roadway centerline would be considered significant. In order to mitigate this significant impact, one of the following measures will be implemented:

- Erect a six-foot high combination wall with a wood or stucco base and a transparent upper section at the southern edge of the recreation space, or,
- Establish a speed limit on Quarry Falls Blvd. that would maintain the 65 dB CNEL contour outside the recreation area, or,

- Pave the closest portion of Quarry Falls Blvd. with rubberized asphalt that would reduce traffic noise by over 5 dB to maintain the 65 dB CNEL contour within the roadway right of way.

The building façade noise levels at Quarry Falls' residences closest to project interior roadways would be 65-70 dB CNEL. Therefore, reductions of 20-25 dB would be necessary to achieve the City standard of 45 dB CNEL in habitable space. All internal roadways shall be posted for a 35 mph speed limit. Any proposed residential uses where the combination of set-back, traffic volumes and travel speeds creates exterior levels of 60 dB CNEL or more are considered potentially noise-impacted by traffic noise. The degree of needed structural attenuation will depend upon site-specific parameters to be determined at the time of construction. A subsequent acoustical analysis shall be required when site plans, floor plans and building elevations (especially window dimensions) are submitted in conjunction with the filing of building permits to verify incorporation of all noise control requirements on building and site plans. As a rule of thumb, structural noise attenuation is almost equal to the sound transmission class rating (STC) of the windows. For proposed residences close to project internal roadways, the façade exposure will be in the 65 – 70 dB CNEL range. Structural attenuation of 20 - 25 dB will be needed to meet City standards. STC ratings of most production-grade dual paned windows are 25 -30. Interior noise levels can be mitigated to acceptable levels with a suitable margin of safety through dual-paned windows and supplemental ventilation to allow for window closure.

Mitigation Measures: Mitigation Measures 5.5-1 – 5.5-4 presented in Final PEIR Section 5.5, *Noise*, will reduce project impacts to below a level of significance.

Reference: Final PEIR §5.5

2. Environmental Impact: Impacts from Construction Noise. As discussed in Section 5.5 of the Final PEIR, construction noise levels would be significant, if construction occurs within 100 feet of residences. Additionally, construction noise could significantly affect outdoor instructional use, if construction activities occur within 250 feet of a school.

Finding: Construction noise could result in significant impacts to occupied housing within Quarry Falls, as well as outdoor instructional use associated with development of a school within Quarry Falls. Impacts to offsite residential development will not be significant. Changes or alterations have been required in or incorporated into the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR to below a level of significance.

Facts in Support of Finding: Within the Quarry Falls project, construction activities may occur in proximity to occupied homes as a result of project phasing (i.e., homes constructed in earlier phases may be occupied during construction of later phases). Phased construction would need to consider the limited distance separation between separate development parcels. However, because the City construction noise standard is a 12-hour standard, and because equipment locations vary over time, the zone of equipment noise impact is typically no more than 100 feet between source and receptor. If/when later phase construction occurs within 100 feet of any occupied residence, a significant noise impact would result.

The proposed project also includes an option to locate a school site within Quarry Falls. If a school is developed within Quarry Falls and if it is occupied and in session, the possibility of construction noise intrusion into the learning environment would require additional analysis, even if the school is outside the 75 dB performance standard noise envelope. The structural attenuation of modern air conditioned schools with thicker safety-glass windows (required by code) is 25-30 dB. An interior noise level of 50 dB is generally considered acceptable for classroom use (San Diego County General Plan). It is therefore unlikely that construction noise at less than 75 dB would interfere with classroom operations. Possible noise intrusion could result if quiet exterior instructional use occurs as part of the school operation.

To reduce impacts to residential and school receptors the following mitigation will be implemented:

- All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 7:00 AM to 7:00 PM Monday through Saturday and should utilize the quietest equipment available.
- All on-site construction equipment shall have properly operating mufflers and all construction staging areas shall be as far away as possible from any already completed residences.
- Prior to any notice to proceed, a noise mitigation plan will need to be developed and implemented to insure that the City's noise ordinance standard will not be exceeded. Components of such a plan will possibly include erecting temporary noise barriers, using smaller (quieter) earth-moving equipment, or insuring that no residents are present or that they have no opposition to such temporary operations for brief periods of time. With the restriction to hours of lesser sensitivity, and with enhanced mitigation if the setback distance to heavy equipment operations is less than 100 feet, construction activity noise will create less-than-significant noise impacts.

In addition, construction activities occurring within 250 of a school shall be coordinated with school administrators to avoid conflicts with outdoor learning activities. With these mitigation measures, all of the project's noise impacts would be less than significant.

Mitigation Measures: Mitigation Measures 5.5-5 and 5.5-6 presented in Final PEIR Section 5.5, *Noise*, will reduce project impacts to below a level of significance

Reference: Final PEIR §5.5.

3. Environmental Impact: Noise impacts to residents and visitors from on-going mining operations. As discussed in Final PEIR Section 5.5, residential development in Phase A would experience significant noise impacts from existing mining operations, if mining operations overlap initial phases of development. Residential development in Phase A would experience significant noise impacts from the existing concrete and asphalt plants, if these plants are operating at their existing location during initial phases of development. Residential development adjacent to the relocated concrete and asphalt plants would experience significant noise impacts within 500 feet of the relocated plants.

Finding: Significant noise impacts could occur if residential units are occupied while mining operations are being completed and before the concrete and asphalt plants are relocated. Operation of the proposed relocated asphalt and concrete plants would result in potentially significant noise impacts to residents, if development occurs within 500 feet of the relocated concrete and asphalt plants. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR to below a level of significance.

Facts in Support of Finding: Existing mining operations may overlap the initiation phased of development for up to one year. If this occurs, residential development planned as part of Phase A would be subject to significant noise levels from the on-going mining operations. Phase A residential development would experience significant noise impacts if it occurs within 2,000 feet of the mining operations, unless operations are limited to 7 AM to 10 PM. Even with the restriction of hours of operation, day time noise levels would be significant for homes located within 500 - 890 feet from the plant, depending on their location relative to actual plant activities.

The existing concrete and asphalt plants may also continue to operate for a short period of time during initial project development until they are relocated to the southwest corner of the project site. If operations occur during the nighttime hours, using the more restrictive noise standard for nighttime hours, residential occupancy within 1,580 feet of a batch plant under line-of-sight conditions would experience significant noise levels. With a restriction to daytime hours, or with construction of a substantial berm capable of -15 dB of attenuation, the noise impact zone could be reduced to 280 feet from the plant.

Once the mining operations cease and the concrete and asphalt plants are relocated, noise impacts to occupied residences in Phase A of development will be eliminated. Residential development in later phases would occur adjacent to the relocated plant site. Residential uses which are located within 500 feet of the proposed relocated plants would experience significant noise impacts before mitigation. With the operational limitations the mitigation measures place on the mining and concrete and asphalt plants, all noise impacts would be reduced to below a level of significance.

Mitigation Measures: Mitigation Measures 5.5-7 – 5.5-9 presented in Final PEIR Section 5.5, *Noise*, will reduce project impacts to below a level of significance.

Reference: Final PEIR §5.5.

F. Biology

1. Environmental Impact: Reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals (Direct Impacts). As discussed in section 5.6, the project would result in the direct loss of 0.06 acre on-site and 0.12 acre off-site of disturbed wetland, 1.08 acres of coastal sage scrub (Tier II), 0.28 acre of mixed chaparral (Tier IIIA), and 12.54 acres of non-native grassland (Tier IIIB).

Finding: The proposed project would result in direct significant adverse environmental impacts to biological resources from impacts to a total of 14.08 acres of sensitive

habitat. Changes or alterations have been required in or incorporated into the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR to below a level of significance.

Facts in Support of Finding: The proposed project would result in direct impacts to a total of 14.08 acres of sensitive habitat. This includes the direct loss of 0.06 acre on-site of disturbed wetland, 0.12 acre off-site of disturbed wetland, 1.08 acres of coastal sage scrub (Tier II), 0.28 acre of mixed chaparral (Tier IIIA), and 12.54 acres of non-native grassland (Tier IIIB). The loss of sensitive habitat will be mitigated through the purchase of upland habitat credits through the City of San Diego Habitat Acquisition Fund (Fund #10571). The project will purchase a total of 7.49 acres of credit from the City of San Diego Habitat Acquisition Fund and pay the required fees, prior to the issuance of any authorization to proceed.

It is infeasible to mitigate wetland impacts on-site because the appropriate hydrological regime required for the creation of wetlands (per CDFG guidelines) was not observed onsite. While completing all of the required wetland mitigation within the San Diego River watershed would be the next best option, no appropriate location/site relative to the limited size of the mitigation area required could be identified. Therefore, in consultation with CDFG, it was determined that the use of the Rancho Jamul bank for a portion of the wetland mitigation requirements is appropriate.

The 2.78 acres of avoided/preserved on-site habitat (outside of the SDGE easement) would not be included as a portion of the required mitigation requirements. Instead, these 2.78 acres of avoided/preserved habitat (comprised of 0.75 acres of gnatcatcher occupied coastal sage scrub, 0.08 acres of mixed chaparral, 1.79 acres of non-native grasslands and 0.16 acres of disturbed habitat) will be placed in an open space easement.

Based on the surveys performed at the site, the loss of habitat would directly affect one pair of California gnatcatchers with fledglings. Because the site is within the City's MSCP area, but outside of the MHPA, the gnatcatchers are considered adequately covered and no mitigation is required.

Implementation of the Mitigation Measures 5.6-1 through 5.6-4, as well as general mitigation measures described at Final PEIR page 5.6-19 to 5.6-26 and herein incorporated by reference, will reduce impacts to biological resources to below a level of significance. These measures generally involve avoiding important biological resources and providing compensatory resources where the avoidance is not necessary or feasible.

Mitigation Measures: Mitigation Measures 5.6-1 – 5.6-4 presented in Final PEIR Section 5.6, *Biological Resources*, and unnumbered general mitigation measures will reduce project impacts to below a level of significance..

Reference: Final PEIR §5.6.

2. Environmental Impact: Reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals (Indirect Impacts). As discussed in Final PEIR Section 5.6, biological resources located adjacent to the proposed

development (outside of the footprint of the approved Reclamation Plans) could be indirectly impacted by both construction and post-construction activities associated with Quarry Falls.

Finding: The proposed project will not result in any indirect significant adverse impacts to biological resources. No mitigation is required.

Facts in Support of Finding: Potential indirect impacts include an increase in urban pollutants entering sensitive water bodies, an increase in night lighting, habitat disturbance, edge effects, and pollutants (fugitive dust).

Water quality has the potential to be adversely affected by potential surface runoff and sedimentation during the construction and operation of the project; however, BMPs will be implemented that will reduce potential impacts to below significance (see Final PEIR Section 5.14, *Water Quality*). Therefore, the project is not expected to decrease water quality or affect vegetation, aquatic animals, or terrestrial wildlife that depends upon the water resources.

Development of residential, commercial, office, and park uses will lead to an increase in human presence at the project site. An increase in human activity in the area could lead to further fragmentation of habitat and the degradation of sensitive habitat if people or pets wandered outside the developed area. Additionally, illegal dumping of green waste, trash, or other refuse could occur, which will negatively impact adjacent habitat. However, the project site is located in an area surrounded by urban development. Native vegetation that remains in the northern portion of the project is disturbed and not of high quality. Additionally, perimeter fencing will occur along the northern edge of the Ridgetop District, which will provide a barrier between the developed and undeveloped portions of Quarry Falls. Revegetated coastal sage scrub vegetation occurs on the eastern slopes adjacent to the I-805 freeway. This area consists of steep slopes and is not easily traversed by humans.

The proposed project will not lead to significant edge effects. The project's proposed landscape plan does not include any invasive plant species. Steep slopes that rim development areas will be landscaped in native and naturalized plant material and serve as a buffer to native habitat in the northern and eastern portions of the project site. Additionally, the project does not affect contiguous blocks of habitat.

Development of the project site will introduce night-time lighting in the form of street and parking lights, car headlights, and residential lights. Nighttime lighting will be consistent with the City's lighting requirements (Section 142.0740 of the Land Development Code), which are intended to minimize light pollution, and will not cause significant impacts on wildlife habitat.

Fugitive dust produced by construction could disperse onto vegetation. Effects on vegetation due to airborne dust could occur adjacent to construction. A continual cover of dust may reduce the overall vigor of individual plants by reducing their photosynthetic capabilities and increasing their susceptibility to pests or disease. This, in turn, could affect animals dependent on these plants (e.g., seed eating rodents, insects, or browsing herbivores). Fugitive dust impacts will not be considered significant because the project will be required to implement

mandatory dust control requirements that ensure dust control and, therefore, significant impacts will not occur.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §5.6.

3. Environmental Impact: Interference with the movement of any resident or migratory fish or wildlife species. As discussed in section 5.6, a significant impact will occur, if an active raptor nest is present on-site during clearing and grading activities.

Finding: Significant adverse environmental impacts will occur to migratory birds if construction activities affect active raptor nests. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR to below a level of significance.

Facts in Support of Finding: The proposed project site contains eucalyptus trees, some of which will be removed. There is potential for migratory birds to nest in the trees during the nesting season of January 31 to September 15. Avian species observed on-site are protected under the Migratory Bird Treaty Act (MBTA), which prohibits, unless permitted by regulations, the pursuit, hunting, taking, capture, killing, possession, sale, purchase, transport, or export of any migratory bird or any part, nest or egg of that bird. Project compliance with the MBTA will preclude any direct impacts to migratory birds. Noise impacts to nesting raptors will be avoided during the breeding season through preconstruction surveys and adherence to appropriate noise buffer zone restrictions. Noise mitigation measures to protect breeding raptors have been included within the MMRP for this project. Project construction could cause the disruption or removal of raptor nests.

Mitigation Measure 5.6-5 will reduce the impact to below a level of significance. The mitigation measures require appropriate buffers and time restrictions on construction work if raptors are present onsite.

Mitigation Measures: Mitigation Measures 5.6-5 presented in Final PEIR Section 5.6, *Biological Resources*, will reduce project impacts to below a level of significance.

Reference: Final PEIR §5.6.

4. Environmental Impact: Affect on long-term conservation of biological resources/Impact to the Multi-Habitat Planning Area (MHPA). As discussed in Section 5.6, the project will not result in long-term impacts to the conservation of biological resources or to the MHPA.

Finding: No significant adverse environmental impacts will occur to long-term conservation of biological resources or the MHPA. No mitigation is required.

Facts in Support of Finding: The project is not located within the MHPA. In addition impacts to biological resources will be fully mitigated with the purchase of habitat as discussed in Mitigation Measures 5.6-1 through 5.6-4.

Mitigation Measures: No mitigation is required, but Mitigation Measures 5.6-1 through 5.6-4 will purchase habitat that will add to long term conservation of biological resources.

Reference: Final PEIR §5.6.

G. Health & Safety

1. Environmental Impact: Hazardous materials present on or adjacent to the site. As discussed in PEIR Section 5.7, removal of the Underground Storage Tank (UST) could result in significant environmental impacts.

Finding: There are potential hazardous materials present on the site or adjacent areas that may pose a health risk to the existing community or the Quarry Falls project. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR to below a level of significance.

Facts in Support of Finding: Underground storage tanks (USTs) have operated and one is currently operating on the project site. Several USTs have been closed and removed. Currently, Vulcan Materials Company owns and operates one 10,000 gallon diesel UST and five hot asphalt tanks. The UST would remain on-site until the asphalt plant is removed. There is no evidence of leakage at the existing UST. Closure and removal of the on-site UST shall be done in accordance with the regulations of DEH. In accordance with DEH, at the time of removal, soils shall be tested underneath the tank for any contamination. If contaminated soil is found, it shall be removed under the oversight of a qualified engineer.

Mitigation Measures: Mitigation Measures 5.7 presented in Final PEIR Section 5.7, *Health and Safety*, will reduce project impacts to below a level of significance.

Reference: Final PEIR § 5.7.

2. Environmental Impact: Exposure of people to potential health hazards. As discussed in Final PEIR Section 5.7, hazardous materials are stored on site, and used in batching activities and therefore implementation of the proposed project may result in exposing people to significant health risks. The project includes construction of a packaged recycled water facility treatment plant to provide for the majority of the project's non-domestic landscape needs. The packaged recycled water facility treatment facility would not have an effect on health and safety. Treated water would be used for irrigation purposes and other allowable uses and in accordance with local, State, and Federal requirements.

Finding: No significant adverse environmental impacts from health hazards are anticipated. No mitigation is required.

Facts in Support of Finding: Hazardous materials are regulated by a large number of local, state and federal agencies that require monitoring and reporting of sites that store or use hazardous materials. These agencies include the Air Pollution Control District, the

Regional Water Quality Control Board, the County Department of Environmental Health, CAL-OSHA, Department of Toxic Substance Control, The California Air Resources Board, and US EPA regulation under the Clean Air Act and Clean Water Act.

While hazardous materials and toxic air emissions are not expected to be generated by Quarry Falls, the project's zoning would allow light manufacturing and research and development activities, which could be associated with hazardous materials use. However, the project site would be subject to federal, state, and local laws regulating these effects. Final PEIR Table 5.7-2 *Industrial Use Regulations* identifies agencies that regulate hazardous materials and their requirements. In this way, impacts to public health and safety are minimized or eliminated.

Once constructed, the project would introduce additional residents into an area where light industrial, office, and manufacturing uses occur to the west of the site. Hazardous materials and toxic air emissions that could be generated by the surrounding uses are regulated by federal, state, and local regulatory agencies, as shown by Final PEIR Table 5.7-2, *Industrial Use Regulations*. Any business that results in the use, disposal, or emission of harmful materials must obtain permits from applicable regulatory agencies and implement mitigation measures to reduce impacts to a level below significance, thereby minimizing or eliminating impacts to public health and safety. Federal, state, and local regulations for hazardous materials and toxic air emissions would apply to the proposed project site and all surrounding uses.

In addition to the Quarry Falls project itself, the CUP Amendment involves moving the existing concrete batch and asphalt plants to a site in the southeastern corner of the Quarry Falls development. The new plants would be state-of-the-art facilities that would comply with current Best Available Control Technology requirements. Final PEIR Table 5.7-3, *Emissions Estimates – Concrete and Hot Mix Asphalt Plants*, of the Final PEIR presents a summary of the estimated emissions from the concrete batch and hot mix plants. Emissions from the concrete and hot mix asphalt plants are estimated to be below the screening-level criteria for all pollutants and would therefore not have the potential for a significant impact on the ambient air quality. In addition, a health risk assessment was prepared to evaluate the potential for human health risks associated with exposure to Toxic Air Contaminants emitted from the facility at the Quarry Falls development, which would begin occupancy while the plants are in operation, and offsite. (The health risk assessment is included in the *Air Quality Technical Report*, included at Final PEIR Appendix C.) The health risk assessment was calculated assuming residents would be living in the development regardless of the phasing. The health risk assessment indicated that the incremental cancer risk at the concrete/asphalt plant boundary would be approximately 2.03 in a million, which is below the San Diego APCD's threshold of 10 in a million for public notification and two orders of magnitude below the APCD's threshold of 100 in a million for risk reduction measures. The non-cancer chronic hazard index would be 0.0652 and the non-cancer acute hazard index would be 0.289, which are both below the significant hazard index of 1.0. Thus the concrete and asphalt plants would not pose a significant health risk to development proposed within Quarry Falls or off-site residents.

Potential impacts from electromagnetic fields are considered speculative.

Mitigation Measures: No mitigation is required. As noted above, the project will implement MM 5.7, which will ensure that the project complies with the regulatory standards of all local, state and federal agencies.

Reference: Final PEIR § 5.7.

H. Historical Resources

1. Environmental Impact: Adversely affect archaeological or historical resources. As discussed in Final PEIR Section 5.8, no cultural resources were identified on the project site as a result of the field survey and record search. Therefore, no known cultural resources will be adversely affected by implementation of the proposed project, including off-site mitigation and/or improvements. However, the project site is located in an area of high sensitivity for cultural resources. Therefore, the PEIR determines that earthmoving activities associated with the project will have the potential to affect unknown resources located within the undisturbed areas of the project site.

Finding: Significant impacts to historical or archaeological resources may occur. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final PEIR to below a level of significance.

Facts in Support of Finding: The project site is in an area of high sensitivity for archaeological resources. The majority of the project site is the location of on-going sand and gravel mining operations, and the depth of mining in some areas is up to 200 feet. Some areas within the project site, however, have not undergone mining. These areas are outside the original approved CUP and are relatively undisturbed. Results of the records search indicate that no previously recorded cultural resources are located within the project area. Records also indicate that the project area was completely surveyed in 1979. No cultural resources were located as a result of that survey. Additionally, the intensive field survey conducted as part of the current cultural resources study found no cultural resources on the property. Mitigation measure 5.8, herein incorporated by reference, included in the project will require that on-going monitoring of the site and areas where off-site improvements would occur for cultural artifacts or human remains be done throughout construction by a qualified archaeologist. The mitigation measure also provides for protocols if objects or remains are unearthed at the site. These protocols will ensure the proper handling and categorizing of any historical or cultural finds of significance in the project area.

Mitigation Measures: Implementation of Mitigation Measure MM 5.8 will reduce potential impacts to unknown cultural resources to below a level of significance.

Reference: Final PEIR § 5.8.

I. Hydrology

1. Environmental Impact: Modifications to the natural drainage system that would result in direct or cumulative impacts related to increased flooding and erosion. As discussed in Section 5.9, the natural drainage system of the site has been disturbed as a result of on-going

mining and reclamation activities. The proposed project would increase impervious surfaces at the project site; however, a storm water detention system will be implemented and the change to the peak runoff rate will be the same or less than existing conditions. The project will not change the overall drainage pattern of the site and will not cause adverse impacts on downstream properties or environmental resources. Impacts to hydrology are considered less than significant.

Finding: No significant adverse impacts to hydrology will occur. No mitigation is required.

Facts in Support of Finding: The project site is currently used for sand and gravel extraction activities, as well as concrete and asphalt plants. The natural drainage system of the site has been disturbed as a result of these activities; however, drainage of the site still occurs in a southerly direction towards the San Diego River. In accordance with the currently approved Reclamation Plans, the project site would be mass graded at the conclusion of quarrying operations, which is considered the existing conditions for purposes of the Final PEIR analysis.

