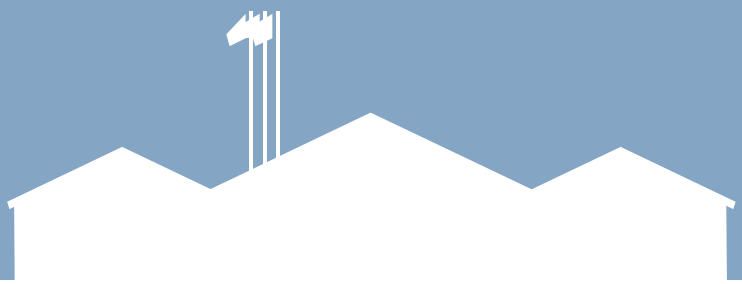
June 2008

Palomar Community College – North Education Center

Final Environmental Impact Report

SCH#2007011136



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Palomar Community College – North Education Center
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Reader's Guide to the Final EIR
For the Palomar Community College North Education Center
Public Review and Comment Period

The Draft Environmental Impact Report (EIR) was circulated for public review from August 29th to October 12th, 2007 (a 45-day review period). A total of ten comment letters were received by the Palomar Community College District within the review period; three additional letters were received outside of the review period. The Responses to Comments document is included with the Final Environmental Impact Report (Final EIR). The EIR is available for review at the Palomar Community College San Marcos Campus, located at 1140 West Mission Road, San Marcos, California 92069.

REVISIONS TO THE DRAFT EIR

Based on comments received during the public review period, minor revisions were made to the text of the Draft EIR. Revisions were made to the Executive Summary, Chapters 1.0 and 5.0, and Sections 2.1, 2.2, 3.1, 3.2, 3.3, 4.1.4, 4.1.6 and 4.1.7 of the Draft EIR. These changes include revisions and updates to mitigation measures, based on comments received from the Wildlife Agencies, other State and local agencies and organizations, and comments from the public. No new project impacts were identified with regard to the comments received.

Language was added to the Executive Summary and Project Description for clarification purposes and to address signage, initial facilities planned, signage for the Native Area, undergrounding of utility lines, and offsite improvements. Additional discussion was added to Section 2.1 to clarify building height limits and to delete reference to construction of a sound wall for noise impacts.

Language was also revised in Section 2.2 for clarification purposes and to address the results of an Intersecting Lane Vehicle (ILV) analysis, prepared as a result of comments received from Caltrans. The Existing plus Project and Horizon Year 2030 analysis was revised to address comments from Caltrans regarding traffic volumes. Mitigation measures were also revised as appropriate to require signal warrant analysis. Per the direction of Caltrans and the County, the traffic analysis was revised to utilize a different approach for calculating the trip generation rate. A trip generation study was conducted for the project using data collected at the Escondido Education Center, also operated by the Palomar Community College District. Based on this data, a trip generation rate of 0.55 trips per student was used, rather than SANDAG's standard rate of 1.2 trips per student. In addition, the traffic analysis was revised to reflect construction of the facilities in two phases. Phase I ranges from project opening to 40 percent of project buildout; Phase II is the project at full buildout. The results of the increase in traffic, due to the new trip generation rate, were analyzed in the revised traffic report.

Mitigation measures for impacts to biological resources (Section 3.1) were revised based on comments received from the Wildlife Agencies. Mitigation measures were revised to include the requirement for preparation of a Management and Monitoring Plan (MMRP) and a wetland creation/restoration/enhancement plan, as appropriate, and mitigation was revised to specify that all mitigation habitat purchased must be placed within a dedicated biological open space easement. Mitigation for impacts to coyote brush scrub was revised to require that mitigation be provided at a ratio of 2:1, rather than 1.5. In addition, the Thresholds of Significance were revised for consistency with the Biological Technical Report, and minor

language was added to the discussion of indirect impacts relative to landscaping materials, signage for the Native Area, and temporary fencing during construction. In addition, acreage calculations for impacts to wetland habitat were revised to reflect minor design changes to the alignment of Horse Ranch Creek Road, based on discussions with the owners of the adjacent proposed Campus Park project. No new impacts to sensitive habitat were identified with this design change.

Mitigation measures for cultural impacts (Section 3.2) were amended per comments received from the Native American Heritage Commission (NAHC) to specify that a Native American Monitor be present during monitoring activities, and to address the discovery of unknown human remains. Mitigation Measure CR-1 was also revised to delete the requirement to cap Loci A associated with CA-SDI-682. Impacts to Loci A would occur as a result of grading required for the Meadowood project, not from improvements required at Horse Ranch Creek Road/SR 76 with the proposed project.

Section 3.3 was revised to address internal trip capture. A reference was added to Tables 3.3-13 and 3.3-14 to identify the data source. Discussion was also added to Sections 4.1.4 and 4.1.7 to address issues pertaining to the potential for wildfire and the provision of fire protection services.