As the project develops and the amount of impervious surfaces increases at the site, the total quantity of storm flow would increase. The downstream channel and culvert system has a peak capacity of 341 cubic feet per second (cfs) to avoid flooding of adjacent properties. The project will limit runoff from the project site to 316 cfs, an amount lower than the peak capacity of the channel. Storm water detention will be utilized to attenuate the peak runoff rate at the site to an amount equal to or less than 316 cfs. During the initial phase of the Quarry Falls development, the ongoing mining activity is expected to continue. The approved Reclamation Plans for the mining activity are expected to coincide with the development program so as not to exceed the downstream limit of discharge at either the seven foot by seven foot box culvert (316 cfs) or the existing storm sewer on Qualcomm Way (25 cfs).

As the initial phase of development (Phase A) is implemented, the peak rate of runoff from the developed area combined with the peak rate of runoff from the site area still subject to mining operations would exceed the allowable rate of discharge. The detention basin located on Parcel S3, as well as the bioswale system south of Quarry Falls Boulevard, the 48-inch culvert under Quarry Falls Boulevard, and the outfall pipe from the future detention basin on Parcel P5, will all be in place. In addition, a 36-inch pipe crossing Russell Park Way will be installed as future outlet for drainage from the Village Walk area. These facilities provide available outlets for the yet undeveloped areas of the project site that are still part of the mining operation. The allowable peak flow rate from the mining and reclaimed areas or the site will be detained to assure the peak runoff rate from the total site is not exceeded. Peak discharge rates will be limited to 172 cfs and 75 cfs at the 48-inch and 36-inch pipes, respectively to match their ultimate design capacity. Therefore, the infrastructure will be in place to handle all runoff from the project at all phases of development.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.9.

J. Geology

1. Environmental Impact: Expose people or property to geologic hazards such as earthquakes, landslides, mudslide, ground failure or similar hazards. As discussed in PEIR Section 5.10, no geologic hazards occur on-site which will result in significant impacts to people at the project site.

Finding: No significant adverse environmental impacts from geologic hazards on site will occur. No mitigation is required.

Facts in Support of Finding: Geology reports were prepared for the Project including the Preliminary Geotechnical Investigation Report (April 27, 2005), an Addendum Geotechnical Report (October 5, 2005), a Revised Addendum Geotechnical Report (February 22, 2006), and an Evaluation of Settlement of Buried Utilities conducted for the proposed project by Geomatrix Consultants, Inc. Copies of the reports are included as Appendices H1, H2, H3, and H4, respectively, to the Final PEIR and are herein incorporated by reference. The reports show that it was found that project slopes will be stable and will not endanger the public health, safety, or welfare. The potential for landslides, mudslides, or ground failures is considered low. Southern California is an area that is subject to some degree of seismic risk, and it is generally not considered economically feasible or technologically practical to build structures that are totally resistant to earthquake-related hazards. Construction in accordance with the requirements of the Uniform Building Code is considered adequate to minimize damage due to seismic events and reduce potential negative effects.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.10

2. Environmental Impact: Result in a substantial increase in wind or water erosion of soils, either on or off the site. The project would expose surface soils during site preparation and grading activities. However, the exposure of soils to wind or water would be similar to existing conditions and the potential for erosion will not be substantially increased. Impacts associated with soil erosion are considered less than significant.

Finding: No substantial adverse environmental impact from wind or water erosion of soils will occur. No mitigation is required.

Facts in Support of Finding: On-going mining activities, as well as the removal and recompaction of existing fill, currently occur at the project site. During grading activities at the site, soils may be exposed to erosive forces, but this condition will not substantially differ from the existing mining condition. Additionally, the project will implement BMPs to control soil erosion during construction of the project. As discussed in Final PEIR Section 5.13, *Water Quality*, erosion will be controlled through the use of scheduling; hydraulic mulch; geotextiles, plastic covers, and erosion control blankets/mats; stabilized construction entrance/exit; runoff control measures, silt fencing; gravel bag berm/gravel bag barrier; velocity dissipation devices; check dam; and sedimentation basins.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.10

3. Environmental Impact: Located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. As discussed in Section 5.10 of the PEIR, the proposed project will not result in significant impacts associated with geologic conditions.

Finding: No adverse environmental impacts from geology will occur. No mitigation is required.

Facts in Support of Findings: Major portions of the project site would be underlain by engineered fill materials. The greatest thickness of fill that would underlie the proposed structures would occur in the northwest area of the site and be approximately 140 feet. Due to the potentially large amount of fill beneath some structures, it will be necessary to install surface monuments or other instrumentation to monitor settlement in selected areas of the site. Surface monuments or other instrumentation to monitor settlement will be installed in areas of deep fills and periodically monitored (surveyed) by a qualified geotechnical professional to evaluate fill settlement. The geotechnical consultant will analyze the settlement data on a monthly basis until it is determined that most of the settlement of the fill has occurred. The geotechnical consultant will also determine when potential settlement has been reduced to an acceptable level prior to the construction of settlement sensitive structures.

The geotechnical evaluation (see Appendices H1, H2, H3, and H4 of the PEIR) concluded that from a geotechnical viewpoint, no soil or geologic conditions of the project site will preclude development of the proposed Quarry Falls project provided the recommendations contained in the geologic reports are incorporated into the design and construction of the project. Any change to the project or site conditions will require evaluation of their effects on the proposed project. Recommendations were made for earthwork, foundations, low retaining walls and walls below grade, concrete slab support, preliminary pavement design, and corrosion and chemical attack resistance, in addition to construction activities.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.10.

K. Paleontological Resources

1. Environmental Impact: Impact a significant paleontological resource. As discussed in Section 5.11, grading activities associated with the proposed project could result in significant impacts to significant paleontological resources.

Finding: Significant adverse environmental impacts to paleontological resources may occur as a result of the project. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final PEIR to below a level of significance.

Facts in Support of Finding: The proposed project would result in 1,358,000 cy of cut and 1,358,000 cy of fill. Although the majority of the project site has been previously disturbed from mining extraction activities, the project would affect 14.41 acres of undisturbed land. Grading activities occurring on these areas could extend into the previously undisturbed Mission Valley and Stadium Conglomerate Formations and could potentially impact paleontological resources that may be present in the project area. Grading activities on the mined portion of the site could further impact paleontological resources. Paleontological monitoring is required and shall apply to areas of the project site where undisturbed formational material would be graded or where material would be excavated. Fossil remains will be permanently curated in an appropriate institution.

Mitigation Measures: Mitigation Measure 5.10 presented in Final PEIR Section 5.10, *Paleontological Resources*, will reduce project impacts to below a level of significance.

Reference: Final PEIR § 5.11

L. Public Utilities

1. Environmental Impact: Physical impacts resulting from the need for new or expanded public facilities including those for water, sewer, storm drains, and solid waste disposal and the provision of energy. As discussed in PEIR Section 5.12, with regard to water, the project will not result in any significant impacts.

Finding: No significant adverse environmental impacts to water resources will occur as a result of the project. No mitigation is required.

Facts in Support of Finding: The water supply for the Quarry Falls project was planned for as part of the City of San Diego's Urban Water Management Plan (UWMP), and County Water Authority UWMP. Both documents rely on the SANDAG Regional Growth Forecast for planning purposes and the proposed project was included as part of that forecast. Therefore the City and County have planned for and sought contracts for water to serve the project. The Water Department confirms the availability of water supply in the Water Supply Assessment (WSA) prepared for the project, included at Appendix L of the Final PEIR. In order to ensure no net increase in water demand than forecasted in the WSA, the project includes water conservation measures and a 250,000 gallon per day capacity package recycled water plant provide a source for on-site irrigation, thereby reducing the demand on the need for potable water.

In addition, hydraulic analyses were conducted to determine potential effects of the project on the water system. The analyses showed that the proposed water distribution system for Quarry Falls will meet peak hour demands and maximum day demand plus fire flow. Additionally, the project will construct a 12-inch water main connection between the 36-inch Kearny Mesa transmission line and the eight inch water line on Encino Avenue so that the adjacent water main system does not exceed the maximum pressure losses allowed per the City of San Diego Water Department *Facility Design Guidelines*.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §5.12

2. Environmental Impact: Physical impacts resulting from the need for new or expanded public facilities including those for water, sewer, storm drains, and solid waste disposal and the provision of energy. As discussed in PEIR Section 5.12, with regard to sewer, the project will not result in any significant impacts.

Finding: No significant adverse impact to sewer facilities will occur due to the project. No mitigation is required.

Facts in Support of Finding: A Sanitary Sewer Report was prepared for the proposed project by *TCB, Inc.* (see Final PEIR Appendix J) to examine the effect of the proposed project on the capacity of the existing sewer system. The entire sewage flow from the site will be directed to the 78-inch diameter Point Loma trunk sewer located at the extension of Camino del Este. The Sanitary Sewer Report concluded that the existing 78-inch Point Loma trunk sewer has the capacity to handle the sewer flow from the proposed Quarry Falls project and the estimated existing flows within the basin. Existing pipes between the project site and the trunk sewer will be replaced in order to accommodate project flow.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §5.12

3. Environmental Impact: Physical impacts resulting from the need for new or expanded public facilities including those for water, sewer, storm drains, and solid waste disposal and the provision of energy. As discussed in Final PEIR Section 5.12, with regard to storm drains, the project will not result in any significant impacts.

Finding: No significant adverse impact to storm drain facilities will occur due to the project. No mitigation is required.

Facts in Support of Finding: Development of Quarry Falls would result in the creation of pervious surfaces, which would allow for areas of infiltration, as well as impervious surfaces, where runoff would need to be controlled. In order to control runoff from off-site areas, as well as runoff from development of Quarry Falls, a new drainage system will be constructed. As shown in Figure 5.12-3, *Proposed Drainage Plan*, of the Final PEIR, the project will implement a drainage plan that accommodates runoff at two discharge points. The project will also incorporate Best Management Practices (BMPs) to reduce storm water velocity and remove pollutants. These BMPs include source control, site design and treatment control BMPs. Post-construction runoff will be treated to the maximum extent practicable by natural biofiltration systems, including landscaped areas, a central bioswale (see Final PEIR Figure 5.13-3, *Proposed Drainage Plan*, of the Final PEIR), mechanical treatment devices and detention pond(s).

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §5.12.

4. Environmental Impact: Physical impacts resulting from the need for new or expanded public facilities including those for water, sewer, storm drains, and solid waste disposal and the provision of energy. As discussed in Final PEIR Section 5.12, with regard to solid waste, the project would generate large amounts of solid waste during its construction and operation. While direct impacts can be mitigated by adhering to City requirements, the project's contribution to cumulative impacts would be regarded as cumulatively significant.

Finding: Significant adverse cumulative impacts will result to solid waste disposal capacity from the project. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the Final PEIR. The City finds that there are no other feasible mitigation measures that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: Solid waste generated by the project will be hauled away by private collection services from franchised haulers for the City of San Diego. The waste will be taken to either the City of San Diego's West Miramar Landfill, which is located north of Highway 52 at 5180 Convoy Street in San Diego; the Sycamore Sanitary Landfill, located at 8514 Mast Boulevard in San Diego; or the Otay Landfill, located at 1700 Maxwell Road in Chula Vista. The permitted remaining capacity at the Miramar Landfill as of June 30, 2005 was 12,791,251 cubic yards, and it is estimated to close in December 2011. A height increase for the landfill has been proposed, but is not yet approved, which will extend the life of the landfill to approximately 2016. Currently, only two other landfills provide disposal capacity within the urbanized region of San Diego: the Sycamore and Otay Landfills. The permitted capacity of the Sycamore landfill is 27,947,234 cubic yards, and its remaining capacity as of June 2001 was 23,769,035 cubic yards. It has a projected closure date of January 1, 2016. A proposed expansion of the Sycamore Landfill is currently under review by the City. The Otay Landfill is permitted to receive 5,000 tons per day. Its permitted capacity is 59,857,199 cubic yards, with a remaining capacity in September 2002 of 41,152,377 cubic yards. It is estimated that the Otay Landfill will close at the end of 2027. Solid waste could also be taken to Sycamore Landfill, if its expansion is approved. However, current acceptance rates provided in the permits for the Otay and Sycamore Landfills would not accommodate the expected increase in waste once the Miramar Landfill closes. As discussed in Final PEIR Section 8, *Cumulative Effects*, using current disposal projections and permitted disposal limits, there remains some uncertainty regarding the solid waste disposal capacity for the City to the year 2020.

The project will include mitigation to reduce this impact. The project applicant is required to develop a waste management plan to minimize waste generation. The project applicant has also agreed to divert at least 75 percent (where 50 percent is required) of construction and demolition waste from landfills. In addition to the above mentioned mitigation measures, all development within the Quarry Falls project shall be provided with recycling at no additional charge and waste rates shall be charged on a volume generated basis. These measures are intended to encourage waste reduction. Waste hauling contracts shall be approved by the Franchise Administration in the City of San Diego to ensure compliance. These measures will not mitigate the project's contribution to cumulative impacts associated with waste generation,

landfill capacity, and the uncertainty of adequate long-term facilities to accommodate the City's waste. Measures have been taken to minimize the solid waste from the project and there are no additional feasible mitigation measures that will substantially reduce this impact or reduce it to below a level of significance. It is expected that the City's current plans to increase landfill capacity will mitigate this impact City-wide, but since the City's plans have not yet been fully implemented, this impact is considered significant.

Mitigation Measures: Mitigation Measures 5.12-1(A) and 5.12-1(B) presented in Final PEIR Section 5.12, *Public Utilities*, will reduce project impacts to below a level of significance.

Reference: Final PEIR §5.12.

5. Environmental Impact: Physical impacts resulting from the need for new or expanded public facilities including those for water, sewer, storm drains, and solid waste disposal and the provision of energy. As discussed in PEIR Section 5.12, with regard to energy, the project will not result in any significant impacts.

Finding: No significant adverse environmental impacts to energy utilities or resources will result from the project. No mitigation is required.

Facts in Support of Finding: During the development of Quarry Falls, the existing 12kv overhead lines on the north side of Friars Road will be converted to underground lines and will provide a source of electricity for the project at Qualcomm Way as well as at Gill Village Way. Electricity will be extended on-site via the existing transmission lines, and no new facilities will be required. To reduce energy use within the project, the project encourages the use of products which carry the EPA's ENERGYSTAR® certification, including high efficiency lighting fixtures and appliances. The proposed site layout and building orientation shall be designed to promote direct solar access to maximize the potential use of photovoltaic panels for energy generation. To reduce energy use for heating and cooling of structures, residential buildings will include operable windows oriented to take advantage of the prevailing winds to naturally ventilate indoor spaces. The project also requires the selection of vertical landscape elements such as trees to reduce heating in summer and increase solar heat gain in winter months. Additionally, the proposed Quarry Falls Specific Plan requires that each of the public buildings on site be designed to achieve a minimum of a "Silver" Leadership in Energy and Environmental Design program for new construction (LEED-NC). Public buildings within Quarry Falls will adhere to Council Policy 900-14, *Sustainable Building Policy*.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.12

6. Environmental Impact: Excessive use of energy. As discussed in Section 5.12, the project will not result in the excessive use of energy.

Finding: No substantial adverse environmental impacts from the project's use of energy will occur. No mitigation is required.

Facts in Support of Finding: The project will not use power in excess of that anticipated for the proposed uses, which include a mix of residential, commercial, civic and parks uses. The project will not use power in excess of that anticipated for the proposed uses, which include a mix of residential, commercial, civic and parks uses. Based on the state average annual electrical use for homes of 5,914 kWh, the 4,780 residential units proposed for the residential portion of the project would use approximately 28,268,920 kWh per year. In terms of natural gas, based on the average annual residential use of 4,012 cubic feet per year, it is estimated that approximately 2,347,000 therms per year would be used. Applying the state average rate for electrical and natural gas use for commercial facilities (12.95 kWh/square foot and 2.0 cubic feet/square foot), the 420,000 square feet of office/business park uses would use approximately 5,439,000 kWh per year of electricity and approximately 102,820 therms per year of natural gas. Applying the state average rate for electrical and natural gas use for retail facilities (13.55 kWh/square foot and 2.9 cubic feet/square foot), the 480,000 square feet of retail space would use approximately 6,504,000 kWh per year of and approximately 170,380 therms per year of natural gas. SDG&E would provide gas and electricity to the project.

The project includes construction of a packaged recycled water facility treatment plant to provide for the majority of the project's non-domestic landscape needs. The treatment plant itself would not result in the excessive use of electrical energy. The plant's energy consumption would be offset by a reduction in energy related to off-site packaged recycled water facility treatment and the delivery and treatment of potable water to the project. As analyzed in the Air Quality Technical Report, total greenhouse gas emissions for water usage represent approximately five percent of the total emissions for the project. The emissions analysis also assumed higher per capita water consumption (150 gallons per day versus 90 gallons per day) for determining greenhouse gas emissions. Because the total energy usage for the treatment facility is a small portion of the total Quarry Falls project and emissions from water usage were overestimated by 40 percent, the energy consumption of the project with the treatment facility can reasonably be assumed to be comparable to the project without the facility.

Sustainable design will be incorporated into the project to reduce the project's overall demand for energy. For example, the landscape design of the Quarry Falls project will incorporate trees and shrubbery that are vertical in character. Such vertical landscape design will help shade buildings and contribute to the reduction of the project's use of air conditioning. Use of deciduous trees where appropriate aids in reducing the need for heating lowering the use of natural gas resources. In addition, large canopy trees are proposed to be planted throughout the project site, contributing to the overall provision of shade and open space areas within the project site. The Quarry Falls project includes features that will contribute to energy efficiency and a decrease in the reliance on natural gas and oil. The project has been designed to be pedestrian-oriented and mixed-use (residential, commercial, light industrial). The pedestrian nature of the Quarry Falls project will generate reduced trip distances from residences to commercial and employment centers as well as recreational facilities. The incorporation of bicycle parking facilities throughout the project, the project's proximity to the trolley, the construction of a public transit stop(s) as deemed necessary by MTS, and the construction of a pedestrian bridge over Friars Road will promote use of alternative transportation methods (i.e., walking, bicycling, and public transportation). These project design components will also assist in the reduction of the project's dependency on non-renewable energy sources such as fossil fuels. In addition, a

Solar Access Study (Final PEIR Figures 5.12-4a and 5.12-4b, of the Final PEIR) performed by the architectural firm *Carrier Johnson*, confirms that the project has been designed in a manner that will allow the installation of solar systems to the roof tops of a large majority of buildings, either at initial construction or a future date, thereby increasing the overall energy conservation measures of the project.

Quarry Falls addresses a variety of conservation needs through the efficient use of land, including the need to reduce greenhouse gas emissions and the impacts of global warming, by utilizing the design goals of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) goals for sustainability. Quarry Falls is one of three San Diego projects and less than 300 projects worldwide that are participating in the LEED-ND pilot program. Sustainability will be achieved by developing a compact, walkable community with a mix of uses to encourage multi-modal trips and reduce vehicle miles traveled. Energy conservation will exceed current Title 24 energy requirements by 15% through energy conservation measures such as the use of ENERGYSTAR[®] appliances and building design that utilizes passive heating and cooling techniques. To achieve greater energy savings and reduce demand from grid provided energy, the project will include a variety of renewable energy solutions, including photovoltaic generation systems placed on rooftops and parking structures. Buildings will be oriented to take advantage of a southern exposure and terraced site, and included operable windows for passive heating and cooling.

Mitigation Measure: No mitigation is required.

Reference: Final PEIR 5.12

M. Water Quality

1. Environmental Impact: Increased impervious surface and a substantial alteration of on and offsite drainage patterns affecting the rate and volume of surface runoff. As discussed in section 5.13 of the PEIR, the project will increase impervious surface at the project site; however, the creation of a bioswale, three detention ponds, and one mechanical filtration unit or functionally equivalent treatment system to control water quality and flows from the site will maintain the peak runoff rate. Additionally, the overall drainage pattern of the site will not significantly change.

Finding: No substantial adverse environmental impacts to water quality will result from the increases in impervious surface due to the implementation of project features. No mitigation is required.

Facts in Support of Finding: Implementation of the proposed project would increase the amount of impervious surfaces at the site. Approximately 230.5 acres of graded land would be converted to mixed-use development with a change of approximately 57 percent to impervious area. Post-construction runoff will be collected in storm water conveyance systems that will discharge at the same two existing outfalls from the property following treatment. As discussed in Final PEIR Section 5.9, *Hydrology*, the proposed project will create 11 separate drainage sheds and utilize a bioswale, three detention ponds, and one mechanical filtration unit or functionally equivalent treatment system to control water quality and flows from the site to the

existing capacity of the outfalls. The Quarry Falls site discharges directly to the San Diego River, and peak flows for the project are conveyed by the river and discharge to the Pacific Ocean before the peak flood flows from upstream of Mission Valley. Any changes in downstream erosion potential are expected to be negligible because of the implementation of BMPs and collection of runoff by an engineered conveyance system.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.13.

2. Environmental Impact: Increase in pollutant discharge to receiving waters during or following construction/dischARGE identified pollutants to an already impaired water body. As discussed in section 5.13 of the PEIR, the proposed development of attached residential, commercial use, parks, opens space, civic uses and streets, as well as steep slopes characteristic of the site, has the potential to affect water quality at the project site; however the inclusion of Best Management Practices during and after construction will avoid the discharge of significant amounts of pollutants to receiving waters.

Finding: No substantial environmental affect to the quality of storm water runoff leaving this site compared to existing conditions is expected to occur. No mitigation is required.

Facts in Support of Finding: The nearest 303(d) impaired water body within the Mission San Diego HSA (907.11) is the Lower San Diego River, which is located approximately 1,200 feet south of the property. The Lower San Diego River constituents of concern are phosphorus, low dissolved oxygen, total dissolved solids, and fecal coliform. Anticipated and potential pollutants associated with the proposed project are summarized in Final PEIR Table 5.13-2, *Anticipated and Potential Pollutants*. To address water quality for the project, BMPs will be implemented during construction and post-construction activities. These include construction, site design, source control and treatment BMPs, combined with an on-going operation and maintenance program to ensure continued functioning of the post-construction BMPs. These BMPs are discussed in detail at Final PEIR pages 5.13-6 to 5.13-18 and are incorporated by reference herein.

Mitigation Measures: No mitigation measures are required. Construction, site design, source control and treatment BMPs incorporated into the project design (discussed in detail at Final PEIR pages 5.13-6 to 5.13-18); combined with an on-going operation and maintenance program to ensure continued functioning of the post-construction BMPs will reduce any potential impacts to below a level of significance.

Reference: Final PEIR §5.13

3. Environmental Impact: Short-term and long-term effects on local and regional water quality. As discussed in PEIR Section 5.13, the project is not expected to affect the quality of storm water runoff leaving the site in the near- or long-term. The proposed project will implement BMPs directed at precluding impacts to local and regional water quality.

Finding: No substantial adverse impacts on regional water quality in the short-term or long-term are expected to occur. No mitigation is required.

Facts Supporting Finding: To address water quality for the project, BMPs will be implemented during construction and post-construction activities. These include construction, site design, source control and treatment BMPs, combined with an on-going operation and maintenance program to ensure continued functioning of the post-construction BMPs. These BMPs are discussed in detail at Final PEIR pages 5.13-6 to 5.13-18 and are incorporated by reference herein.

Mitigation Measures: No mitigation measures are required. Construction, site design, source control and treatment BMPs incorporated into the project design (discussed in detail at Final PEIR pages 5.13-6 to 5.13-18); combined with an on-going operation and maintenance program to ensure continued functioning of the post-construction BMPs will reduce any potential impacts to below a level of significance.

Reference: Final PEIR § 5.13.

N. Mineral Resources

1. Environmental Impact: Loss of significant mineral resources. As discussed in Section 5.14, the project would be implemented in four phases, as resources are depleted and mining operations phase out, and therefore no impact to mineral resources will occur.

Finding: No substantial adverse environmental impact to significant mineral resources will occur. No mitigation is required. Public Resources Code § 21081(a)(1), Guidelines § 15091(a)(1).

Facts in Support of Finding: Currently, the project site is permitted for sand and gravel extraction activities, as well as concrete and asphalt plants, and mining activities occur on-site. The proposed project will provide for the ultimate re-use plan for the project site, once mining operations are complete. As part of the project, the approved CUPs (5073 and 82-0315) will be amended to adjust the grading scheme of the Reclamation Plan and allow for the relocation of the asphalt and concrete plants to the southeast corner of the site. The proposed Quarry Falls Specific Plan will be implemented in four phases, as resources are depleted and mining operations phase out. The project will allow for the complete mining of the project site, and will not result in the loss of significant mineral resources.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 5.14.

O. Growth Inducement

1. Environmental Impact: Induce substantial population growth in an area, either directly or indirectly. As discussed in Final PEIR Section 6.0, the proposed project will result in a substantial increase in housing and population in the Mission Valley community and is considered to be growth inducing.

Finding: Significant adverse environmental impacts from growth inducement are anticipated to occur from the project related to Traffic and Circulation, Visual Effects and

Neighborhood Character, Air Quality, Noise, Health and Safety, Biological Resources, Historical Resources, Paleontological Resources, and Public Utilities (solid waste) as discussed in these Findings. Changes and alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental impacts associated with growth inducement. However, these changes, in some cases, will not reduce the impacts to below a level of significance and therefore the City finds that there are specific economic, legal, social or technological, or other considerations, including the provision of employment opportunities for highly trained workers, make any further mitigation infeasible.

Facts in Support of Finding: The proposed project would allow for development of residential units, retail space, and office business park uses, in addition to commercial, civic, parks and open space uses. The residential units provided by the project would increase the housing stock in the Mission Valley Community by approximately 45 percent, which is a substantial increase. Based on SANDAG's estimate of 1.74 persons per household, the project would also result in approximately 8,317 new residents to Mission Valley. Therefore, the project would result in substantial population growth to Mission Valley.

Mitigation Measures: Mitigation measures and project design features for significant environmental impacts due to growth inducements are discussed throughout the Final PEIR and these Findings. Refer to the areas of specific environmental impact for mitigation measures.

Reference: Final PEIR § 6.0

P. Cumulative Impacts

1. Environmental Impact: Land Use - As discussed in PEIR Sections 8.0 and 5.1, the majority of the Quarry Falls project develops a previously disturbed site identified for multiple use in the Mission Valley Community Plan and it is therefore consistent and compatible with that plan. However, the intensity of development proposed by the Quarry Falls project would result in significant land use impacts associated with traffic circulation, including both direct and cumulative traffic circulation impacts. Cumulative impacts associated with traffic circulation would be the same as those evaluated in Final PEIR Section 5.2, *Transportation/Traffic Circulation/Parking as Horizon Year (Year 2030)*.

Finding: Significant cumulative environmental impacts to land use will occur associated with traffic circulation. Changes or alterations have been required in or incorporated into the project which will lessen the significant environment effects of the project related to traffic. These changes or alterations, however, will not reduce this impact to below a level of significance and the project is expected to have a significant adverse impact on traffic. The City finds that there are no other feasible mitigation measures that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: See Transportation Discussion in Cumulative Environmental Impact number 2.

Mitigation Measures: See Transportation Discussion in Cumulative Environmental Impact number 2.

Reference: Final PEIR §§ 5.2, 8.0.

2. **Environmental Impact:** Traffic Circulation. As discussed in Section 8.0 and 5.2 of the Final PEIR, significant cumulative environmental impacts to traffic circulation will occur.

- a. **Horizon Year (Year 2030).** The Horizon Year conditions are based on the Mission Valley Community Plan Update (September 2004) analysis and include build out of the Quarry Falls project as described for Phase 4, as well as build out of other anticipated transportation improvements in Mission Valley.

Impact 5.2-11: Impacts from Horizon Year are expected to be significant at the following additional roadway segments and arterials:

- Friars Road – River Run Road to Fenton Parkway
- Friars Road – Rancho Mission Road to Riverdale Street
- Qualcomm Way – Rio San Diego Drive to Camino del la Reina
- Qualcomm Way – Camino del Rio North/I-8 Westbound Ramps to I-8 Eastbound Ramps

Impacts to the segment of Murray Ridge Road – I-805 Southbound Ramps to I-805 Northbound Ramps will be mitigated to below a level of significance by improvements in the Phase 1 Transportation Improvement Plan.

Impact 5.2-12: Impacts from Horizon Year are expected to be significant at the following additional intersections:

- Friars Road/Fenton Parkway (PM Peak)
- Friars Road/Riverdale Street (AM and PM Peak)
- Texas Street/Monroe Avenue (PM Peak)

Impacts to the Mission Center Road/Camino del Rio North (PM Peak) and the Camino del Rio North/I-8 Westbound Ramp (PM Peak) intersections will be mitigated to below a level of significance by improvements in the Phase 3 Transportation Improvement Plan.

A fairshare contribution toward improvements, that would mitigate the project's cumulative impact to below a level of significance, would be paid as part of the Phase 4 Transportation Phasing Plan.

- Friars Road/Santo Road (AM Peak)**
- Mission Gorge Road/Zion Avenue (AM Peak)**
- Mission Center Road/Camino del la Reina (PM Peak)**
- Qualcomm Way/Camino de la Reina (PM Peak)**

- Texas Street/Camino Del Rio South (AM and PM Peak)**
- Texas Street/Madison Avenue (AM and PM Peak)**
- Rio San Diego Drive/Fenton Parkway (PM Peak)**

** *Fairshare*

Impact 5.2-13: Impacts from Horizon Year are expected to be significant on the following additional freeway segment:

- I-15 (Northbound) – North of Friars Road (AM Peak)

The ramp metering analysis conducted for Horizon Year identifies no additional significant impacts.

Mitigation Measures: The project will make fairshare contributions toward Horizon Year impacts which will mitigate the project’s contribution to below a level of significance for seven of the 12 intersections affected by the project in the Horizon Year. An additional two intersections (Mission Center Road/Camino del Rio North and Camino del Rio North/I-8 Westbound Ramp) will be mitigated to below a level of significance by mitigation measure MM 5.2-12 (see discussion in Phase 3) identified in Table 5.2-9, *Transportation Phasing Plan*). One roadway segment (Murray Ridge Road/ I-805 Southbound Ramps to I-805 Northbound Ramps) will be mitigated to below a level of significance by mitigation measure MM 5.2-11 (see discussion in Phase 1) identified in Table 5.2-9, *Transportation Phasing Plan*). The project proposes fair share contributions to circulation improvements that are not currently included in financing plans for the communities where the improvements will be located. These include: Friars Road/Santo Road; Mission Gorge/Zion Avenue; and Texas Street/Madison Avenue. If the affected community financing plans are amended to include these improvements and a funding source is identified to ensure their ultimate implementation, then the cumulative impacts at these locations will be mitigated to below a level of significance. If, however, the affected communities do not amend their respective financing plans to include these improvements, cumulative impacts will remain significant and not fully mitigated, although the project will mitigate its contribution to the cumulative impacts.

The project’s contribution to cumulatively significant impacts on the freeway mainline segment on I-15 (Northbound) – North of Friars Road (AM Peak) would not be mitigated by the proposed project. These cumulative impacts associated with the project would remain cumulatively significant and unmitigated. Alternative transportation improvements and contributions made by the project to the regional arterial system and freeway interchanges will exceed the fees exacted using the RCTIP as a baseline.

Additional Transportation Mitigation: The Quarry Falls project would implement additional measures to improve traffic operations and offset unmitigated cumulative impacts. These measures encourage multi-modal transportation, walkability, and a decrease in reliance upon the automobile for personal trips. As the project builds out, locations within the project would be identified for a car sharing service to provide alternatives to vehicle ownership.

The traffic analysis assumes the Citywide trip generation rate that reflects a conservative estimate for trip reductions due to alternative modes of transportation. The project has been designed to take advantage of its proximity to transit, jobs, and other regional

destinations, such as San Diego State University, in order to increase transit ridership. The following transportation phasing plan improvements are intended to further reduce reliance on vehicular trips and make transit readership more convenient:

- **Pedestrian Bridge** - Construct a pedestrian bridge over Friars Road to connect Quarry Falls to the Rio Vista West shopping center and provide access to the Rio Vista West trolley station.
- **Transportation Demand Management Plan** - Develop a comprehensive transportation demand management plan that includes transit passes, information kiosks in central locations, bike lockers, priority parking spaces for carpools, and co-ordination with the Metropolitan Transit Service (MTS) for potential public or private bus service in Quarry Falls.

Finding: Significant cumulative adverse environmental impacts will occur due to project traffic. Changes or alterations have been required in or incorporated into the project which will lessen the significant environment effects of the project related to traffic. These changes or alterations, however, will not reduce this impact to below a level of significance and the project is expected to have a significant adverse impact on traffic. The City finds that there are no other feasible mitigation measures that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: For purposes of evaluating cumulative impacts associated with traffic circulation, the traffic analysis conducted for the project assumes build-out of the Serra Mesa and Mission Valley Community Plans, plus the individual projects listed under Final PEIR Section 8.2. Build-out under the Mission Valley and Serra Mesa community plans are assumed in the Horizon Year (2030). Additionally, several off-site roadway improvements are assumed to be in place during the Horizon Year, including: 1. Hazard Center Road connection from Mission Center Road to Fashion Valley Road; 2. Via las Cumbres extension south to Hotel Circle North; 3. Milly Way bridge (the extension of Fenton Parkway south to Camino del Rio North); and, 4. I-8 Hook Ramps and interchange realignment at Camino del Rio North and Qualcomm Way.

As presented in Final PEIR Section 5.2, under the cumulative impacts analysis for traffic circulation, the Quarry Falls project will contribute to cumulatively significant impacts. Final PEIR Table 8-1, *Cumulative Traffic Impacts Summary Table*, incorporated herein by reference, lists the various circulation segments, intersections, freeways and ramps where significant cumulative impacts will result.

Unmitigated Cumulative Impacts and Infeasibility of Mitigation:

Segments and Arterials:

- **Friars Road – River Run Road to Fenton Parkway.** The adoption of the Mission City Specific Plan by the City Council eliminated the requirement for a grade separated interchange at Friars Road and Fenton Parkway, effectively downgrading the classification of these portions of Friars Road from an expressway to a prime arterial,

thereby constraining the capacity of Friars Road and the overall circulation system. The segment and intersections have been improved to fully implement their classification; an improvement to increase the classification of the street would require the City Council to amend the Mission Valley Community Plan to increase the capacity of Friars Road. This decision would require widening of segments and intersections or the construction of grade separated interchanges that would require the acquisition of adjacent property developed with residential and commercial projects. The widening would place existing residents and businesses in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust, thereby impacting the perception of quality of life. These social and policy considerations render the mitigation infeasible.

- **Friars Road – Rancho Mission Road to Riverdale Street.** The widening of Friars Road for portions of this segment would require additional right-of-way from adjacent businesses on the north and south sides of Friars Road. The widening would place existing commercial offices in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust. The properties on the southwest and southeast quadrants of the intersection of Riverdale Street and Friars Road would lose existing parking and potentially have impacts to their internal circulation. Impacts to parking and internal circulation at these locations may negatively impact the existing and adjacent businesses. The widening of the bridge over the San Diego River would result in additional impacts to sensitive biological resources, including wetlands. These social considerations render the mitigation infeasible.
- **Qualcomm Way – Rio San Diego to Camino de la Reina.** Road widening in this area would impact high density housing on the west side of the segment, just south of the San Diego River, resulting in potential demolition of structures and placing residents in closer proximity to the street. Structured parking areas serving the nearby business on the eastside of the segment just north of the San Diego River may also be impacted resulting in negative business impacts. The widening would place existing residents in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust, thereby impacting the perception of quality of life. The social considerations render the mitigation infeasible.
- **Qualcomm Way – Camino del Rio North/I-8 westbound ramps to I-8 eastbound ramps.** Potential mitigation would include the widening of the segment bridge over I-8 to accommodate additional lanes. Unlike the I-8/Mission Center Road interchange, the current interchange design and geometry would require improvements not yet identified by the City of San Diego or Caltrans. The I-8 Corridor Study (a joint effort of Caltrans, SANDAG, and the City of San Diego) will address the needs for improvements to interchanges to better coordinate traffic circulation on I-8 and access to Mission Valley. If the project attempted to mitigate this impact now – before the I-8 Corridor Study is completed – the mitigation might not be compatible with the ultimate improvement that is selected after the Corridor Study is completed. This jurisdictional consideration and the inability to implement an improvement in a successful manner and in a reasonable period of time render the mitigation infeasible.

Intersections:

- **Friars Road/Fenton Parkway.** Project mitigation at the intersection would require an additional eastbound or westbound lane. The adoption of the Mission City Specific Plan by the City Council eliminated the requirement for a grade separated interchange at Friars Road and Fenton Parkway, effectively downgrading the classification of Friars Road at this location from an expressway to a prime arterial, thereby constraining the capacity of Friars Road and the overall circulation system. The current design of an at-grade signalized intersection results in LOS F in the Horizon Year without the project. The segment and intersections have been improved to fully implement their classification; an improvement to increase the classification of the street would require the City Council to amend the Mission Valley Community Plan to increase the capacity of Friars Road. This decision would require improvements at the intersection that necessitate the acquisition of adjacent property developed with residential and commercial projects. The widening would place existing residents and businesses in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust, thereby impacting the perception of quality of life. These social and policy considerations render the mitigation infeasible.
- **Friars Road/Riverdale Street.** Project mitigation at the intersection would require an additional eastbound or westbound lane. The widening of Friars Road for this location would require additional right-of-way from adjacent businesses on the north and south sides of Friars Road. The widening would place existing businesses in closer proximity to high volumes of traffic and the nuisance impacts from noise and dust. Impacts to parking and internal circulation at these locations would negatively impact the existing and adjacent businesses. These social considerations render the mitigation infeasible.
- **Texas Street/Monroe.** Improvements have been identified to reduce the impacts to the segments and intersections in this area to below a level of significance. However, the Greater North Park Public Facilities Financing Plan identifies alternative improvements which will be implemented by the project for sidewalks, lighting and traffic calming rather than an increase in the number of lanes. This alternative has been recommended by the Greater North Park Planning Group. Implementation of a higher capacity Texas Street would impact local residents and businesses by creating a traffic environment that reduces walkability in the neighborhood, as well as be inconsistent with the financing plan and community priorities. This area is defined by a fine-grained street network that encourages walkability; the widening of Texas Street at this intersection could have a negative impact on both the character of the neighborhood and walkability and therefore be inconsistent with the mobility and community planning goals of the General Plan. This change would most likely be perceived as a negative impact on the quality of life. These social and policy considerations render the mitigation infeasible. As partial mitigation, the project proposes the addition of a sidewalk and pedestrian lighting on Texas Street from Camino del Rio South to Madison Street (estimated cost approximately \$2M) and a contribution of \$100,000 for traffic calming between Madison Street and El Cajon Boulevard.

Freeway Segments:

- **I-15 (North) – North of Friars Road (AM Peak).** The Regional Transportation Congestion Improvement Program (RTCIP) was created by SANDAG to ensure future

development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements. The RTCIP Impact Fee Nexus Study dated September 5, 2006 was prepared for SANDAG to provide a single nexus analysis for use by all local agencies in San Diego County to fulfill their contribution towards regional improvements. Using the nexus study as a basis, beginning July 1, 2008 the City of San Diego requires \$2,332.00 per single family unit and \$1,865 per multi-family unit (affordable housing is exempt) in exactions or equivalent improvements for each newly constructed residential housing unit to allow the City to ensure it receives TransNet funding.

The goal of the RTCIP is to establish an impact fee system to enable projects to fulfill their contribution to these regional improvements, therefore the unmitigated freeway impacts of the project are partially mitigated by significant improvements to Friars Road and other interchange improvements. Mitigation for freeway impacts would require Caltrans approval. Projects such as widening a freeway are determined by freeway corridor studies due to their scope being beyond the capabilities of an individual private development project. The inability of a single private development project to accomplish these freeway improvements in a successful manner and in a reasonable period of time renders this mitigation infeasible.

At build-out, the project would provide mitigation for over \$31 million (2007 dollars) for improvements to the regional arterial system, which includes widened arterials, traffic signal coordination, and improvements to five interchanges serving Mission Valley. This exceeds the approximately \$8 million in RTCIP contributions that would be assessed by the City of San Diego as an exaction for impacts to the regional system. In addition, the physical improvement to the interchange at Mission Center Road and I-8 is preferable to a fair share payment for I-8 corridor improvements due to the benefit of providing mitigation to improve traffic flow.

Reference: Final PEIR §5.2 and 8.0.

3. Environmental Impact: Visual Effects and Neighborhood Character. As discussed in PEIR Sections 8.0 and 5.3, the project will substantially change the existing manufactured site environment from a mining and extraction site to a mixed-use commercial and residential neighborhood. The cumulative impacts to the visual and neighborhood character are considered significant.

Finding: Significant adverse cumulative environmental impacts will result from the project. The City finds that there are no feasible mitigation measures that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: The project site's current appearance is of manufactured mined slopes. The project would result in "*opening up*" the area "*for development*," which would impact any views of and beyond the project site. However, the

overall scenic quality of the project site is low and would not be changed from an essentially natural view to a largely manufactured appearance. A project would have a cumulative impact to neighborhood character, if the area opened for new development results in a change in the overall character of the area. Relative to neighborhood character, the project will develop an existing mining site, introducing urban uses to barren, undeveloped land, as anticipated by the Mission Valley Community Plan and the City's Progress Guide and General Plan. Quarry Falls is located in an area where surrounding land is fully developed, and the project's impacts on neighborhood character are limited to the immediate project area.

Mitigation Measures: There are no mitigation measures available to mitigate this impact. Adoption of the No Project/No Build: Continuation of Approved Conditional Use Permit/Implementation of Approved Reclamation Plans alternative would avoid the impact because no development would occur on the site. Adoption of other project alternatives would reduce the magnitude of the change in the visual character of the site and surrounding area; however, as stated in Section VII, FINDINGS REGARDING ALTERNATIVES, of these Findings, the City finds that that specific economic, social, technological or other consideration make infeasible the alternatives identified in the Final PEIR.

Reference: Final PEIR §§5.3 and 8.0.

4. Environmental Impact: Air Quality. As discussed in Sections 8.0 and 5.4 of the Final PEIR, no substantial cumulative impacts to air quality are anticipated.

Finding: No substantial adverse cumulative environmental impacts are anticipated to occur from the project's implementation. No mitigation is required.

Facts in Support of Finding: In analyzing cumulative impacts from a proposed project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the San Diego Air Basin is listed as "non-attainment" for the State AAQS. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels identified above, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions.

With regard to past and present projects, the background ambient air quality, as measured at the monitoring stations maintained and operated by the San Diego Air Pollution Control District, measures the concentrations of pollutants from existing sources. Past and present project impacts are therefore included in the background ambient air quality data.

The Traffic Impact Study prepared for the project included projects that are planned or reasonably foreseeable in the traffic projections used to develop estimates of LOS and impacts. Thus, the planned or reasonably foreseeable projects are included in the analysis to evaluate potential impacts to the ambient air quality based on traffic in the project area. As discussed in Section 5.4, the CO "hot spots" evaluation indicated that no significant impacts would result from cumulative traffic. With improvements in emissions from vehicles due to phase-out of older vehicles and implementation of more stringent emission standards by the

California Air Resources Board, CO “hot spots” will not result from traffic associated with cumulative projects. PM10 emissions associated with construction generally result in near-field impacts. As shown in the construction emissions evaluation presented in Section 5.4, the emissions of PM10 are above the significance levels; implementation of mitigation measures presented in PEIR Section 5.3, *Air Quality*, will reduce impacts to below a level of significance. Because of the localized nature of PM10 impacts, and because all of the past, present, and reasonably foreseeable future projects will not be undergoing construction at the same time as the project, the PM10 impacts associated with construction will not be cumulatively significant. Furthermore, because of the project related traffic’s low emissions of PM10 (less than one percent of the daily and annual significance threshold), the project will not result in a cumulatively considerable net increase of PM10.

With regard to cumulative impacts associated with ozone precursors ROG and NOx, in general, provided a project is consistent with the community and general plans, it has been accounted for in the ozone attainment demonstration contained within the State Implementation Plan and will not cause a cumulatively significant impact on the ambient air quality for ozone. Because the Quarry Falls project is projecting more intense development than the community plan land use assumptions, an evaluation of the project’s consistency with SANDAG’s housing forecast for San Diego County to determine the project’s consistency with the RAQS and SIP was conducted.