Table 5-1 was added to Chapter 5.0 to provide a summary of how the proposed alternatives reduce or increase potential impacts as compared to the proposed project. A statement was added to indicate that the No Project/No Build Alternative is the Environmentally Superior Alternative.

Other minor changes were made in various chapters throughout the document to clarify wording or to correct typographical errors. Of the technical studies prepared for the Draft EIR, minor changes were made to the traffic, biological, and cultural analyses, based on revisions made to the Draft EIR in response to public comments.

All technical reports and related documents are available for review at the Palomar Community College District, located at 1140 West Mission Road, San Marcos, California 92069.

INTRODUCTION TO THE FINAL EIR

This document is a Final Environmental Impact Report (Final EIR), which identifies and analyzes the potential environmental impacts that could result from implementation of the proposed Palomar Community College North Education Center project. In accordance with the *California Environmental Quality Act (CEQA) Guidelines* Section 15002, an EIR is the public document used by the approving agency to analyze significant environmental effects of a proposed project, to identify the project alternatives, and to disclose possible ways to reduce or avoid the possible environmental damage. The EIR itself does not control the way in which a project can be developed or constructed; rather, the agency must respond to the information contained in the EIR by one or more of the seven methods outlined in Section 15002(h) of the *CEQA Guidelines*, which include:

1. Changing the proposed project;
2. Imposing conditions on the approval of the project;
3. Adopting plans or ordinances to control a broader class of projects to avoid the adverse changes;

4. Choosing an alternative way to meet the same need;
5. Disapproving the project;
6. Finding that changes in, or alterations to, the project are not feasible;
7. Finding that the unavoidable significant environmental damage is acceptable, as provided in Section 15093 of the *CEQA Guidelines*.

Responses to Comments

The Responses to Comments include all comments received on environmental issues raised during the public review process for the Draft EIR and the District's responses to each comment. The Responses to Comments are located in the beginning of the Final EIR. Each comment received is assigned a comment number, and its corresponding response is assigned the same number. On each page, each response is located in the column adjacent to the comment to which it responds.

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LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES THAT COMMENTED ON THE DRAFT ENVIRONMENTAL IMPACT REPORT

The Draft Environmental Impact Report (EIR) was circulated for public review from August 29th to October 12th, 2007 (a 45-day review period). The following is a list of the names and addresses of persons, organizations, and public agencies, that commented during the public review period:

NAME	ADDRESS
Federal Agencies	
1. US Fish and Wildlife Service	Carlsbad Fish and Wildlife Office 6010 Hidden Valley Road Carlsbad, California 92009
State Agencies	
2. California Department of Fish and Game	South Coast Regional Office 4949 Viewridge Avenue San Diego, California 92123
3. California Department of Transportation	District 11 4050 Taylor Street, MS 240 San Diego, California 921110
4. California Department of Toxic Substances Control	5796 Corporate Avenue Cypress, California 90630
5. Native American Heritage Commission	915 Capitol Mall, Room 364 Sacramento, California 95814
County, City, and Other Local Agencies	
6. County of San Diego Department of Planning and Land Use	5201 Ruffin Road, Suite B San Diego, California 92123
7. San Diego Association of Governments (SANDAG)	401 B Street, Suite 800 San Diego, California 92101
8. North County Transit District	810 Mission Avenue Oceanside, California 92054

Organizations

9. Fallbrook Community Planning Group	205 Calle Linda Fallbrook, California 92028
10. North County Fire Protection District	315 East Ivy Street Fallbrook, California 92028
11. Pardee Homes	12626 High Bluff Drive, Suite 100 San Diego, California 92130

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INSERT RESPONSES TO COMMENTS HERE (TOO LARGE TO INCLUDE IN EIR PDF)

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LIST OF ACRONYMS

ACoE	Army Corps of Engineers
ADAM	Aerometric Data Analysis and Management
ADT	Average Daily Traffic
AMSL	Above Mean Sea Level
APNs	Assessor Parcel Numbers
ASM	ASM Affiliates
ASTM	American Standards for Testing and Materials
AvC	Arlington coarse, sandy loam
BMP	Best Management Practices
BOG	Board of Governors
BUSD	Bonsall Union School District
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CASQA	California Storm Water Quality Association
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	California Department of Conservation
CDF	California Department of Forestry
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CGS	California Geologic Survey
CLUP	Comprehensive Land Use Plan
CMP	Congestion Management Program
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide

County	County of San Diego
CPEC	California Postsecondary Education Commission
CSS	Coastal sage scrub
CVC	California Vehicle Code
CWA	Clean Water Act
c.y.	Cubic yards
dB	Decibel
dBA	A-weighted Sound Level
District	Palomar Community College District
DPLU	Department of Planning and Land Use
DSOD	California Department of Safety of Dams
DU	Dwelling Unit
EAP	Early Action Program
EDUs	Equivalent Dwelling Units
EIR	Environmental Impact Report
EMFs	Electromagnetic fields
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
ESD	Environmental Services Division
ET	Earthwork Tonnage
FAC	Facultative
FACU	Facultative upland
FACW	Facultative wetland
FAR	Fire affected rock
FCAA	Federal Clean Air Act
FEMA	Federal Emergency and Management Administration
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Maps
FMMP	Farmland Mapping and Monitoring Program
FPP	Fire Protection Plan
ft	Feet