The project is located in the Central Major Statistical Area. The projected housing growth from 2004 to 2030 is 288,726 housing units for the San Diego Region. The project is proposing to construct 4,780 housing units, which will comprise only 1.66 percent of the total projected housing growth in the San Diego Region. The project will therefore be consistent with the growth forecasts for the region and will therefore be in conformity with the RAQS and SIP. Despite the fact that the project is proposing denser development than accounted for in the current community plan and therefore in the SIP, emissions associated with the project have been accounted for in the growth projections for the San Diego Region and will thus not result in a cumulatively significant impact on the ambient air quality.

The project also includes several transportation demand management (TDM) measures that aid in reducing air quality impacts. A trail network, consisting of bicycle paths and walkways throughout the project, will provide an alternative to automobile travel, as well as recreational opportunities. Bike lanes will be provided on circulation roadways. Bus transit is available to the project and project developers will coordinate with MTS to add bus stops, as necessary, within the project. The Mission Valley LRT is located south of the project. The project will add a pedestrian bridge over Friars Road and connecting with pedestrian ways within Rio Vista West to encourage future residents and workers within Quarry Falls to walk to the LRT. The project will also include a kiosk in a central location to encourage and outline alternative transportation programs, with a TDM coordinator identified in the property manager’s office.

Mitigation Measures: No mitigation for cumulative impacts is required. Mitigation Measures have been incorporated to reduce the direct impacts of the project.

Reference: Final PEIR §§ 8.0 and 5.4.

5. Environmental Impact: Noise. As presented in PEIR Section 5.5, *Noise*, the project has the potential to contribute traffic to off-site areas which, when considered with projected traffic volumes, could result in cumulative noise impacts.

Finding: Projected traffic volumes from the project could result in cumulative noise impacts. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final PEIR.

Facts in Support of Finding: The project has the potential to contribute traffic to off-site areas which, when considered with projected traffic volumes, could result in cumulative noise impacts. These off-site areas include: Qualcomm Way between Friars Road and Rio San Diego Drive, and Fenton Parkway between Friars Road and Rio San Diego Drive. However, there are no sensitive receptors located along the segments of Qualcomm Way, between Friars Road and Rio San Diego Drive. The Mission City EIR (LDR No. 96-0544; SCH No. 96111039) included requirements to mitigate cumulative noise levels as part of future developments in Mission City. Therefore, mitigation required as part of the Mission City project will adequately attenuate cumulative noise levels associated with traffic on Fenton Parkway.

Mitigation Measures: Mitigation required as part of the Mission City project will adequately attenuate cumulative noise levels associated with traffic on Fenton Parkway.

Reference: Final PEIR §§8.0 and 5.5.

6. Environmental Impact: Biology. As discussed in PEIR Sections 8.0 and 5.6, although significant project impacts will occur from the project, these impacts have been mitigated to below a level of significance. The project's compliance with the City's MHPA guidelines will ensure no cumulative impacts to biological resources.

Finding: Changes or alterations have been required in or incorporated into the project which avoids significant cumulative impacts to biological resources.

Facts in Support of Finding: The City of San Diego implemented the MSCP to provide for a regional mitigation solution for impacts to multiple, rather than single, species and their habitats. As part of the MSCP planning process, a habitat evaluation model has been developed to identify critical biological resources areas with the MSCP's study area. The MSCP was designed to compensate for the regional loss of biological resources throughout the region. Projects that conform within the MSCP as specified by the MSCP Plan, the City MSCP Subarea Plan, and implementing ordinances, [i.e. Biology Guidelines (July 2002) and ESL Regulations] would generally not result in a significant cumulative impact for those biological resources adequately covered by the MSCP [i.e. vegetation communities identified as Tier I through IV (see City's Biology Guidelines; July 2002)]. Vegetation communities impacted by the proposed project are covered by the MSCP. Additionally, the project's proposed mitigation for impacts to sensitive biological resources is in accord with City requirements. Other projects within the City that impact sensitive biological resources will be required to adhere to the same requirements.

Mitigation Measures: The project will comply with the MSCP and associated regulations.

Reference: Final PEIR §§8.0 and 5.6

7. Environmental Impact: Health and Safety. Health and Safety impacts evaluated in Section 5.7 of the Program EIR are specific to the proposed project and do not lend themselves to a cumulative impacts evaluation.

Finding: No substantial adverse cumulative environmental impact associated with health and safety issues is anticipated. No mitigation is required.

Facts in Support of Finding: *Health and Safety* impacts evaluated in Section 5.7 of the Program EIR are specific to the proposed project and do not lend themselves to a cumulative impacts evaluation. Some of the other projects included in the cumulative impacts evaluation would also result in impacts associated with health and safety and those impacts would also be project and site specific. Mitigation measures, if required, would be implemented on a case-by-case basis. Therefore, the proposed project will not contribute to cumulative impacts associated with health and safety.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §§ 5.7 and 8.0.

8. Environmental Impact: Historical Resources. As addressed in Final PEIR Section 5.8, *Historical Resources*, due to the project's proposal to disturb areas that have not been affected by on-going mining operations, the Quarry Falls project has the potential to impact subsurface archaeological resources as a result of construction activities.

Finding: Changes or alterations have been required in or incorporated into the project which reduces the potential cumulative impacts to archaeological or cultural resources to below a level of significance.

Facts in Support of Finding: The Quarry Falls project has the potential to impact subsurface archaeological resources as a result of construction activities. However, implementation of the standard mitigation measures set forth in Section 5.8 will reduce potential impacts to archaeological resources to below a level of significance. These measures require monitoring during construction and the curation of historical artifacts. Other projects which involve grading of native materials would be conditioned in a similar manner to implement measures which will mitigate potential impacts to archaeological resources.

Mitigation Measures: Mitigation Measures 5.8 presented in Final PEIR will reduce project impacts to below a level of significance.

Reference: Final PEIR §§ 5.8 and 8.0.

9. Environmental Impact: Hydrology. As addressed by PEIR Section 5.9, *Hydrology*, of this Program EIR, the project will not extract water from an aquifer, increase runoff, increase flooding, or impact drainage patterns or impact downstream water bodies as a result of altered drainage patterns. Therefore, the project will not contribute to any cumulative hydrologic impact.

Finding: No substantial adverse cumulative environmental impacts to hydrology will result. No mitigation is required.

Facts in Support of Finding: The project will control drainage and runoff in accordance with City requirements. Similarly, other projects considered in this cumulative analysis will be required to control drainage and runoff in a similar manner. Therefore, no cumulative impacts associated with hydrology will be expected.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §§ 5.9 and 8.0

10. Environmental Impact: Geology. As discussed in Final PEIR Section 5.10, the proposed project will not contribute to cumulatively significant impacts related to geologic hazards or soils.

Finding: No substantial adverse cumulative impact to geology or soils will occur from the project. No mitigation is required.

Facts in Support of Finding: As presented in Section 5.10, Geologic Conditions, of the PEIR, no geologic hazards occur on-site which would result in significant impacts to people at the project site. Additionally, the proposed Quarry Falls project would follow standard construction practices to ensure no geologic impacts would result from project development. The proposed project would not contribute to cumulatively significant impacts related to geologic hazards or soils.

Reference: Final PEIR §§ 5.10 and 8.0.

11. Environmental Impact: Paleontology. As addressed in PEIR Section 5.11, *Paleontology*, due to the project's proposal to disturb areas that have not been affected by on-going mining operations and the existing paleontological characteristics of the project site, the Quarry Falls project has the potential to cumulatively impact these resources.

Finding: Changes or alterations have been required in or incorporated into the project which will reduce the potential significant impact to below a level of significance.

Facts in Support of Finding: Implementation of the standard mitigation measures set forth in Final PEIR Section 5.11 will reduce potential impacts to paleontological resources to below a level of significance. These measures include monitoring during excavation and the curation of fossil finds. Other projects which involve grading of native materials would be conditioned in a similar manner to implement measures which will mitigate potential impacts to paleontological resources. Implementation of required mitigation measures will reduce the potential cumulative loss of important paleontological resources to below a level of significance.

Mitigation Measures: Mitigation Measures 5.11 presented in Final PEIR will reduce project impacts to below a level of significance.

Reference: Final PEIR §§ 5.11 and 8.0.

12. Environmental Impact: Public Utilities – Solid Waste Disposal. As discussed in Final PEIR Section 5.12, the project will cause significant cumulative impacts to solid waste disposal.

Finding: Significant adverse cumulative environmental impacts to solid waste disposal will result from the project. The City finds that there are no feasible mitigation measures or alternatives that will mitigate the impact to below a level of significance, and that specific economic, social, technological or other considerations make infeasible the alternatives identified in the Final PEIR. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of specific overriding considerations.

Facts in Support of Finding: The Quarry Falls project would generate large amounts of solid waste through construction and operation of the proposed residential, commercial, mixed use, parks and civic uses. When considered in conjunction with build-out of the City's General Plan, community plan and individual projects evaluated for this cumulative impacts analysis, impacts to solid waste disposal would be considered cumulatively significant. The project will include a waste management plan that will reduce construction and operational waste from the site. The project will be conditioned to require the diversion of 75% of construction and demolition wastes from landfills. Actions to increase landfill capacity include a City proposal to include the elevation of the active portion of the Miramar Landfill up to 20 feet to add approximately four years of capacity to the landfill. An EIS/EIR for that proposal has been prepared. Also, a proposal to expand the Sycamore Landfill is being processed by the City of San Diego. The City has determined that additional actions would be needed to increase landfill capacity (City of San Diego, General Plan Update, Final Program EIR). Because there remains some uncertainty about the solid waste disposal capacity for the City to the year 2020, past, present and future projects (including Quarry Falls) within San Diego would contribute to cumulatively significant solid waste impacts.

Mitigation has been incorporated into the project, but there are no mitigation measures that would reduce this cumulative impact to below a level of significance. Given the uncertainty in the long-term outlook for landfill capacity in the San Diego region, any project that creates waste that must be disposed in a landfill may have a cumulative effect. It is not feasible to condition the project to require 100% recycling by all of its tenants and homeowners. The project would encourage recycling by providing recycling at no additional cost and charging for waste disposal by volume.

Mitigation Measures: Mitigation Measures 5.12-1a and 5.12-1b presented in Final PEIR will reduce project impacts to below a level of significance.

Reference: Final PEIR §§ 5.12 and 8.0.

13. Environmental Impact: Public Utilities – Energy. As discussed in PEIR Section 5.12, No impacts associated with energy facilities are anticipated.

Finding: The project will not result in significant cumulative impacts associated with energy use. No mitigation is required.

Facts in Support of Finding: The project will not use power in excess of that anticipated for the proposed uses, which include a mix of residential, commercial, civic and parks uses. Additionally, sustainable design will be incorporated into the project to reduce the project's overall demand for energy.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR §§ 5.12 and 8.0.

14. Environmental Impact: Water Quality. As discussed in Final PEIR Section 8.0, with implementation of Best Management Practices, the proposed project will avoid significant impacts to water quality and will not contribute to a cumulatively significant impact to water quality.

Finding: No significant cumulative environmental impacts are anticipated to occur. No mitigation is required.

Facts in Support of Finding: As discussed in Final PEIR Section 5.13, *Water Quality*, development of the Quarry Falls project will involve preparation of a SWPPP that sets forth Best Management Practices (BMPs) to minimize water quality impacts during construction, and preparation of a Water Quality Technical Report that identifies permanent post-construction BMPs for the project. With implementation of Best Management Practices, the proposed project will avoid significant impacts to water quality will not contribute to a cumulatively significant impact to water quality.

Mitigation Measures: No mitigation measures are required because no cumulative impacts are anticipated to occur.

Reference: Final PEIR § 8.0

15. Environmental Impact: Mineral Resources. As discussed in Final PEIR Section 5.14, the project will be phased as mining resources are depleted, and therefore no cumulative impacts will occur.

Finding: No substantial adverse cumulative impact to mineral resources will occur. No mitigation is required.

Facts in Support of Finding: The proposed Quarry Falls Specific Plan will be implemented in four phases, as resources are depleted and mining operations phase out. The project will allow for the complete mining of the project site, and will not result in the loss of significant mineral resources.

Mitigation Measures: No mitigation is required.

Reference: Final PEIR § 8.0

16. Environmental Impact: Global Climate Change. As discussed in PEIR Section 8.0, the proposed project would be consistent with the goals of AB 32 to reduce greenhouse gas

(GHG) emissions to at or below 1990 levels by 2020 and the project's impacts on global climate change would not be significant.

Finding: No significant environmental impact associated with global climate change is anticipated from the project. No mitigation is required, however specific project features have been incorporated to reduce the project's contribution to global climate change and to be consistent with the goals of AB32.

Facts in Support of Finding: An analysis was completed to identify and quantify GHG emissions associated with the Quarry Falls project. These emissions are associated with energy use, natural gas consumption, water use, and automobile travel. On an annual basis at build-out, the project will emit 74,866 metric tons of GHGs, or 9.00 metric tons per resident.

The project would be required to comply with California Assembly Bill 32, which requires the state to reduce GHG emissions to below 1990 levels by 2020. When it is fully implemented, AB 32 would provide statewide guidance as to how to reduce GHG emissions to 1990 levels by 2020. At this time, however, no significance threshold has been set for cumulative GHG emissions. In advance of the implementation of AB 32, the project incorporates many project design features that would reduce energy use, natural gas consumption, water use, and vehicle use, and correspondingly reduce the project's GHG emissions. A full list of these project design features is included at Final PEIR section 8.3.15 at Final PEIR pages 8.0-30 to 8.0-33 and is incorporated herein by reference.

Even assuming that the 2020 GHG goal expressed in AB 32 was implemented immediately, it is estimated that the build-out of Quarry Falls would result in per capita emissions at a level below the most conservative estimation of AB 32's ultimate per capita emissions target. The Quarry Falls project will emit approximately 9.00 metric tons of GHGs per resident per year, which is less than the 9.67 metric tons of GHGs per person per year under AB 32. Accordingly, it is estimated that the project's residents would be emitting less than their proportional share of GHG emissions under AB 32. Therefore, the proposed project would be consistent with the goals of AB 32 to reduce GHG emissions to at or below 1990 levels by 2020 and the project's impacts on global climate change will not be significant.

Mitigation Measures: No mitigation is required, however the project incorporates design features presented at Final PEIR section 8.3.15 at Final PEIR pages 8.0-30 to 8.0-33, incorporated herein by reference, which will make the project consistent with the goals of AB32.

Reference: Final PEIR § 8.0

**VII.
FINDINGS REGARDING CHANGES OR ALTERATIONS THAT ARE
WITHIN THE RESPONSIBILITY AND JURISDICTION OF ANOTHER
PUBLIC AGENCY**

There are no changes or alterations that are within the responsibility and jurisdiction of another public agency and not the agency making the finding.

**VIII.
FINDINGS REGARDING ALTERNATIVES**

In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR must contain a discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Section 15126.6(f) further states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Thus, the following discussion focuses on project alternatives that are capable of eliminating significant environmental impacts or substantially reducing them as compared to the proposed project, even if the alternative would impede the attainment of some project objectives, or would be more costly. In accordance with Section 15126.6(f)(1) of the State CEQA Guidelines, among the factors that may be taken into account when addressing the feasibility of alternatives are: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

As required in CEQA Guidelines Section 15126.6(a), in developing the alternatives to be addressed in this section, consideration was given regarding an alternative's ability to meet most of the basic objectives of the proposed project. Because the proposed project will cause unavoidable significant environmental effects related to Land Use (traffic circulation), Transportation/Traffic Circulation/Parking and Visual Effects and Neighborhood Character, Cumulative impacts associated with Land Use (traffic circulation), Transportation/Traffic Circulation/Parking, Visual Effects and Neighborhood Character, and Public Utilities (solid waste), the City must consider the feasibility of any environmentally superior alternatives to the proposed project, evaluating whether these alternatives could avoid or substantially lessen the unavoidable significant environmental effects while achieving most of the objectives of the proposed project.

The alternatives presented and considered in the Final PEIR constitute a reasonable range of alternatives necessary to permit a reasoned choice among the options available to the City and/or the project proponent. Based upon the administrative record for the project, the City makes the following findings concerning the alternatives to the proposed project.

A. Alternatives Considered and Rejected

The following design alternatives were considered for the proposed project. These alternatives were rejected from further consideration because they fail to meet most of the project objectives and are considered infeasible.

Alternative Land Use Plan: Conventional development of the project site with solely residential land uses or solely commercial land uses has not been considered for the project. Such alternative land use plans will not implement the Mission Valley Community Plan's designation for a multiple use project on the site and will not allow the site to develop as an Urban Village, with integrated land uses and enhanced pedestrian and bicycle access proximate to transit opportunities, as envisioned by the City of Villages Strategy and the Strategic Framework Plan.

Alternative Locations: The City of San Diego Housing Element 2005-2010, adopted December 5, 2006, references SANDAG regional land use data that indicates that only four percent of San Diego's land remains. The project proposes an integrated mixed-use project on approximately 230.5 acres within the Mission Valley community. There are only two other areas within Mission Valley of sufficient size that could develop in a manner similar to that proposed by the Quarry Falls project. These include the Levi-Cushman Specific Plan area and the Qualcomm Stadium site. Neither site is owned by the same property owner as Quarry Falls. There are several existing sand and gravel sites in the City, located in Mission Gorge and Carroll Canyon. These sites are anticipated to develop with housing and a mix of retail and commercial uses once mining resources have been depleted and reclamation has occurred. These sites are actively pursuing entitlements for future development to a mix of uses, making acquisition of the property beyond the financial resources of the owners of Quarry Falls.

In regard to other cities or areas of the City reviewed for the project, the project is proposed for a disturbed quarry site in the middle of the City and the Mission Valley community which is under one ownership. The site has easy access to public streets and freeways and is served by transit. Given traffic congestion in the City and County, traffic impacts from the alternative sites would have the potential to impact circulation segments, intersections and freeways. Development in other areas could result in greater impacts to biological resources and impacts to historical resources. Additionally, large landholdings that could accommodate the project could be further removed from existing infrastructure and lack access to transit. For these reasons, there are no other feasible alternative locations for the Quarry Falls project as proposed.

Sensitive Biological Resources Avoidance Alternative: An alternative was considered that would avoid impacts to sensitive habitat. Modification to the project's grading in the Ridgetop subdistricts was studied to determine if there was an alternative grading scheme to avoid impacting coastal sage scrub, mixed chaparral and wetland vegetation. In order to avoid sensitive resources in the northern portion of Specific Plan area, access to the Ridgetop West subdistrict would need to be modified. Additionally, grading would need to be modified along the eastern edge of the Ridgetop East subdistrict to avoid impacts to coastal sage scrub vegetation along the steep slope in this area. While this alternative would reduce the grading necessary for development, it would not avoid all impacts to sensitive biological resources. Due to geotechnical reasons, in order for circulation roads and development proposed for other areas

of the project to be constructed, drainage flowing into the disturbed wetland and being released onto the site must be controlled within a storm drain system. Therefore, the wetland area and adjacent vegetation would need to be removed and the drainage controlled by an on-site storm drain system. Additionally, this alternative would also include mowing to a height plus or minus six inches the invasive plant species in an off-site drainage area. Similar to the proposed project, biological resources affected by the project would be lost under an alternative grading plan, and mitigation similar to that associated with the proposed project would be required. This alternative would not result in any additional environmental benefits and, therefore, has been rejected from further consideration

Avoidance of Unmitigated Traffic Impacts Alternative: An alternative that would not result in unmitigated traffic impacts was considered. In order to avoid unmitigated traffic impacts, traffic generated under this alternative would be held to 13.8 percent of the traffic generated by the proposed project. This would result in a total generation of 9,147 new daily driveway trips for the project under this alternative. Due to the reduced number of trips associated with this alternative, the proposed mix of land uses would not be feasible. Instead, 400 single-family homes 35,000 square feet of neighborhood retail uses, and 45,000 square feet of office space could be constructed on the project site. No multi-family residential or civic uses would occur. This alternative does not provide for an infill project that allows for higher density housing in proximity to public services, transit and other urban amenities, and therefore does not meet the project objectives.

B. Alternatives Analyzed in Depth in the Final PEIR

The impacts of each alternative are analyzed in this section of the EIR. The review of alternatives includes an evaluation to determine if any specific environmental characteristic would have an effect that is “*substantially less*” than the proposed project. A significant effect is defined in Section 15382 of the CEQA Guidelines as “*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project.*” The significant impacts that apply to this project are: land use, traffic and circulation, visual effects and neighborhood character, air quality, noise, biological resources, historical resources, paleontological resources, and public utilities.

Relative to the requirement to address a “No Project” alternative, CEQA Guidelines Section 15126.6(e) states that:

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

For the Quarry Falls project, two No Project alternatives have been evaluated. The first is the No Project/No Build alternative, which is the continuation of the mining operations under the approved Conditional Use Permit and ultimate implementation of the approved Reclamation Plans. The second No Project alternative describes what would reasonably be expected to occur if the proposed project is not approved, based on build-out under the land uses

and development intensities of the adopted community plans and consistent with available infrastructure and community services.

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

Description: Because the project site is functioning under an approved CUP, the No Project/No Build alternative would be the continued operation of the CUP until resources are depleted, with phased implementation of the approved Reclamation Plans. Development proposed for the Quarry Falls project would not occur under the No Project/No Build alternative. Mining would continue on the project site, the adopted Reclamation Plans would continue to be implemented in a phased manner, and asphalt and concrete plants would continue to operate in accordance with the existing CUPs. No additional public services (including parks) would be required to serve the No Project/No Build alternative. The No Project/No Build alternative does not mean that development on the property would never occur; only that such development would not occur at this time and future applications would need to be submitted and reviewed for any future development.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make the No Project/No Build: Continuation of Approved Conditional Use Permit/ Implementation of Approved Reclamation Plans Alternative infeasible.

Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3).

Facts in Support of Finding: For the most part, the No Project/No Build Alternative would result in avoiding or reducing impacts associated with the proposed project. The No Project/No Build alternative would reduce impacts associated with traffic and transportation, air quality, biological and visual impacts, but would not implement the most basic project objectives. The alternative would not allow for a mixed-use project consisting of commercial, residential and light industrial development because none of this development would occur. The No Project alternative would not result in the provision of for-sale and for-rent housing that would serve varying income levels for residents of San Diego, because no residential development would be provided. Facilities to improve pedestrian and bicycle access to the site, and parks and recreational facilities would also not be built, because there would be no corresponding residential or commercial development to support these amenities.

Reference: Final PEIR § 10.2.2

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

Description: The No Project/Build-out under Community Plans –With and Without Phyllis Place Connection alternative would occur as a mixed-use project, similar to the proposed project, for that area within the Mission Valley Community Plan; however, the intensity of development would be reduced. Additionally, this alternative would develop the northern six acres with single family homes in accordance with the Serra Mesa Community Plan and the underlying RS-1-7 Zone. Public park acreage would be reduced commensurate with the reduction in residential density of this alternative. Assuming a population of 3,828 (based on

SANDAG's population forecast of 1.74 people per residential unit in Mission Valley), a total of 10.7 acres of useable parkland would be required to serve the No Project/Continuation of Existing Plan alternative.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make the No Project/Continuation of Existing Plan Alternative: Build-Out Under Community Plans - With and Without Phyllis Place Connection Alternative infeasible.

Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3).

Facts in Support of Finding: The No Project/Continuation of Existing Plan alternative would implement the intent of the Mission Valley and Serra Mesa Community Plans by developing the project site with multiple uses and single family homes. This alternative would not result in the intensity of development envisioned for an Urban Village as defined by the City of Villages Strategy and Strategic Framework Plan. It would not locate dense housing in an area where transit is available. This alternative would result in the construction of less affordable housing units on-site, because the City's Inclusionary Housing Ordinance is based on the total number of residential units associated with a project. This alternative would result in less impacts to traffic, when compared to the proposed project; however, all traffic impacts would not be avoided. Measures would be required to mitigate traffic impacts associated with this alternative. Even with implementation of mitigation measures, some traffic impacts would remain significant and unmitigated. This alternative would result in greater impacts to biological resources due to grading and construction on the northern six acres where the proposed project does not anticipate development. The No Project/Continuation of Existing Plan alternative would result in less impacts to population driven environmental issues, such as public services (including parks) and utilities (solid waste). Visual effects and neighborhood character impacts would be reduced, due to a reduced intensity of development, but not to a level below significance. When this alternative is considered with a connection to Phyllis Place, significant impacts are comparable. In general the redistribution of traffic to the Phyllis Place/I-805 interchange is beneficial to existing Mission Valley circulation streets where total vehicular trips are reduced, such as for Friars Road between SR-163 and I-15; Mission Center Road from Friars Road to I-8; and Qualcomm Way from Friars Road to I-8.

The No Project/Continuation of Existing Plan Alternative is not desirable due to the fact that the reduction in density of the Alternative by over 1,800 residential units, would reduce the project's effectiveness in using existing infrastructure, reduce the ability of the City to meet its share of regional housing needs, and reduce the ability of the project to realize the benefits of more urban, mixed-use project that have been shown to reduce per capita vehicle miles traveled as compared to more suburban development, thereby also reducing associated per capita air pollutants and greenhouse gas emissions. In addition, because the No Project/Continuation of Existing Plans Alternative would reduce the number of units available in the region, those units would need to be built in other locations to accommodate the additional growth projected by the San Diego Association of Governments. Those units could be located in suburban areas which would increase the per capita vehicle miles traveled and could create increases in GHG emissions and air pollutants, as compared to the proposed project. Additional growth in outlying areas could also lead to the consumption of open space land, degradation in water quality and other environmental impacts discussed below.

The San Diego Association of Governments has projected that the City of San Diego will grow by 35% by the year 2030¹. The same demographics show that to accommodate that growth, the City will need 30% more residential units or approximately 140,000 units between the year 2000 and 2030. Through the adoption of the new General Plan, the City of San Diego has determined that the best strategy to accommodate this future growth is through compact, mixed-use development at various scales in targeted locations. The preamble to the City of San Diego's Strategic Framework of the General Plan states, "Over the last two centuries, San Diego has grown by expanding outward onto land still in its natural state. This is the first General Plan in the City's continuing history that must address most future growth without expansion onto its open lands (SF-1)²."

To address future growth the City has adopted the "City of Villages" strategy as the preferred land use form. The City of Villages strategy "focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system... A "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village will be unique to the community in which it is located. All villages will be pedestrian-friendly and characterized by inviting, accessible and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Individual villages will offer a variety of housing types affordable for people with different incomes and needs. Over time, villages will connect to each other via an expanded regional transit system (SF-3)." The importance of the "village" strategy to successful growth has been validated by planning professionals throughout the United States. The Urban Land Institute's (ULI) report *Higher-Density Development, Myth and Fact*, developed in conjunction with the Sierra Club, National Multi-Housing Council, and American Institute of Architects notes that, "New compact developments with a mix of uses and housing types throughout the country are being embraced as a popular alternative to sprawl. At the core of the success of these developments is density, which is the key to making these communities walkable and vibrant (P.1)." The higher density Quarry Falls project embodies the City of Villages planning strategy by placing a mixed-use village in an already urbanized area, with high density housing, which will provide pedestrian connections from residential areas to parks, transit and commercial work and shopping areas. As noted in the ULI report, "at the core of the success of these developments is density." Given the characteristics of the site, reducing the density of the project through the No Project/Continuation of Existing Plans Alternative would serve to weaken the ability for the mixed-use development to succeed at this location thereby less effectively implementing the City of San Diego's City of Villages growth strategy. The City therefore finds that the No Project/Continuation of Existing Plans Alternative is not desirable, because it weakens implementation of the expressed growth policies of the City.

The SANDAG Smart Growth Concept Map designates the project site as an Urban Center. According to the Smart Growth Fact Sheet, "The Concept Map is a key ingredient

¹ *San Diego Association of Governments Fast Facts San Diego*

² *Strategic Framework Element of City of San Diego General Plan*

to successfully implementing the [Regional Comprehensive Plan] RCP, as it identifies locations within the region that can support smart growth and transportation investments. This innovative and collaborative map will serve as the foundation for refining the regional transit network and identifying other transportation needs in future updates of the Regional Transportation Plan (RTP). It also will be used to determine eligibility to participate in the Smart Growth Incentive Program funded through *TransNet*.” An Urban Center is defined in the SANDAG Regional Comprehensive Plan (RCP) as having mid- to high rise residential and office/ commercial development with an intensity range of 40-75 dwelling units per average net acre within one-quarter mile radius of a transit station. The project has a density of approximately 45 units per net acre within a one-half mile of the main transit hub of the San Diego Trolley. The project will include a bus shuttle system to efficiently move residents to the transit hub, which would expand the quarter mile radius definition that is typically associated with pedestrian trips. The shuttle service will be developed in cooperation with the City of San Diego, SANDAG, and MTS to provide convenient service along Quarry Falls Boulevard, timed to meet the schedule for connecting to the trolley system at two of the nearby light rail stations. The No Project/Continuation of Existing Plans Alternative would fail to be consistent with the Urban Center characteristics defined by SANDAG and would result in a less efficient use of land and transportation infrastructure. In addition, as noted in the Smart Growth Fact Sheet, projects that meet land use targets in the SANDAG Regional Comprehensive Plan as shown on the Smart Growth Concept Map become eligible for TransNet Smart Growth Incentives called for in the Mobility 2030 Regional Transportation Plan. The City of San Diego wishes to maximize transportation funding from SANDAG and therefore meeting the Urban Center characteristics is a public policy priority. The No Project/Continuation of Existing Plans Alternative would not meet this objective, and could reduce the amount of transportation funding provided to the City of San Diego.

The link between in-fill development and reduced vehicle miles traveled (VMT), congestion and cost to public infrastructure is the subject of the U.S. Environmental Protection Agency (EPA), Economic Development Division, report on *The Transportation and Environmental Impacts of Infill Versus Greenfield Development*, which used case studies (including one from San Diego) to determine the effects of locating similar developments in infill areas versus “Greenfield” areas. (Greenfield areas are typically defined as generally semi-rural and undeveloped, with the exception of agricultural or low impact uses, which are considered available for expanding urban development.) The results of the San Diego case study found that locating the project in the infill area would reduce single occupancy vehicle trips by 48%, congestion would be 75% lower within 1-mile of the infill site, travel costs would be 42% lower with the infill site, and per capita VMT would be reduced by 48% with the infill site. As noted above, the 1,000 unit reduction in the No Project/Continuation of Existing Plans Alternative would need to be accommodated elsewhere in the County or beyond, and would likely be accommodated in a Greenfield area. The Reduced Project Alternative would therefore not provide the benefits of in-fill development shown in the EPA report that are created by the in-fill nature of the proposed project. The No Project/Continuation of Existing Plans Alternative is therefore not desirable as a matter of public policy.

High-density, in-fill development also allows for people to work and recreate closer to where they live reducing fuel use and therefore saving energy and reducing air pollution and greenhouse gas emissions. SANDAG’s Regional Comprehensive Plan (P. 66) notes that,

“separation of land uses (e.g. when jobs are far from housing) and low density development inevitably lead to longer trip distances. As discussed in the Transportation chapter of the RCP, these are among the most important reasons vehicle miles traveled are increasing faster than the region’s population. This, in turn, is putting demands on the road network that are increasingly difficult to meet, and is reducing the benefits anticipated from cleaner vehicles.” Therefore the mixing of land uses (putting housing near jobs and shopping) allows for a reduction in the growth of VMT.

The California Energy Commission’s May 2005 report entitled *The Effect of Land Use Choices on Transportation Fuel Demand*, that was written to support the 2005 integrated policy report, finds that “improved land use planning can reduce the number and length of automobile trips and improve travel via transit and non-motor mobility options. The net result would be fewer vehicle miles traveled (VMT) in the state and reduced fuel demand.” Greenhouse gas (GHG) emissions are predominantly from two sources, automobile trips and energy use. Automobile trips and energy production (typically) require the burning of fossil fuels, which in turn creates carbon dioxide as a bi-product. Carbon Dioxide is implicated as a major contributor to global climate change and the Intergovernmental Panel on Climate Change has stated that “the primary source of the increased atmospheric concentration of carbon dioxide since the pre-industrial period results from fossil fuel use.” The California Energy Commission has stated that “transportation accounts for 41% of California’s 2004 total greenhouse emissions; gasoline use alone accounts for 27% of the 2004 total.” According to the CEC, reduction in VMT is a primary goal for how to reduce greenhouse gas emissions in the State. Quarry Falls has calculated the greenhouse gas emissions anticipated from build out of the project. Using conservative assumptions of no credit for baseline emissions and no CO2 reductions for project features, Quarry Falls will emit less per capita emissions than that estimated by AB 32, California’s landmark greenhouse gas legislation.

The CEC’s June 2007 report *The Role of Land Use in Meeting California’s Energy and Climate Change Goals*, states that “most urban growth over the last 30 years has been characterized by travel-inducing features; low-density, a lack of balance and accessibility between housing, jobs and services (P.7)” and that, “density may have the most profound effect on travel and transportation outcomes, with higher density reducing vehicle miles traveled (P.1).” The report further states that, “Controlling for other factors, the difference between low and high density U.S. metropolitan areas is more than 40 percent daily per capita VMT... and that doubling of neighborhood density can be expected to result in approximately a 5 percent reduction in both vehicle trips and VMT per capita (P.20).” The Urban Lands Institute made similar findings in its report *Growing Cooler: The Evidence on Urban Development and Climate Change*, which states that, “based on the urban planning literature reviewed in this publication, it appears that compact development has the potential to reduce VMT per capita by anywhere from 20 to 40 percent relative to sprawl.” Density provides an ability for housing to be built in close proximity to mass transit, commercial development and job-centers, thus lowering commute times, and providing transportation alternatives to the automobile, which in turn lower GHG and other air emissions related to VMT. Mission Valley is identified in the General Plan as one of the subregional employment areas that include major employment and commercial districts comprised of corporate office, multi-tenant office, and retail uses. This area is home to over 50,000 jobs and therefore supports the higher density and intensity called for by the Urban Village Center, creating an infill opportunity to locate housing in close proximity to jobs. As

shown in the CEC report, “overall VMT and vehicle trips declined as accessibility, density, and/or land-use mixing increased (P.21).” The project is significantly denser than the traditional single family residential projects developed over the last several decades in San Diego and provides recreational, entertainment and commercial amenities within the community that typically require vehicle trips to access. As stated in the CEC report, “According to the National Household Travel Survey 2001 Highlights Report, 45 percent of daily trips were made for family and personal reasons, such as shopping and running errands, 27 percent were made for social and recreational purposes, and 15 percent were made for commuting to work.” Therefore the link to a reduction in VMT is related to the mixing of commercial and residential land. The Quarry Falls project proposes 480,000 square feet of retail space and 420,000 square feet of office space. As noted in the National Household Travel Survey above, show that 45% of trips are made for family in personal reasons while 15 % of trips are made for work. Due to the mixing of residential with retail and recreational uses and job centers, the project is poised to capture the maximum number of trips, because most of the reasons for car use, are found within the project, or close proximity. There is added benefit to locating the development into the already urbanized area of Mission Valley. Overall car trips can be reduced through transit, bicycle, and pedestrian opportunities.

The VMT reduction benefits of high-density urban infill development are further addressed by the United States Environmental Protection Agency report, *Measuring the Air Quality and Transportation Impacts of Infill Development*. The EPA report “quantifies the air quality benefits of regional growth scenarios that increase development on brownfield and other infill sites (P.1).” (Brownfield areas are usually industrial (including resource mining site) or commercial properties that are abandoned or underused and may be environmentally contaminated, which are considered as potential sites for redevelopment.) The report notes that, “The three case studies demonstrate - across a range of scenarios and regional contexts – that redirecting development to more walkable, transit accessible areas reduces driving and emissions. Shifting 5 to 10 percent of a region’s homes and jobs to infill locations was estimated to produce 2 to 5 percent less vehicle travel and a 3 to 8 percent reduction in emissions (P.11).” The report found that, “compared with other policies adopted to meet regional air quality goals, these reductions are both significant and cost effective (P.iii).” As it relates to the balance between growth and air quality concerns in cities, the EPA report also states, “this report shows that directing new growth into reclaimed brownfield and infill sites can help meet their need for growth while addressing regional air quality issues (P.12).” The No Project/Continuation of Existing Plans Alternative would provide less of these benefits due to the reduction in density and need to re-capture that growth in suburban areas, and is therefore found undesirable as a matter of public policy.

The City of San Diego is a signatory to the U.S. Mayor’s Climate Protection Agreement which commits signatory cities to implement greenhouse gas reductions in the Kyoto Accords. One of the key strategies sited in the agreement is the reduction of sprawl and the reduction in vehicle miles traveled. Therefore as a matter of public policy and in accordance with City of San Diego’s participation in the U.S. Mayor’s Climate Protection Agreement the City finds that the No Project/Continuation of Existing Plans Alternative is not desirable because it would not effectively meet the public policy objectives of the City in relation to the proposed project.

In addition, higher density housing also provides efficient use of land that avoids the consumption of open space which contains trees and other vegetation that act as carbon sinks for GHGs. According to ULI, “Compact urban design reduces driving and smog and preserves the natural areas that are assets of the community: watersheds, wetlands, working farms, open space, and wildlife corridors.” The proposed project will be constructed in an existing urbanized area, and that has been previously disturbed through sand and gravel mining. Placing the same level of growth, or accommodating the units lost by the No Project/Continuation of Existing Plans Alternative in a suburban area would consume significantly more land in an area not already disturbed. Therefore, the proposed project’s efficient use of land for needed housing will lessen demand for open space and Greenfield development that may otherwise occur. The No Project/Continuation of Existing Plans Alternative would contribute to pressure to consume Greenfield areas which is undesirable and therefore infeasible.

According to the Urban Land Institute, “higher-density development offers the best solution to managing growth... Placing new development into already urbanized areas that are equipped with all the basic infrastructure like utility lines, police and fire protection, schools, and shops eliminates the financial and environmental costs of stretching those services farther and farther out from the core community.(P.22).³” Efficient use of public resources is a public policy goal of the City of San Diego. The City has determined there are adequate existing and planned police and fire facilities to maintain acceptable response times for the development of the project. The No Project/Continuation of Existing Plans Alternative could necessitate the construction of additional public infrastructure in outlying areas, if the reduced units were built in a location less suitable for urban development, thereby leading to an inefficient use of public resources. The No Project/Continuation of Existing Plans Alternative is therefore not desirable because the City desires to focus growth into limited, compact areas and use existing infrastructure in an efficient manner.

The City of San Diego has made reducing run-off of urban pollutants a priority through the Think Blue program. According to ULI, “compact urban design reduces driving and smog and preserves the natural areas that are assets of the community: watersheds, wetlands, working farms, open space, and wildlife corridors. It further minimizes impervious surface area, which causes erosion and polluted stormwater runoff. Two studies completed for the state of New Jersey confirm that compact development can achieve a 30 percent reduction in runoff and an 83 percent reduction in water consumption compared with conventional suburban development (P.22).⁴” Reductions in density would require the building of these units elsewhere which would contribute to increases in impervious surfaces and pollutant run-off. Therefore as a matter of public policy the City finds that the No Project/Continuation of Existing Plans Alternative is not desirable, because per capita runoff and water consumption is reduced in compact development, as compare with conventional suburban development.

According to the San Diego Association of Governments’ 2006 white paper entitled *Homes for All San Diegans, The State of Housing Affordability in the Region*, “[o]ver the next 30 years, SANDAG’s 2030 Regional Growth Forecast projects that the region’s population will increase

³ *Higher-Density Development, Myth and Fact*, Urban Land Institute

⁴ *Higher-Density Development, Myth and Fact*, Urban Land Institute

by about a million people and a half-million jobs — both growing at about the same rate. Even though housing in the 1970s and 1980s grew at about the same rate as population and employment, in the 1990s home production began to fail to keep pace with demand. The 2030 Regional Growth Forecast also shows the region exporting almost 90,000 households to Riverside and Imperial Counties, and Baja California, although at least one household member continues to work in San Diego County. This reflects the region’s relative lack of planning for residential development.” The Quarry Falls project provides a significant new supply of housing to deal with the jobs housing imbalance shown in the SANDAG report. The new supply of housing will serve to provide affordable alternatives to single-family residential neighborhoods. The SANDAG report, “recommends a smart growth approach to improving housing choice. Vacant land for new construction is disappearing quickly and is nonexistent in some cities, which means that most new housing development will occur through redevelopment and infill, and mixed use development. SANDAG’s Smart Growth Concept Map identifies where this type of development should be located—along transit corridors and near transit stations.” As noted above, the project site is located within an Urban Center on the Smart Growth Concept Map and the project is a high density mixed use project, consistent with the growth pattern recommended by SANDAG. The No Project/Continuation of Existing Plans Alternative would not produce the needed housing to help curb the jobs housing imbalance in the City. The No Project/Continuation of Existing Plans Alternative is therefore infeasible for the reasons discussed above.

Reference: Final PEIR § 10.2.3

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

Description: This alternative evaluates a reduced density alternative that will provide for an Urban Village, as envisioned by the General Plan City of Villages strategy but will reduce the intensity of development to reduce the amount of overall traffic generated by the project.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make the Reduced Density Alternative infeasible.

Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3).

Facts in Support of Finding: Build-out under the Reduced Density Project Alternative would implement the intent of the Mission Valley Community Plan by developing the project site with multiple uses; no development would occur on the six acres of the project site located in the Serra Mesa Community Plan area. This alternative would not result in the same intensity of development envisioned for an Urban Village as defined by the City of Villages Strategy and Strategic Framework Plan as the project. It would not locate dense housing in an area where transit is available. This alternative would result in the construction of less affordable housing units on-site, because the City’s Inclusionary Housing Ordinance is based on the total number of residential units associated with a project. This alternative would result in fewer impacts to traffic when compared to the proposed project; however, all traffic impacts would not be avoided. Measures would be required to mitigate traffic impacts associated with this alternative. Even with implementation of mitigation measures, some traffic impacts would remain significant and unmitigated. Impacts to air quality would also be less; however, both this

alternative and the proposed project would not result in significant direct air quality impacts. This alternative would result in the same level of impacts to biological resources, hydrology and water quality, because the same amount of grading would occur. The Reduced Density Project alternative would result in slightly less impacts to public services (including parks) and public utilities (solid waste), because 1,060 less residential units would be constructed under this alternative. Visual effects and neighborhood character impacts would be reduced, but not to a level below significance. When this alternative is considered with a connection to Phyllis Place, significant impacts are comparable. In general the redistribution of traffic to the Phyllis Place/I-805 interchange is beneficial to existing Mission Valley circulation streets where total vehicular trips are reduced, such as for Friars Road between SR-163 and I-15; Mission Center Road from Friars Road to I-8; and Qualcomm Way from Friars Road to I-8.

The Reduced Density Alternative is not desirable due to the fact that the reduction in density of the Alternative by over 1,000 residential units, would reduce the project's effectiveness in using existing infrastructure, reduce the ability of the City to meet its share of regional housing needs, and reduce the ability of the project to realize the benefits of more urban, mixed-use project that have been shown to reduce per capita vehicle miles traveled as compared to more suburban development, thereby also reducing associated per capita air pollutants and greenhouse gas emissions. In addition because the Reduced Density Alternative would reduce the number of units available in the region, those units would need to be built in other locations to accommodate the additional growth projected by the San Diego Association of Governments. Those units could be located in suburban areas which would increase the per capita vehicle miles traveled and could create increases in GHG emissions and air pollutants as compared to the proposed project. Additional growth in outlying areas could also lead to the consumption of open space land, degradation in water quality and other environmental impacts discussed below.

The San Diego Association of Governments has projected that the City of San Diego will grow by 35% by the year 2030.⁵ The same demographics show that to accommodate that growth, the City will need 30% more residential units or approximately 140,000 units between the year 2000 and 2030. Through the adoption of the new General Plan, the City of San Diego has determined that the best strategy to accommodate this future growth is through compact, mixed-use development at various scales in targeted locations. The preamble to the City of San Diego's Strategic Framework of the General Plan states, "Over the last two centuries, San Diego has grown by expanding outward onto land still in its natural state. This is the first General Plan in the City's continuing history that must address most future growth without expansion onto its open lands (SF-1)⁶."

To address future growth the City has adopted the "City of Villages" strategy as the preferred land use form. The City of Villages strategy "focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system... A "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village will be unique to the community in which it is located. All villages will be pedestrian-friendly and

⁵ *San Diego Association of Governments Fast Facts San Diego*

⁶ *Strategic Framework Element of City of San Diego General Plan*

characterized by inviting, accessible and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Individual villages will offer a variety of housing types affordable for people with different incomes and needs. Over time, villages will connect to each other via an expanded regional transit system (SF-3).” The importance of the “village” strategy to successful growth has been validated by planning professionals throughout the United States. The Urban Land Institute’s (ULI) report *Higher-Density Development, Myth and Fact*, developed in conjunction with the Sierra Club, National Multi-Housing Council, and American Institute of Architects notes that, “New compact developments with a mix of uses and housing types throughout the country are being embraced as a popular alternative to sprawl. At the core of the success of these developments is density, which is the key to making these communities walkable and vibrant (P.1).” The higher density Quarry Falls project embodies the City of Villages planning strategy by placing a mixed-use village in an already urbanized area, with high density housing, which will provide pedestrian connections from residential areas to parks, transit and commercial work and shopping areas. As noted in the ULI report, “at the core of the success of these developments is density.” Given the characteristics of the site, reducing the density of the project through the Reduced Density Alternative would serve to weaken the ability for the mixed-use development to succeed at this location thereby less effectively implementing the City of San Diego’s City of Villages growth strategy. The City therefore finds that the Reduced Density Alternative is not desirable, because it weakens implementation of the expressed growth policies of the City.

The SANDAG Smart Growth Concept Map designates the project site as an Urban Center. According to the Smart Growth Fact Sheet, “The Concept Map is a key ingredient to successfully implementing the [Regional Comprehensive Plan] RCP, as it identifies locations within the region that can support smart growth and transportation investments. This innovative and collaborative map will serve as the foundation for refining the regional transit network and identifying other transportation needs in future updates of the Regional Transportation Plan (RTP). It also will be used to determine eligibility to participate in the Smart Growth Incentive Program funded through *TransNet*.” An Urban Center is defined in the SANDAG Regional Comprehensive Plan (RCP) as having mid- to high rise residential and office/ commercial development with an intensity range of 40-75 dwelling units per average net acre within one-quarter mile radius of a transit station. The project has a density of approximately 45 units per net acre within a one-half mile of the main transit hub of the San Diego Trolley. The project will include a bus shuttle system to efficiently move residents to the transit hub, which would expand the quarter mile radius definition that is typically associated with pedestrian trips. The shuttle service will be developed in cooperation with the City of San Diego, SANDAG, and MTS to provide convenient service along Quarry Falls Boulevard, timed to meet the schedule for connecting to the trolley system at two of the nearby light rail stations. The Reduced Density Alternative would fail to be consistent with the Urban Center characteristics defined by SANDAG and would result in a less efficient use of land and transportation infrastructure. In addition, as noted in the Smart Growth Fact Sheet, projects that meet land use targets in the SANDAG Regional Comprehensive Plan as shown on the Smart Growth Concept Map become eligible for TransNet Smart Growth Incentives called for in the Mobility 2030 Regional Transportation Plan. The City of San Diego wishes to maximize transportation funding from SANDAG and therefore meeting the Urban Center characteristics is a public policy priority. The

Reduced Density Alternative would not meet this objective, and could reduce the amount of transportation funding provided to the City of San Diego.

The link between in-fill development and reduced vehicle miles traveled (VMT), congestion and cost to public infrastructure is the subject of the U.S. Environmental Protection Agency (EPA), Economic Development Division, report on *The Transportation and Environmental Impacts of Infill Versus Greenfield Development*, which used case studies (including one from San Diego) to determine the effects of locating similar developments in infill areas versus “Greenfield” areas. (Greenfield areas are typically defined as generally semi-rural and undeveloped, with the exception of agricultural or low impact uses, which are considered available for expanding urban development.) The results of the San Diego case study found that locating the project in the infill area would reduce single occupancy vehicle trips by 48%, congestion would be 75% lower within 1-mile of the infill site, travel costs would be 42% lower with the infill site, and per capita VMT would be reduced by 48% with the infill site. As noted above, the 1,000 unit reduction in the Reduced Density Alternative would need to be accommodated elsewhere in the County or beyond, and would likely be accommodated in a Greenfield area. The Reduced Project Alternative would therefore not provide the benefits of in-fill development shown in the EPA report that are created by the in-fill nature of the proposed project. The Reduced Density Alternative is therefore not desirable as a matter of public policy.

High-density, in-fill development also allows for people to work and recreate closer to where they live reducing fuel use and therefore saving energy and reducing air pollution and greenhouse gas emissions. SANDAG’s Regional Comprehensive Plan (P. 66) notes that, “separation of land uses (e.g. when jobs are far from housing) and low density development inevitably lead to longer trip distances. As discussed in the Transportation chapter of the RCP, these are among the most important reasons vehicle miles traveled are increasing faster than the region’s population. This, in turn, is putting demands on the road network that are increasingly difficult to meet, and is reducing the benefits anticipated from cleaner vehicles.” Therefore the mixing of land uses (putting housing near jobs and shopping) allows for a reduction in the growth of VMT.

The California Energy Commission’s, May 2005 report entitled *The Effect of Land Use Choices on Transportation Fuel Demand*, that was written to support the 2005 integrated policy report, finds that “improved land use planning can reduce the number and length of automobile trips and improve travel via transit and non-motor mobility options. The net result would be fewer vehicle miles traveled (VMT) in the state and reduced fuel demand.” Greenhouse gas (GHG) emissions are predominantly from two sources, automobile trips and energy use. Automobile trips and energy production (typically) require the burning of fossil fuels, which in turn creates carbon dioxide as a bi-product. Carbon Dioxide is implicated as a major contributor to global climate change and the Intergovernmental Panel on Climate Change has stated that “the primary source of the increased atmospheric concentration of carbon dioxide since the pre-industrial period results from fossil fuel use.” The California Energy Commission has stated that “transportation accounts for 41% of California’s 2004 total greenhouse emissions; gasoline use alone accounts for 27% of the 2004 total.” According to the CEC, reduction in VMT is a primary goal for how to reduce greenhouse gas emissions in the State. Quarry Falls has calculated the greenhouse gas emissions anticipated from build out of the project. Using conservative assumptions of no credit for baseline emissions and no CO2 reductions for project

features, Quarry Falls will emit less per capita emissions than that estimated by AB 32, California's landmark greenhouse gas legislation.

The CEC's June 2007 report *The Role of Land Use in Meeting California's Energy and Climate Change Goals*, states that "most urban growth over the last 30 years has been characterized by travel-inducing features; low-density, a lack of balance and accessibility between housing, jobs and services (P.7)" and that, "density may have the most profound effect on travel and transportation outcomes, with higher density reducing vehicle miles traveled (P.1)." The report further states that, "Controlling for other factors, the difference between low and high density U.S. metropolitan areas is more than 40 percent daily per capita VMT... and that doubling of neighborhood density can be expected to result in approximately a 5 percent reduction in both vehicle trips and VMT per capita (P.20)." The Urban Lands Institute made similar findings in its report *Growing Cooler: The Evidence on Urban Development and Climate Change*, which states that, "based on the urban planning literature reviewed in this publication, it appears that compact development has the potential to reduce VMT per capita by anywhere from 20 to 40 percent relative to sprawl." Density provides an ability for housing to be built in close proximity to mass transit, commercial development and job-centers, thus lowering commute times, and providing transportation alternatives to the automobile, which in turn lower GHG and other air emissions related to VMT. Mission Valley is identified in the General Plan as one of the subregional employment areas that include major employment and commercial districts comprised of corporate office, multi-tenant office, and retail uses. This area is home to over 50,000 jobs and therefore supports the higher density and intensity called for by the Urban Village Center, creating an infill opportunity to locate housing in close proximity to jobs. As shown in the CEC report, "overall VMT and vehicle trips declined as accessibility, density, and/or land-use mixing increased (P.21)." The project is significantly denser than the traditional single family residential projects developed over the last several decades in San Diego and provides recreational, entertainment and commercial amenities within the community that typically require vehicle trips to access. As stated in the CEC report, "According to the National Household Travel Survey 2001 Highlights Report, 45 percent of daily trips were made for family and personal reasons, such as shopping and running errands, 27 percent were made for social and recreational purposes, and 15 percent were made for commuting to work." Therefore the link to a reduction in VMT is related to the mixing of commercial and residential land. The Quarry Falls project proposes 480,000 square feet of retail space and 420,000 square feet of office space. As noted in the National Household Travel Survey above, show that 45% of trips are made for family in personal reasons while 15 % of trips are made for work. Due to the mixing of residential with retail and recreational uses and job centers, the project is poised to capture the maximum number of trips, because most of the reasons for car use, are found within the project, or close proximity. There is added benefit to locating the development into the already urbanized area of Mission Valley. Overall car trips can be reduced through transit, bicycle, and pedestrian opportunities.

The VMT reduction benefits of high-density urban infill development are further addressed by the United States Environmental Protection Agency report, *Measuring the Air Quality and Transportation Impacts of Infill Development*. The EPA report "quantifies the air quality benefits of regional growth scenarios that increase development on brownfield and other infill sites (P.1)." (Brownfield areas are usually industrial (including resource mining site) or commercial properties that are abandoned or underused and may be environmentally

contaminated, which are considered as potential sites for redevelopment.) The report notes that, “The three case studies demonstrate - across a range of scenarios and regional contexts – that redirecting development to more walkable, transit accessible areas reduces driving and emissions. Shifting 5 to 10 percent of a region’s homes and jobs to infill locations was estimated to produce 2 to 5 percent less vehicle travel and a 3 to 8 percent reduction in emissions (P.11).” The report found that, “compared with other policies adopted to meet regional air quality goals, these reductions are both significant and cost effective (P.iii).” As it relates to the balance between growth and air quality concerns in cities, the EPA report also states, “this report shows that directing new growth into reclaimed brownfield and infill sites can help meet their need for growth while addressing regional air quality issues (P.12).” The Reduced Density Alternative would provide less of these benefits due to the reduction in density and need to re-capture that growth in suburban areas, and is therefore found undesirable as a matter of public policy.

The City of San Diego is a signatory to the U.S. Mayor’s Climate Protection Agreement which commits signatory cities to implement greenhouse gas reductions in the Kyoto Accords. One of the key strategies sited in the agreement is the reduction of sprawl and the reduction in vehicle miles traveled. Therefore as a matter of public policy and in accordance with City of San Diego’s participation in the U.S. Mayor’s Climate Protection Agreement the City finds that the Reduced Density Alternative is not desirable because it would not effectively meet the public policy objectives of the City in relation to the proposed project.

In addition, higher density housing also provides efficient use of land that avoids the consumption of open space which contains trees and other vegetation that act as carbon sinks for GHGs. According to ULI, “Compact urban design reduces driving and smog and preserves the natural areas that are assets of the community: watersheds, wetlands, working farms, open space, and wildlife corridors.” The proposed project will be constructed in an existing urbanized area, and that has been previously disturbed through sand and gravel mining. Placing the same level of growth, or accommodating the units lost by the Reduced Density Alternative in a suburban area would consume significantly more land in an area not already disturbed. Therefore the proposed project’s efficient use of land for needed housing will lessen demand for open space and Greenfield development that may otherwise occur. The Reduced Density Alternative would contribute to pressure to consume Greenfield areas which is undesirable and therefore infeasible.

According to the Urban Land Institute, “higher-density development offers the best solution to managing growth... Placing new development into already urbanized areas that are equipped with all the basic infrastructure like utility lines, police and fire protection, schools, and shops eliminates the financial and environmental costs of stretching those services farther and farther out from the core community.(P.22).⁷” Efficient use of public resources is a public policy goal of the City of San Diego. The City has determined there are adequate existing and planned police and fire facilities to maintain acceptable response times for the development of the project. The Reduced Density Alternative could necessitate the construction of additional public infrastructure in outlying areas, if the reduced units that were built in a location less suitable for urban development, thereby leading to an inefficient use of public resources. The

⁷ *Higher-Density Development, Myth and Fact, Urban Land Institute*

Reduced Density Alternative is therefore not desirable because the City desires to focus growth into limited, compact areas and use existing infrastructure in an efficient manner.

The City of San Diego has made reducing run-off of urban pollutants a priority through the Think Blue program. According to ULI, “compact urban design reduces driving and smog and preserves the natural areas that are assets of the community: watersheds, wetlands, working farms, open space, and wildlife corridors. It further minimizes impervious surface area, which causes erosion and polluted stormwater runoff. Two studies completed for the state of New Jersey confirm that compact development can achieve a 30 percent reduction in runoff and an 83 percent reduction in water consumption compared with conventional suburban development.(P.22).⁸” Reductions in density would require the building of these units elsewhere which would contribute to increases in impervious surfaces and pollutant run-off. Therefore as a matter of public policy the City finds that the Reduced Density Alternative is not desirable, because per capita runoff and water consumption is reduced in compact development as compared with conventional suburban development.

According to the San Diego Association of Governments’ 2006 white paper entitled *Homes for All San Diegans, The State of Housing Affordability in the Region*, “[o]ver the next 30 years, SANDAG’s 2030 Regional Growth Forecast projects that the region’s population will increase by about a million people and a half-million jobs — both growing at about the same rate. Even though housing in the 1970s and 1980s grew at about the same rate as population and employment, in the 1990s home production began to fail to keep pace with demand. The 2030 Regional Growth Forecast also shows the region exporting almost 90,000 households to Riverside and Imperial Counties, and Baja California, although at least one household member continues to work in San Diego County. This reflects the region’s relative lack of planning for residential development.” The Quarry Falls project provides a significant new supply of housing to deal with the jobs housing imbalance shown in the SANDAG report. The new supply of housing will serve to provide affordable alternatives to single-family residential neighborhoods. The SANDAG report, “recommends a smart growth approach to improving housing choice. Vacant land for new construction is disappearing quickly and is nonexistent in some cities, which means that most new housing development will occur through redevelopment and infill, and mixed use development. SANDAG’s Smart Growth Concept Map identifies where this type of development should be located—along transit corridors and near transit stations.” As noted above, the project site is located within an Urban Center on the Smart Growth Concept Map and the project is a high density mixed use project, consistent with the growth pattern recommended by SANDAG. The Reduced Density Alternative would not produce the needed housing to help curb the jobs housing imbalance in the City. The Reduced Density Alternative is therefore infeasible for the reasons discussed above.

Reference: Final PEIR § 10.2.4

Alternative 4 – Road Connection to Phyllis Place

⁸ *Higher-Density Development, Myth and Fact, Urban Land Institute*

Description: The Road Connection to Phyllis Place alternative would develop a project similar to the proposed project but provide the road connection recommended by the Mission Valley Community Plan.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make the No Road Connection to Phyllis Place Alternative infeasible. This infeasibility is based upon the policy conflict with the Serra Mesa Community Plan which does not identify a road connection to Phyllis Place; therefore this alternative is inconsistent with that Community Plan. Absent this inconsistency with the Serra Mesa Community Plan, this alternative could be found to be feasible.

Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3).

Facts in Support of Finding: The road connection provides additional access to both the Mission Valley community to access I-805 and for the Serra Mesa community to access Mission Valley with its high concentration of jobs and shopping opportunities. Impacts from this alternative would be similar to those of the proposed project. This alternative would implement the Mission Valley Community Plan's recommendation of providing a street connection between Friars Road and Phyllis Place. However, the Serra Mesa Community Plan does not identify a connection between Friars Road and Phyllis Place. This alternative would be consistent with the *Quarry Falls Specific Plan*; however, it would result in a conflict with the Serra Mesa Community Plan and, therefore, would require processing of an amendment to the Serra Mesa Community Plan. Under the Road Connection to Phyllis Place alternative, all existing and proposed roadways would be the same as the proposed project, except the road system would add a connection to Phyllis Place and some minor modifications to the proposed streets may be necessary to accommodate the connection.

If approved, the road connection would occur during Phase 2 of the Quarry Falls project. Additional improvements to Phyllis Place and the I-805 southbound ramp include the widening of the southbound on and off-ramps, the widening of the Phyllis Place eastbound approach, the restriping of Murray Ridge Road bridge to five lanes, and the restriping of the Murray Ridge Road westbound approach (see Final PEIR Table 10-8, *Transportation Phasing Plan with Phyllis Place Road Connection*). Once constructed, approximately 1/3 of the project traffic would be expected to use the road connection to get to I-805 and beyond. The additional mitigation measures to the segment and intersections at the I-805 Interchange will improve level of service to "D" or better at buildout, which is the same or better level of service than the existing condition.

As shown in Final PEIR Tables 10-1 – 10-5, project traffic under this alternative would impact roadway segments and intersections similar to the proposed project. However, due to the different distribution of traffic associated with the Phyllis Place connection, traffic impacts under this alternative would occur at different locations; in other locations, impacts would be avoided. Although significant impacts are comparable, in general the redistribution of traffic to the Phyllis Place/I-805 interchange is beneficial to existing Mission Valley circulation streets where total vehicular trips are reduced, such as for Friars Road between SR-163 and I-15; Mission Center Road from Friars Road to I-8; and Qualcomm Way from Friars Road to I-8.

The alternative would result in additional significant impacts from traffic. Additional impacts would occur to Murray Ridge Road from the I-805 southbound ramps to the I-805 northbound ramps and to two streets internal to the proposed project, Via Alta and Franklin Ridge Road. This alternative would eliminate impacts to Friars Road (Mission Village Road to I-15 southbound ramps) and Mission Center Road (between Murray Ridge Road and the I-805 overpass and between Camino del Rio North and the I-8 EB ramps). Relative to arterial streets, this alternative would result in significant impacts at five additional locations, with impacts occurring in AM peak hour (eastbound from Santo Road to Riverdale Street) and the PM peak hour (eastbound from Avenida de las Tiendas to Ulric Street/SR- 163 southbound ramps; eastbound from Stadium Road to I-15 southbound ramps; and eastbound from I-15 northbound ramps to Rancho Mission Road; and westbound Frazee Road to River Run). This alternative results in the same or fewer total ADT on these arterials, however, impacts result from traffic signal timing changes that prioritize the optimization of intersection performance. As compared to the proposed project, this alternative would avoid impacts to intersections at four locations. In the AM peak hour, impacts to one intersection would be reduced from significant to not significant (Friars Road/Frazee Road). Impacts at three intersections would be avoided in the PM peak hour (Friars Road eastbound/Qualcomm Way; Mission Center Road/I-8 eastbound ramp; and Qualcomm Way/I-8 westbound ramp). This alternative would create one new impact in the AM peak hour at the intersection of Phyllis Place/I-805 northbound ramp which is fully mitigated by the project.

This alternative would also result in greater impacts to biological resources, due to construction of the road through sensitive habitat and the widening of Phyllis Place. An additional loss of 0.22 acre of coastal sage scrub, 0.13 acre of disturbed vegetation, 0.64 acre of non-native grassland, and 0.59 acre of developed area for a total additional impact of 1.58 acre would occur. In order to mitigate impacts to coastal sage scrub and non-native grasslands, this alternative would require an increased acquisition of 0.22 acres of credit from the San Diego Habitat Acquisition Fund to mitigate the additional loss of coastal sage scrub and 0.32 acres of credit to mitigate the loss of non-native grassland. Therefore, this scenario would fully mitigate its impact by an increased acquisition of 0.54 acres of credit from the San Diego Habitat Acquisition Fund.

The addition of the Phyllis Place connection to the circulation element provides improved flexibility and response time for police and fire services by providing direct secondary access from the northern portion of the site as compared to the proposed project's limited access road via Kaplan Drive. This alternative would result in the same significant noise impacts as the proposed project relative to exterior noise levels, noise from the on-going mining operations, noise from the existing asphalt and concrete plants and noise from the relocated asphalt and concrete plants, requiring the same mitigation as the proposed project. Noise impacts due to interior streets would increase in some areas and decrease in others. This alternative would require the same mitigation as the proposed project for residential development located along internal streets, which would reduce impacts to below a level of significance.

The implementation of Alternative 4 will result in the same benefits as described in the Statement of Overriding Considerations for the proposed project. These benefits include the creation of a sustainable, mixed use, walkable community with access to transit, jobs, shopping and recreation. Quarry Falls will construct on site public neighborhood parks,

affordable housing, and civic areas, as well as provide space for a public charter school. Should the City Council initiate and approve a community plan amendment to add the road connection to the circulation system, this alternate could be found to be consistent with the community plan and therefore feasible.

Reference: Final PEIR § 10.2.4.

IX.
ENVIRONMENTAL ISSUES DETERMINED
NOT TO BE POTENTIALLY AFFECTED BY THE PROJECT

The City determined that the environmental analysis contained in the Final PEIR for agricultural resources had “no impact” or had a “less than significant impact,” and, therefore, will not warrant further consideration in the Final PEIR. No substantial evidence has been presented to or identified by the City that will modify or otherwise alter the City’s “no impact” or “less-than-significant” determination for these environmental issues.

X.
FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE
ENVIRONMENTAL CHANGES

Guidelines Section 15126(c) requires that an EIR describe any significant irreversible environmental changes that would be involved in the proposed project should it be implemented. Section 15126.2(c) indicates that:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.

The same section further indicates that:

Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Future development that could occur on the project site as a result of the proposed project would entail the commitment of energy and natural resources. The primary energy source would be fossil fuels, representing an irreversible commitment of this resource. Construction of the project would also require the use of construction materials, including cement, concrete, lumber, steel, etc., and labor. These resources would also be irreversibly committed.

Once constructed, occupation of the residential units and operations of the commercial spaces would entail a further commitment of energy resources in the form of fossil fuels and electricity. This commitment would be a long-term obligation since the proposed structures are likely to have a useful life of 20 to 30 years or more. However, as discussed in Section 5.12, *Public Utilities*, of this EIR, the impacts of increased energy usage are not considered significantly adverse environmental impacts. Development of the project site would also change the visual appearance of the project site from barren, mined land to urban uses. This change in visual quality would permanently alter views of the site as discussed in Section 5.3, *Visual Effects and Neighborhood Character*, of this EIR and is considered irreversible.

Specific significant irreversible environmental changes associated with implementation of the proposed project may include the following:

- Grading required for the project could irreversibly affect unknown cultural or paleontological resources. Any cultural or paleontological resources would be salvaged,

as necessary, and data recovered. Mitigation identified in Section 5.8, Historical Resources and Section 5.11, Paleontological Resources, of this EIR, would reduce any impacts to below a level of significance. However, cultural resources or paleontological resources, if encountered, would be irreversibly committed.

- Commitment of energy, water, and other natural resources for the construction and occupancy of the residences, retail space and commercial office space is expected. This resource utilization is not expected to represent significant amounts of available resources in the region.
- Pollutant emissions from construction activities would occur but would be short-term and would not be significant. The additional vehicle trips on the surrounding roads would also cause an incremental increase in air pollutants associated with vehicle exhaust, which would add to area- and basin-wide air pollutant levels. Additionally, the project would provide live/work opportunities that may result in a reduction of trips from the project.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081(b) and the Guidelines Section 15093, the City has balanced the benefits of the proposed project against direct unavoidable adverse impacts to Land Use (Traffic Circulation), Visual Effects and Neighborhood Character, and Transportation/Traffic Circulation/Parking; and cumulative unavoidable adverse impacts to Land Use (Traffic Circulation), Visual Effects and Neighborhood Character, Transportation/Traffic Circulation/Parking, and Public Utilities (Solid Waste) associated with the proposed project and has adopted all feasible mitigation measures with respect significant and unmitigated impacts associated with these environmental issues. The City also has examined alternatives to the proposed project, none of which is both environmentally preferable to the proposed project and meets the basic project objectives.

Quarry Falls creates a modern, walkable community in the central portion of the City of San Diego, linking - via pedestrian trails and open space - the mesa tops in Serra Mesa with the more urban areas of Mission Valley. The framework for Quarry Falls rests in its vision for developing a community that is organized around a network of terraced parks, open space, trails and public amenities. Residential, retail, office and civic uses are tied to the open space and parks system through a carefully designed network of streets and pedestrian linkages. As the park and central open space systems transcend the site, stepping from the mesa tops to the valley, neighborhoods along the park transition from low-density residential in a more natural setting to high-density residential and mixed use development on the valley floor. This gradual intensification of land uses creates an increasingly urban experience, approaching the activities already existing in adjoining areas of Mission Valley. The integration of urban land uses affords Quarry Falls the ability to respond to a variety of living styles in a live-work-play environment, establishing an image for Quarry Falls that is unique to San Diego.

The City, after balancing the specific economic, legal, social, technological, and other benefits of the proposed project, has determined that the unavoidable adverse environmental impacts identified above may be considered “acceptable” due to the following specific considerations which outweigh the unavoidable adverse environmental impacts of the proposed project. Each of the separate benefits of the proposed project, as stated herein, is determined to be, unto itself and independent of the other project benefits, a basis for overriding all unavoidable adverse environmental impacts identified in these Findings.

1. Quarry Falls Fully Implements Applicable Planning Goals and Policies

The Quarry Falls project has been developed to implement the policies, goals, and objectives of the City of San Diego General Plan, the Mission Valley Community Plan land use, and related policies identified for this site, as well as SANDAG’s Regional Comprehensive Plan (RCP). Quarry Falls is consistent with the General Plan which implements the City of Villages Strategy of focusing growth into pedestrian friendly mixed-use activity centers with connections to the regional transit system. The project achieves the overall goals of high quality urban development, the facilitation of transportation and related improvements, the provision of public facilities and services, and a design that creates a sense of place that is respectful of the project’s location within Mission Valley.

Implementation of Mission Valley Community Plan Goals

The Quarry Falls implements the community plan goals by developing a *Specific Plan* which provides for a mixed use, walkable urban village that includes a maximum of 4,780 residential units that include “for sale” and/or “for rent” units built as condominiums, town homes, apartments and/or flats, row homes, courtyard units, lofts, live/work units, carriage units, senior housing and assisted care units; a target of 480,000 square feet of retail, and a target of 420,000 square feet of office. Additional uses include over 17 acres of public neighborhood parkland, a 4,000 square foot community recreation center and up to 15,000 square feet of civic and quasi-public uses. The mix of public and private uses and housing types that achieve the balanced community goals of the General Plan is further enhanced by the development of a public charter school.

The following Community Plan objectives are fulfilled by Quarry Falls:

Provide a variety of housing types and densities within the community (page 39).

Quarry Falls envisions a maximum of 4,780 residential units. The project will include 10% of the total units designated as affordable to satisfy the City’s inclusionary Housing Ordinance. Construction of affordable units on-site would result in a greater number of actual units than would paying the in lieu inclusionary housing fee. Affordable units would be mixed throughout the development providing a truly integrated and balanced community. The proximity of transit expands accessibility and opportunities to alternative transportation modes for residents. In addition, approximately 300 units are planned for senior housing. The amount of housing provided by Quarry Falls allows for product types that serve a variety of incomes and family types.

Encourages development which combines and integrates residential uses with commercial and service uses (page 39) and provide new development and redevelopment which integrates land uses into coordinated multi-use projects (page 59).

Quarry Falls is designed as a walkable, urban village with a mix of land uses to serve the immediate neighborhood and community at large. The land use plan is centered on a central public neighborhood park with pedestrian connections from all portions of the project. Higher densities surround the retail village core, closer to the pedestrian bridge and walkway to the light rail station. Flexibility in the range of retail uses in this district provides increased opportunities for small business and neighborhood serving uses resulting in a greater vibrancy to the commercial district and livability by activating the street and public realm. In order to ensure adequate commercial services commensurate with residential development, conditions are included to require the construction of a minimum of 50,000 square feet of commercial office and retail space to serve the residents of Quarry Falls before residential development in excess of 2,478 units can be developed.

Facilitate transportation into, throughout and out of the valley seeking to maintain a balanced transportation system (page 74).

Quarry Falls provides improvements or funding towards improvements at five major freeway interchanges that serve Mission Valley; Friars Road/SR-163, Mission Center Road/I-8, Qualcomm Way/I-8, Phyllis Place/I-805, and Friars Road/I-15. Overall,

approximately \$50 million is committed to offsite transportation improvements, of which over \$31 million is committed to regional arterial improvements. This exceeds the SANDAG Regional Transportation Congestion Improvement Program (RTCIP) exaction of approximately \$8 million associated with the residential component of the project. The project has been designed so as to not preclude a road connection from Qualcomm Way to Phyllis Place should it be desired to construct the improvement at a future time.

Encourage the use of public transit modes to reduce dependency on the automobile (page 87).

Quarry Falls incorporates several project features to encourage walkability and alternative modes of transportation. A comprehensive Transportation Demand Management (TDM) program will be developed during the initial phase of development that will include a shuttle system to the nearby light rail stations, and transit passes for local residents and workers. A pedestrian bridge will be constructed as part of the second phase of the project and transportation phasing plan to provide a safe and convenient connection from the village core to the Rio Vista Trolley Station. On-site bus and shuttle stops with shelters will be provided and their location will be coordinated with SANDAG and MTS.

Provide adequate off-street parking for all new development in Mission Valley (page 93).

Quarry Falls will meet or exceed minimum parking requirements for all individual projects. Automobile parking shall comply with Land Development Code based on the zoning and land uses applied to each subdistrict.

Create an intra-community bikeway system which would provide access to the various land use developments within the Valley, and connect to the regional system (page 98).

Quarry Falls includes Class II and Class III bikeways on all public streets, as well as bicycle connections to Serra Mesa (north), east and west along Friars Road, and south along Qualcomm Way and Mission Center Road to the trolley station and San Diego River trails.

Improve the visual quality as well as the pedestrian efficiency of the existing and future pedestrian circulation system (page 103).

Quarry Falls has been designed with an extensive pedestrian trail and sidewalk system which includes landscaping and traffic calming measures to promote an aesthetic and safe walking environment. A sidewalk will be added easterly along the north side of Friars Road to connect to development east of the I-805 freeway. Other sidewalk improvements will be made at the project intersections on Qualcomm Way and Mission Center Road. A pedestrian bridge spanning Friars Road will provide a safe and pleasurable walk from the village core to the Rio Vista trolley station and the trail system along the San Diego River. The project also proposes the construction of a sidewalk and pedestrian lighting on Texas Street to connect Greater North Park to Mission Valley.

Preserve as open space those hillsides characterized by steep slopes or geological instability in order to control urban form, insure public safety, provide aesthetic enjoyment, and protect biological resources (page 121).

Quarry Falls is a mostly disturbed site, comprised of geologically stable manufactured slopes. As part of the mining reclamation plan, these slopes will be revegetated to

native conditions and remain in perpetuity as private open space. Because the mined slopes do not constitute a “scenic resource,” the treatment of the northern slopes and the creation of a visible band of open space that achieves the goal of rehabilitation, rather than preservation. The manufactured slopes from mining will be revegetated to create a band of open space along I-805 and the eastern portion of Phyllis Place. The Mission Valley Community Plan calls for a road connection to the upper mesa at this location therefore the project has been designed to accommodate the road connection to Phyllis Place (even if the road is not built). The retention of 2.4 million cubic yards of fill material creates the opportunity to design a superior multi-use land plan and meet the engineering requirements for a potential road connection to Phyllis Place. The terracing of lots, encouraged by the Community Plan, provides visual variety to the development and slope areas.

Provide adequate park and recreation areas for the use of Mission Valley residents in accordance with the General Plan (page 128).

Quarry Falls will fully satisfy the General Plan goal of 2.8 acres of population based parkland per 1,000 population by constructing approximately 17.5 acres of public neighborhood parkland on-site through public ownership and private ownership with easements allowing for public use and paying the Mission Valley Public Facilities Financing Plan Development Impact Fee for the community park, recreation center and swimming pool identified by the Community Plan. This exceeds the current goal of 2.4 acres per 1,000 population used by the Mission Valley Public Facilities Financing Plan. The City of San Diego has determined projected future growth will provide adequate development impact fees for construction of the community park facilities.

Park design and uses will be defined as part of the park development process identified in Council Policy 600-33, Community Notification and Input for City-Wide Park Development Projects. Phase A of the project includes the development of the Creekside Park and Phyllis Place park and open space area. The Central Park and Civic Center is required to be constructed with Phase B of the project.

Provide and maintain a high level of service for the full range of community facilities necessary in an urban area (page 147).

Quarry Falls will be served by adequate public facilities and services within Mission Valley. The project will provide off-site and on-site improvements for connections to water, sewer, gas, and electrical utilities. Adequate capacity exists in the public schools in the surrounding communities that currently serve school aged children; in addition, Quarry Falls has identified a site for a public school to serve approximately 800 students. In May 2007 the San Diego Unified School District approved a request by High Tech High to operate a charter school within the boundaries of the Quarry Falls Specific Plan. Library services are provided by an approximately 20,000 square foot facility that is adequate in size to serve the growth in residents proposed by the project.

An analysis of police and fire services has determined response times to the site meet the standards set by the City of San Diego. Police services are provided from the Eastern Division Substation, approximately four miles from the site. Eastern Division has adequate capacity for the addition of staff to maintain optimal staffing based upon demand due to the

project. In addition, the project will fund the initial one time start up costs of \$14,000 per sworn officer, up to a total of 21 officers, on a pro-rata basis over the build out of the project. The project will pay the Mission Valley Public Facilities Financing Plan Development Impact Fees for public facilities that include such facilities as a permanent fire station planned for construction approximately 1.1 miles east of the project. While not required, a site will be reserved within the project should the service demands of the Fire Department change to warrant the additional station.

The “Fiscal Impact Analysis for Quarry Falls” prepared by Economic Research Associates (ERA) dated August 28, 2006, was reviewed by the City of San Diego CPCI Economic Development Division. Based on the City’s review, the project would result in an annual surplus of approximately \$1.5 million to the City’s General Fund and therefore the project does not impose a burden upon the City’s operating budget, rather, it contributes substantial additional revenue for essential public services.

Conserve the Valley’s water, land and energy resources (page 155).

Quarry Falls addresses a variety of conservation needs through the efficient use of land, including the need to reduce greenhouse gas emissions and the impacts of global warming, by utilizing the design goals of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) goals for sustainability. Quarry Falls is one of three San Diego projects and less than 300 projects worldwide that are participating in the LEED-ND pilot program. Sustainability will be achieved by developing a compact, walkable community with a mix of uses to encourage multi-modal trips and reduce vehicle miles traveled. Energy conservation will exceed current Title 24 energy requirements by 15% through energy conservation measures such as the use of ENERGYSTAR[®] appliances and building design that utilizes passive heating and cooling techniques. To achieve greater energy savings and reduce demand from grid provided energy, the project will include a variety of renewable energy solutions, including photovoltaic generation systems placed on rooftops and parking structures. Buildings will be oriented to take advantage of a southern exposure and terraced site, and included operable windows for passive heating and cooling.

Water usage is estimated to be 50% lower than traditional development due to higher residential densities, less water intensive landscaping, and the use of WaterSense certified appliances. The construction of an on-site wastewater treatment facility to produce reclaimed water for irrigation uses reduces demand on the potable water system and ensures no net increase in long-term water usage from that projected in the City’s Urban Water Management Plan.

Implements General Plan Goals and Policies

The General Plan, adopted in March 2008, is based upon the City of Villages Strategy to focus growth into mixed-use activity centers that are pedestrian friendly districts linked to an improved regional transit system (SF-3). Furthermore, the General Plan identifies the typology of villages and a number of factors used to determine the likelihood of development as a village location, as identified on the General Plan Village Propensity Map (LU-6). For Quarry Falls, these factors include the capacity for growth; public facilities such as an existing expanded library, the construction of on-site of public neighborhood parkland, and planned

permanent fire station; and the proximity to the light rail system, specifically the Rio Vista Trolley Station.

Land Use and Community Planning Element - One of the goals of the Land Use and Community Planning Element is to achieve balanced communities and equitable development (LU-34). Quarry Falls provides significant benefits by building a diversity of much needed housing choices, including age restricted (senior) housing and the provision of affordable housing on-site as required by the City's inclusionary housing ordinance, all in a sub-regional employment center that contains a significant concentration of jobs. Mission Valley provides more than five jobs for every employed worker; this development will provide workers of all income levels a greater opportunity to live in close proximity to their place of employment.

Mobility Element - The Mobility Element encourages walkability and multi-modal transportation to reduce dependency on the automobile and promote a healthy lifestyle. The land use design achieves the Walkable Communities goals through the project objective to encourage pedestrian activity through a logical connection of trails, sidewalks and bicycle facilities (ME-6). All residential units are within a 10-minute walk of the central park, civic center, and retail core of the project. Street design incorporates traffic calming measures and non-contiguous sidewalks to promote walkability and safety. An on-site shared car program, utilizing hybrid vehicles, provides flexibility to residents and workers that choose transit over car ownership.

Quarry Falls' central location also serves the Downtown employment center by light rail and the University/Sorrento Mesa and Kearny Mesa subregional employment areas that are within 10 miles of the project. Residents may also access existing bus and/or light rail service to commute to San Diego State University, a major educational center, thereby reducing the negative consequences of vehicle commutes. Transportation Demand Management goals include a shuttle system through the project to connect to the light rail stations, subsidized transit passes for residents and workers, and transit information systems (ME-34).

Urban Design Element - The Urban Design Element of the General Plan promotes the social, economic and aesthetic values of the City. Quarry Falls achieves many of the design policies of this element by focusing on the public realm's relationship to private development represented by the commercial core of the project (UD-21). The project includes both horizontal and vertical mixed-use components with a mix of housing types. Ground floor retail is placed to activate and attract pedestrian activity, with plazas, courtyards and paseos planned within the retail core. The Civic Center is planned to create a significant focal point in the community for public gathering, including a landmark architectural element such as a campanile or clock tower (UD-27).

Public Facilities, Services and Safety Element - The Public Facilities, Services and Safety Element provides for the existing population and new growth. The Mission Valley Public Facilities Financing Plan will be amended as part of the processing of the Quarry Falls Specific Plan to ensure the facilities financing program is updated to include the latest projects and project costs for the collection of development impact fees (PF-5). Implementation of the Mitigation, Monitoring and Reporting Program for the project will result in approximately \$50 million in direct improvements and fees for project impacts related to traffic (PF-14).

The project includes a package recycled water facility to increase the use of reclaimed water to supplement the region's water supply (PF-25). The water supply for the Quarry Falls project was planned for as part of the City of San Diego's Urban Water Management Plan, and County Water Authority UWMP. Both documents rely on the SANDAG Regional Growth Forecast for planning purposes and the proposed project was included as part of that forecast. Therefore the City and County have planned for and sought contracts for water to serve the project. The Water Department confirms the availability of water supply in the Water Supply Assessment prepared for the project (PF-31). Over the build-out of the project, school impact fees in excess of \$10 million will be paid to the San Diego Unified School District to be used at the District's discretion for improvements to schools intended to serve the project's students in the surrounding communities. In May 2007 the San Diego Unified School District approved a request by High Tech High to operate a charter school within the boundaries of the Quarry Falls Specific Plan (PF-41).

Recreation Element - The Recreation Element ensures the recreation needs of the community will be met through a variety of methods. The Quarry Falls Project has a neighborhood park requirement of 16.54 acres and is proposing 17.5 acres on land which will be publically owned or on land which is privately owned with easements allowing for public uses. All parcels identified for satisfying neighborhood park requirements shall comply with Council Policy 600-33, COMMUNITY NOTIFICATION AND INPUT FOR CITY-WIDE PARK DEVELOPMENT PROJECTS. Therefore, Quarry Falls could exceed the General Plan guideline of 2.8 acres of parkland per 1,000 population by providing both all population based neighborhood parks on-site and paying development impact fees for the community park component of the project (RE-6). The central park will be accessible by an interconnected trail system to all areas of the project and will be designed to achieve local, State and Federal accessibility requirements as well as incorporate the concepts of Universal Design to benefit all people (RE-25).

Conservation Element - The Conservation Element promotes an international model of sustainability and to proactively address the issue of climate change and greenhouse gas emissions (CE-7). Quarry Falls addresses a variety of conservation needs, including the need to reduce greenhouse gas emissions and the impacts of global warming, by utilizing the design goals of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) goals for sustainability. A conservative estimate of per capita greenhouse gas emissions demonstrates Quarry Falls will achieve the 2020 emissions reduction goals of AB 32. The use of high efficiency water appliances, intelligent irrigation systems, monitoring and maintenance of potable water lines to reduce water loss due to leaks, and educational water conservation programs will be utilized to maximize the efficient use of water (CE-21). The construction of an on-site wastewater treatment facility to produce reclaimed water for irrigation uses reduces demand on the potable water system and ensures no net increase in long-term water usage from that projected in the City's Urban Water Management Plan. Quarry Falls has integrated the natural treatment of stormwater into the physical design of the project by using bioswales, infiltration basins and detention ponds to treat the majority of urban runoff (CE-26).

Implements Sandag's Regional Comprehensive Plan

Quarry Falls is consistent with SANDAG's Regional Comprehensive Plan (RCP) and Smart Growth Concept Map, which have identified this site as an urban center. Such sites

are focused around regional transit corridors, in this case, the Mission Valley light rail line, and are characterized by higher densities and a mix of uses, including retail and employment. Mission Valley is also served by five freeway interchanges, each of which will receive improvements from the project. A shuttle system will serve to connect to the light rail stations in the vicinity of the project.

2. Quarry Falls Results in Extraordinary Benefits to the Mission Valley Community, Adjacent Communities and the City as A Whole

In addition to meeting the goals and policies of the Mission Valley Community Plan, the City of San Diego General Plan, and SANDAG's Regional Comprehensive Plan, the Quarry Falls project results in the following extraordinary benefits to the Mission Valley Community, adjacent communities and the City as a whole:

Provides Additional Transportation Measures not Required as Mitigation

The Quarry Falls project would implement additional measures to improve traffic operations and offset unmitigable cumulative impacts. These measures encourage multi-modal transportation, walkability, and a decrease in reliance upon the automobile for personal trips. As the project builds out, locations within the project would be identified for a car sharing service to provide alternatives to vehicle ownership.

The traffic analysis assumes the Citywide trip generation rate that reflects a conservative estimate for trip reductions due to alternative modes of transportation. The project has been designed to take advantage of its proximity to transit, jobs, and other regional destinations, such as San Diego State University, in order to increase transit ridership. The following transportation phasing plan improvements are intended to further reduce reliance on vehicular trips and make transit ridership more convenient:

- **Pedestrian Bridge** - Construct a pedestrian bridge over Friars Road to connect Quarry Falls to the Rio Vista West shopping center and provide access to the Rio Vista West trolley station.
- **Transportation Demand Management Plan** - Develop a comprehensive transportation demand management plan that includes transit passes, information kiosks in central locations, bike lockers, priority parking spaces for carpools, and co-ordination with the Metropolitan Transit Service (MTS) to provide public or private bus service in Quarry Falls.

Transportation Improvements Provided in Advance of Need

The implementation of the Transportation Phasing Plan (Final PEIR Table 5.2-9) will result in several improvements being constructed in advance of traffic impacts at that location due to the project. The following improvements to segments, arterials and intersections will reduce future impacts to below a level of significance and provide additional benefit to area residents and commuters that rely upon the circulation system:

Segment/Arterial Improvements:

Phase 1. Murray Ridge Road from I-805 Southbound Ramps to I-805 Northbound Ramps (MM 5.2-11 – Horizon Year Impact) – The restriping of the bridge over I-805, in conjunction with the signalization of the southbound and northbound intersections, will improve the overall capacity and safety at this location.

Friars Road from Frazee Road to River Run (MM 5.2-1/MM 5.2.2 – Phase 2 Impact) – Should the City Council elect not to accept an in lieu payment, the construction of local improvements to mitigate segment and intersection impacts at the Friars Road/SR-163 Interchange will also mitigate impacts for the PM westbound flow resulting in a reduction in delay for traffic on this arterial.

Intersection Improvements:

Phase 2. Friars Road Eastbound Ramp/Qualcomm Way (MM 5.2-10a – Phase 4 Impact). The intersection improvements provide access to the project as well as improve the overall performance in the PM Peak Hour at this grade separated interchange to achieve LOS C.

Phase 3. Qualcomm Way/I-8 Westbound Ramp (MM 5.2-10b – Phase 4 Impact). The intersection improvements facilitate circulation in Mission Valley and achieve LOS D.

Texas Street/El Cajon Boulevard (MM 5.2-10c – Phase 4 Impact) – The intersection improvements result in a reduction in delay in the PM Peak Hour.

Mission Center Road/Camino del Rio North – (MM 5.2-5c/5.2-6d/5.12a – Horizon Year Impact) – The reconstruction of the Mission Center Road/I-8 Interchange will improve access to and from Mission Valley resulting in a level of service in the PM Peak Hour of LOS D.

Camino del Rio North/I-8 Westbound Ramp – (MM 5.2-5c/5.2-6d/5.12a – Horizon Year Impact) – The reconstruction of the Mission Center Road/I-8 Interchange will improve access to Mission Valley resulting in a level of service in the PM Peak Hour of LOS C.

Providing these improvements in advance of the traffic impacts provides public benefit to residents, commuters, merchants, and shoppers in Mission Valley by improving the existing condition of the circulation element. Without the project, this mitigation might not otherwise be implemented in as timely a fashion as presented in the Transportation Phasing Plan.

Conservative Approach to Traffic Impacts:

In the development of the parameters of the Quarry Falls Traffic Impact Study, the lead agency (City of San Diego) concluded the traffic study should be prepared using a number of conservative assumptions to ensure traffic impacts would not be understated. These assumptions applied to background traffic; the cumulative analysis; pass-by and mixed use trips; and the assumption for transit use.

The traffic study includes several conservative assumptions for background traffic, including traffic from the existing mining operation at Quarry (200 ADT) that will be eliminated by build-out of Quarry Falls and trips from the Riverwalk Commercial Center (3,720 ADT) project that are also accounted for in the full build-out of the Levi-Cushman Specific Plan.

The PEIR takes a conservative approach to evaluating cumulative impacts. According to CEQA Guidelines Section 15130(b), the evaluation of cumulative impacts should

include either “a list of past, present, and probable future projects . . .” or “a summary of projections contained in an adopted general plan or related planning document . . .” The Quarry Falls PEIR uses both approaches; it includes build-out of applicable plans which have an effect on the cumulative analysis, as well as a specific list of projects that are approved, under construction, planned, or proposed that should be considered for the evaluation of cumulative effects and which were known at the time the PEIR was prepared. The forecasting system and models developed by SANDAG and the City also allow for the mature development of communities above and beyond the explicit inclusion of projects based on land used in the Community and General Plans. Therefore, the analysis includes the possible effect of other, unforeseen projects and growth.

The traffic study only reduces mixed use trips based on the interaction of residential, office and industrial uses with retail trips. It does not reduce mixed use trips based on the interaction of residential, office and industrial uses with each other and is therefore conservative. This is also true for internal trips for recreation purposes such as the neighborhood park, civic center and community recreation center.

The traffic study assumes no trip reduction for proximity to transit -- in other words, that zero occupants of the project would use transit. This is a very conservative assumption, as the project is specifically designed to be walkable and facilitate the use of transit, including the nearby trolley. Transit ridership can account for up to four percent of all daily project trips for transit oriented development, which would equate to 2,080 ADT for the project.

Achieves Superior Land Use Design and High Quality Development that Creates a Sense of Place and Positive Community Character

To achieve the project objectives of a unified land use design and high quality individual projects that create a positive sense of character and community, a Specific Plan has been created to implement the development that all subsequent construction and grading permits to be reviewed for substantial conformance with the Plan. The zoning, development regulations, and design guidelines included in the Quarry Falls Specific Plan and related permits ensure high quality site and architectural design and must be adhered to for project build-out.

The land use plan is successful in organizing densities based upon transit oriented design principles, with higher densities located in proximity to the village retail core and lower densities near the single family neighborhoods of Serra Mesa. The Specific Plan, as well as the Master Planned Development Permit, create opportunities for greater architectural flexibility that result in building articulation and roofline variation. Building setbacks along Quarry Falls Boulevard, Community Lane, and the Grand Steps allow for entries from the sidewalk to activate the street frontage and create a more urban environment.

Compliance with City’s Inclusionary Housing Ordinance

The project complies with the City’s Inclusionary Housing ordinance by developing 10% of the total affordable residential units on-site rather than pay in-lieu fees. Conditions have been placed on the project to ensure the construction of these affordable units occurs in conjunction with the development of the market rate housing component of the project.

Phasing of affordable housing will occur as the project develops, providing a positive mix of housing which will benefit the overall social character of Quarry Falls.

In-Fill Re-Development of a Strategically Located Site with Minimal Impact to Natural Resources

Quarry Falls is a 230-acre site (224 acres covered by the Specific Plan) located within the urban limits of the City and served by all public infrastructure, major freeways and transit; this location is physically suited for development of a smart growth, infill project. The site has been utilized as a mining operation for more than 50 years and is reaching the point of depletion of natural resources, at which time the Mission Valley Community Plan calls for development of the site using the multiple use development option with a mix of uses including residential, retail and office. Revisions to the existing reclamation plan will enable a superior site design that recreates the original topography of the site as it transitions from the northern mesa top of lower density development to the river valley with higher density, transit oriented development.

In comparison to the overall 230 acre development site, the development impacts a total of 15.28 acres of habitat, of which 14.08 acres is considered sensitive habitat, all of which falls outside of the City's Multiple Habitat Planning Area (MHPA) boundary and is surrounded by existing development, roads and highways. Four sensitive habitat types exist on the site, which hosts one sensitive species, the California gnatcatcher, on 2.11 acres of coastal sage scrub. Due to the success of the City's MSCP this species is considered to be an adequately protected species within the City's MSCP and outside of the MHPA. The site also impacts 0.18 acres of disturbed wetland (0.06 acres on-site and 0.12 acres off-site) that is not host to any protected fish or wildlife. Adjoining slopes are to be revegetated with native, drought tolerant plants consistent with the surrounding area. The combined area of impact within the development footprint is less than 0.08 acre (0.06 acre wetland and 0.016 acre steep hillside) and is isolated with no adjacency or connectivity to other environmentally sensitive lands.

The impacts to isolated, primarily non-native annual grasslands, coastal sage scrub and disturbed wetlands are fully mitigated under the California Environmental Quality Act and mitigation is provided consistent with the Multiple Species Conservation Program (MSCP) Subarea Plan and the Environmentally Sensitive Lands Ordinance. The project mitigation ratios are consistent with City requirements; where feasible, off-site mitigation is first accommodated in Mission Valley and the San Diego River Watershed; where mitigation sites are not available, alternate mitigation sites have been identified to maximize existing preserves. Consultation with the California Department of Fish and Game for mitigation to wetlands within their jurisdiction has resulted in conceptual approval of the mitigation plan.

The mechanical and functional values of the drainage will be restored through the diversion and treatment of the storm water by the on-site bioswale. The off-site mitigation will result in long-term conservation of biological resources by maintaining high quality habitat, providing a greater benefit than on-site preservation of limited, isolated disturbed wetlands and low value non-native annual grasslands. Consultation with the California Department of Fish and Game for mitigation to wetlands within their jurisdiction has resulted in conceptual approval of the mitigation plan. Restoration will occur in the San Diego River directly south of the project at a ratio of 1:1 for the total on-site and off-site area of 0.18 acre. Given the limited opportunity

for small scale wetland creation within the San Diego River watershed and the greater benefit from leveraging these limited resources, 1:1 mitigation of the on-site 0.06 acre is accomplished by the purchase of wetland credits from the Rancho Jamul Wetland Mitigation Bank.

Rehabilitation of the northern slopes and the location of new development conform to the hillside guidelines for the Mission Valley Community Plan (page 123). The retention of 2.4 million cubic yards of fill material creates the opportunity to simulate the historical topography of the site, achieved by the Community Plan goal of terracing of lots that provides visual variety to the development and slope areas and enables a development pattern that emphasizes an east/west horizontal orientation across the site. The manufactured slopes from mining will be rehabilitated and revegetated to create a visible band of open space along I-805 and the eastern portion of Phyllis Place.

Environmentally Superior Water Quality Solution

An environmentally superior water quality solution addresses existing site hydrology and stormwater conditions by utilizing a natural bio-swale running the length of the park district that maximizes the use of non-mechanical systems. This treats stormwater to the maximum extent practical prior to discharge to the San Diego River, protecting the water quality for downstream habitat and species.

Consistent with Community Character/Compatible with Existing Development Patterns

The land-use mix and density of development for Quarry Falls is compatible with the existing development patterns of Mission Valley and Serra Mesa. The concepts of transit oriented design concentrate residential densities and a mix of retail and office uses in closer proximity to the existing transit system. Development is designed to be compatible with the use adjacent to that portion of the site; the Ridgetop District is low density residential for compatibility with the Abbots Hill neighborhood; the Terrace District reflects the slightly higher density project to the immediate west; and higher density residential and the retail/office districts mirror the development patterns of Rio Vista West to the south and are connected by a pedestrian bridge spanning Friars Road, providing a safe connection between the project and the Rio Vista trolley station. Finish pad elevations and building heights will be sensitive to the existing views from Phyllis Place and the future public park at that location. Manufactured slopes have been designed to minimum safety factors or greater and are adequately stable to not endanger the public health, safety and welfare.

Public Services Available to Serve The Project

Police services will be provided from the Eastern Division Substation, located on Aero Drive approximately four miles from the project. An analysis of response times for Mission Valley East Neighborhood (the location of the project) determined emergency and Priority One calls are better than the citywide average of 7.28 minutes and 14.60 minutes, respectively. Based upon a budgeted staffing ration of 1.67 officers per 1,000 population, Quarry Falls would generate demand for an additional 21 officers. There is adequate capacity at the Eastern Division Substation for the additional officers needed to maintain optimal staffing. In addition, the project will fund the initial one time start up costs of \$14,000 per sworn officer, up to a total of 21 officers, over the build out of the project.

Fire protection services and emergency response is provided from four fire stations within the project vicinity, the closest of which is temporary Station 45, located 1.75 miles away at Qualcomm Stadium. Response time from this station is 4.5 minutes, below the national average of 5 minutes. The City Council has approved a financing plan, established a CIP project, and completed the environmental document for construction of a new, permanent fire station planned in the 9400 block of Friars Road, approximately 1.1 miles east of the project. The new station would provide comparable response time as the temporary station. The project will pay the Mission Valley Public Facilities Financing Plan Development Impact Fee for public facilities including such facilities as fire stations. While not required, the project will reserve for five years a site for a future fire station should a future need be identified by the City of San Diego, thereby ensuring the safety of the area residents and workers and providing greater flexibility to first responders to surrounding neighborhoods.

Provision of the First Public School in Mission Valley

The general welfare of the community will be enhanced by the educational opportunities provided within Quarry Falls. The project provides for a future public charter school, the first public school for the Mission Valley Community. Designed on the format of the award winning High Tech High, the charter school will provide education opportunities for students living in Quarry Falls, as well as other communities in the City.

Reduction in Urban Pollutants: Storm Water Runoff and Fugitive Dust

Impacts due to the increases in runoff with the introduction of streets, roads and other hardscape surfaces will be mitigated to below a level of significance through the design of a natural bioswale and detention system. Stormwater runoff from the 100-year event will not exceed the existing flow for the approved reclamation plan. The development has limited the use of mechanical treatment of stormwater to the maximum extent practicable. A Storm Water Pollution Prevention Plan (SWPPP) will be developed to the satisfaction of the City Engineer for mitigating potential impacts due to construction activities. This plan will include Best Management Practices (BMP) such as ground cover and structural devices to limit runoff from newly graded slopes and the timely hydroseeding and landscaping of cut/fill slopes to reduce sedimentation and erosion.

To address the issue of fugitive dust generated from construction of the development, conditions for construction operations have been identified which include the application of water during grading operations, the use of sweepers and/or water trucks to control “track-out” of soil at all public street access points, the termination of grading should winds exceed 25 mph, and the hydroseeding of graded lots.

Implementation of Sustainable/Energy Conserving Design

The revised reclamation plan and grading elevations established by the vesting tentative map create a tiered site with a predominately southern exposure. This design maximizes opportunities for building design that takes advantage of sustainable design and passive/natural ventilation for heating and cooling. Opportunities are also created to utilize a variety of solar and wind generation concepts to reduce the overall demand of the development on the external energy grid. A shadow study has determined the site design provides adequate solar access to all development parcels.

Quarry Falls is designed as a sustainable community by utilizing the design goals of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND). This type of compact, walkable mixed use community encourages multi-modal trips, reduces vehicle miles traveled and has been shown to significantly reduce greenhouse gas emissions and the impacts of global warming. Energy conservation will exceed current Title 24 energy requirements by 15% through the use of energy conservation measures such as of ENERGYSTAR[®] appliances and building design that utilizes passive heating and cooling techniques. To achieve greater energy savings and reduce demand from grid provided energy, the project will include a variety of renewable energy solutions, including photovoltaic generation systems placed on rooftops and parking structures. Buildings will be oriented to take advantage of a southern exposure and terraced site, and included operable windows for passive heating and cooling. A construction and demolition debris recycling program will achieve a minimum of 75% waste diversion, greater than the minimum requirement of 50% set by City ordinance.

Reduction of Greenhouse Gas Emissions

The Quarry Falls project incorporates a significant number of project design features (PDFs), which have the effect of reducing the number and length of automobile trips, and reducing energy consumption through energy and water efficient design.

- Provide a mix of uses and residential densities that implement the City of Villages Strategy by focusing growth into transit-oriented mixed-use activity centers that promote increased walking, bicycling, and use of public transit.
- Seek certification as a Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) pilot program project which integrates the principles of smart growth, new urbanism, and green building.
- Provide street trees within public parkways and medians (where design permits), in surface parking lots, and throughout finger parks to reduce the “heat island” effect.
- Co-location of residential and retail/office/commercial uses, resulting in the potential for reduced trips as residents and employees are provided alternatives to using the automobile as the primary method for daily trips.
- Location proximate to a light-rail trolley line, which will be linked to the project by a pedestrian bridge that spans Friars Road and which provides a more efficient alternative to automobile travel.
- Require the majority of indoor residential plumbing products to carry the Environmental Protection Agency’s (EPA) Water Sense certification.
- Require the installation of automatic bathroom sink features and waterless urinals in public facilities.
- Require the majority of indoor residential appliances to carry the Environmental Protection Agency’s (EPA) ENERGYSTAR[®] certification.
- Require all indoor and outdoor lighting for private and public projects to be energy efficient.

- Require high-efficiency irrigation equipment such as evapotranspiration controllers, soil moisture sensors and drip emitters for all projects that install separate irrigation water meters.
- Recycle a minimum of 75 percent of unused and waste construction materials.
- Provide locations within the project for the implementation of a car sharing service.
- Provide electric car plug-in stations in public parking areas.
- Require residential buildings to be designed with operable windows oriented to take advantage of the prevailing winds to naturally ventilate indoor spaces.
- Require installation of vertical landscape elements such as trees, large shrubs and climbing vines to shade southern and western building facades to reduce heating in summer and increase solar heat gain in winter months.
- Require project-wide recycling, for single-family, multi-family, commercial, and retail establishments.
- Construct a pedestrian bridge across Friars Road to enable access to the Rio Vista Trolley Station to provide trolley access within a 15-minute walk to all residential homes.
- Work with the Metropolitan Transit System to make discounted trolley/bus passes available for project residents and employees.
- Provide a shuttle system for residents and employees that connects the project to trolley and bus stations.
- Require light colored/reflective roofing materials.
- Incorporate sun-shade patterns, prevailing winds, and other natural, passive cooling and heating sources into project design.

As a result of these measures, the project's residents would be emitting less than their proportional share of GHG emissions under AB 32. Therefore, the proposed project would be consistent with the goals of AB 32 to reduce GHG emissions to at or below 1990 levels by 2020 and the project's impacts on global climate change would not be significant.

Fiscal Impact Analysis – Contribution of Substantial Revenue

The "Fiscal Impact Analysis for Quarry Falls" prepared by Economic Research Associates (ERA) dated August 28, 2006, was reviewed by the City of San Diego CPCI Economic Development Division. Based on the City's review, the project would result in an annual surplus at build-out of approximately \$1.5 million to the City's General Fund and therefore the project does not impose a burden upon the City's operating budget, rather, it contributes substantial additional revenue for essential public services. ERA has reasonably applied estimating procedures based upon available City annual budget cost and revenue projects. The reasonability of the methodology, assumptions and conclusions has been reviewed by the City of San Diego and found to be acceptable.

Allows for Continued Mining Operations, Serving the Community and City until Development Takes Place

Continued operation of the mining facility is consistent with the current land use plan and provides a much needed service for the community, city and region. The Mission Valley Community Plan identifies the objectives for this site which identify continued sand and gravel operations and related mining activities until depletion of resources is reached. The revised reclamation plan is consistent with municipal, state and federal guidelines and will assure compatibility with adjacent land uses as new development progresses and mining operations cease.

The sand and gravel extraction and processing facility has been in operation for over 50 years and has implemented measures to ensure compatibility with the surrounding development in the area. The amended conditional use permit includes additional conditions for air quality, noise and dust abatement, and visual screening from adjacent land uses. New development that occurs prior to the termination of the mining operation and related activities will be sufficiently buffered to meet existing noise and air quality standards. The relocated batch plant operations in the southeast corner of the site mitigates onsite noise by excavating and lowering the pad, using the material to create an earthen berm to surround the parcel; in addition, appropriate mitigation for potential impacts to future residential development from rock crushing and the batch plants is a condition of approval for future development. The site perimeter will be screened by a special landscape buffer that includes the elevated berm and large shade and evergreen trees. Equipment will also be architecturally screened to be more visually compatible with the surrounding development.

The revised Reclamation Plan will retain an overburden of 2.4 million cubic yards of material that otherwise will have to be hauled off-site, resulting in less emissions and related air quality impacts than the current Reclamation Plan. Additional measures and best management practices will be implemented to control fugitive dust, including the application of water during grading operations, the use of sweepers and/or water trucks to control “track-out” of soil at all public street access points, the termination of grading should winds exceed 25 mph, the hydroseeding of graded lots, and the stabilization of stockpile areas. A phasing plan to relocate the existing batch plant operations and the addition of an expiration date in the year 2022 provides certainty to the orderly phase out of sand and gravel operations and the full implementation of the reclamation plan. A comprehensive set of development conditions will be applied to the project to ensure the safe implementation of the mining operation’s reclamation plan.

The Land Development Code (LDC) and Surface Mining and Reclamation Act (SMARA) provide guidance for the requirements of the conditional use permit and reclamation plan. The project includes conditions to address noise, air quality, visual impact, water quality, and operations to maximize compatibility with surrounding land uses. Water quality is maintained by the implementation of an approved Storm Water Pollution Prevention Plan (SWPPP) that addresses short-term water pollution impacts related to sediment discharges, including the inspection and maintenance of catch basins, repair and replacement of erosion control devices, and street sweeping adjacent to the site. The project is required to annually

update a master grading plan and performance bond based upon the existing site condition and proposed future operations.

The sand and gravel operation and related activities are existing facilities in operation for over 50 years and are identified in the Mission Valley Community Plan for this use. The location of the facility is central to the city and well served by Friars Road, Interstate 8 and 805, and Highway 163 to allow convenient access to project sites in the region. Due to the limited future capacity of active Portland cement concrete processing facilities to provide materials over the next 10 to 20 years (“Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production-Consumption Region” Department of Conservation, Division of Mines and Geology, 1996), continued operation of the facility is of critical benefit to the construction needs of the city and the region.

XII. CONCLUSION

Quarry Falls implements the vision of the City of Villages Strategy and creates a mixed-use, walkable urban village of appropriate density to leverage the investment in the light rail system and other transit. The development provides a diverse choice of for-sale and rental housing attainable to a range of incomes and will meet or exceed its requirement for affordable housing onsite. As a major employment center with over 50,000 jobs, Mission Valley will benefit from the addition of housing to address the jobs/housing imbalance and provide options to live closer to work. The development provides in excess of 60 acres of public/private open space, parks and slopes of which the full population-based park requirement of over 17 acres of neighborhood parks is developed onsite. Proposed land uses would be linked with an internal pedestrian and trail system and connected to adjacent areas by an internal roadway network. Land uses proposed as part of Quarry Falls include approximately 31.8 acres of public parks, civic uses, open space and trails, of which the full population-based park requirement of over 17 acres of neighborhood parks is developed onsite; a maximum of 4,780 residential units offered as a variety of “for sale” and/or “for rent” and built as condominiums, town homes, apartments and/or flats, row homes, courtyard units, lofts, live/work units, carriage units (dwelling units on one or more floors located above a private garage), senior housing and assisted care units; 480,000 square feet of retail space; and 420,000 square feet of office/business park uses. The project will also provide 10 percent of the residential units on-site as affordable units. The site is planned to include a future public school that is planned to be a charter school operated by High Tech High. In summary, the project results in the following overriding benefits to the City of San Diego:

- The project implements goals and policies of the Mission Valley Community Plan, the City’s General Plan, development regulations and land uses in the applied zones of the City’s Land Development Code, and SANDAG’s Regional Comprehensive Plan.
- The project creates a viable mixed-use project that is served by transit and provides additional opportunities for transit accessibility.
- The project will provide the land and construct the first public park in Mission Valley concurrent with development.
- The project provides transportation improvements not required as mitigation and in advance of need.
- The PEIR’s conservative approach to estimating traffic impacts may result in additional benefits to the community and local circulation network.
- Traffic mitigation includes additional funds to advance the design for the Friars Road/163 Interchange Improvements currently being developed by the City of San Diego.
- Implements advanced, state-of-the art sustainable design and energy conserving measures.
- The project will provide up to 478 affordable housing units on-site.
- Conditions of development ensure the provision of public facilities and services at a rate commensurate with the phases of development.

- The project will result in General Fund revenues that exceed what is necessary to meet existing service levels, therefore the project results in an annual surplus of approximately \$1.5 million to the City's General Fund at build-out.
- Energy conservation will exceed current Title 24 energy requirements by 15% through energy conservation measures such as the use of ENERGYSTAR[®] appliances and building design that utilizes passive heating and cooling techniques.
- Project features will result in a reduction in greenhouse gas emissions.
- Water usage is estimated to be 50% lower than traditional development due to higher residential densities, less water intensive landscaping, and the use of WaterSense certified appliances.
- The project results in minimal impact to the natural environment and mitigates, to the extent feasible, its significant environmental effects.

For the foregoing reasons, the City of San Diego concludes that the proposed Quarry Falls project will result in numerous public benefits beyond those required to mitigate project impacts, each of which individually is sufficient to outweigh the unavoidable environmental impacts of the proposed project. Therefore, the City of San Diego has adopted this Statement of Overriding Considerations.