FTES	Full Time Equivalent Students
FUESD	Fallbrook Union Elementary School District
FUHSD	Fallbrook Union High School District
GIS	Geographic Information Systems
GP2020	County of San Diego General Plan 2020
GPA	General Plan Amendment
Gpm	Gallons per minute
GPS	Global Positioning System
GSI	Geo Soils, Inc.
H_2S	Hydrogen Sulfide
HA	Hydrologic Area
HCM	Highway Capacity Manual
HLP	Habitat Loss Permit
HMP	Habitat Management Plan
HOA	Homeowners Association
HSA	Hydrologic Subarea
I-15	Interstate 15
IOD	Irrevocable Offer to Dedicate
ISE	Investigative Science and Engineering
LC	Light Collector
L_{eq}	Energy equivalent sound level
L_{max}	Maximum sound level
L_{min}	Minimum sound level
LOS	Level of Service
M	Major Road
MBTA	Migratory Bird Treaty Act
MEP	Maximum Extent Practicable
MFR	Multi-Family Residential
MND	Mitigated Negative Declaration
Mph	Miles per hour
MRZ	Mineral Resource Zone

MSP	Master Specific Plan
MUP	Major Use Permit
MVS	Mean Vehicle Speed
MVW	Mean Vehicle Weight
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Communities Conservation Planning Program
NCFPD	North County Fire Protection District
NOAA	National Oceanic & Atmospheric Administration
NOP	Notice of Preparation
NO_x	Nitrogen Oxide
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
NW	Number of Wheels
O_2	Oxygen
O_3	Ozone
OBL	Obligate
Ovfl	Overflow
Pb	Lead
PCB	Polychlorinated Biphenyls
PHV	Peak Hour Volume
PM_{10}	Particulates of less than 10 microns in diameter
$PM_{2.5}$	Particulates of less than 2.5 microns in diameter
ppm	Parts per million
PVC	Polyvinyl chloride
Q_{100}	100-year-storm flow rate
Qal	Quaternary Alluvium
Qt	Quaternary Terrace
RAQS	Regional Air Quality Strategy
RBF	RBF Consulting
RD	Mean number of rain days
RCP	Regional Comprehensive Plan

RMWD	Rainbow Municipal Water District
ROG	Reactive Organic Gas
ROW	Right-of-way
RPO	Resource Protection Ordinance
RTP	Regional Transportation Plan
RWQCB	California Regional Water Quality Control Board
SAMP	Special Area Management Plan
SANDAG	San Diego Association of Governments
SANTEC/ITE	San Diego Traffic Engineering Council/Institution of Transportation Engineers
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center
SCWRF	Southern cottonwood-willow riparian forest
SDAPCD	San Diego Air Pollution Control District
SDG&E	San Diego Gas & Electric
SF or s.f.	Square Feet
SFR	Single-Family Residential
SIP	State Implementation Plan
SLP	Soil silt loading in percent
SMC	Surface Moisture Content
SO_x	Sulfur Oxide
SPA	Specific Plan Amendment
SPL	Sound Pressure Level
SR-76	State Route 76
SRA	State Responsibility Area
SSA	Special Study Area
STP	Shovel Test Pit
SWLF	Solid Waste Landfill
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TC	Town Collector

Tierra	Tierra Environmental Services
TM	Tentative Map
TMDL	Total Maximum Daily Loads
TPM	Tentative Parcel Map
$\mu g/m^3$	Microgram per cubic meter
USACE	U.S. Army Corps of Engineers
USDA	United States Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
WPO	Watershed Protection, Stormwater Management and Discharge Control Ordinance
WS	Ambient wind speed
Ws	Weight of the soil
WSCH	Weekly Student Contact Hours
Ww	Weight of the water

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SUMMARY

PROJECT SYNOPSIS

Project Location

The Palomar Community College – North Education Center (hereafter referred to as the "proposed project" or "project") is located approximately 50 miles north of Downtown San Diego, in the community of Fallbrook in the unincorporated area of northern San Diego County; refer to Figures 1-1 and 1-2 for the regional and local location of the project site. The approximately 85-acre site is located to the northeast of the intersection of State Route 76 (SR 76/Pala Road) and Interstate 15 (I-15), generally to the south of Pala Mesa Heights Drive; refer to Figure 1-3. Specifically, the proposed project would affect County of San Diego Assessor Parcel Numbers (APNs) 108-120-55 and 108-121-16. The site is owned by the Palomar Community College District (District), and is located within the northern portion of the land area within San Diego County that is served by the District.

PROJECT DESCRIPTION

Facilities and Support Structures

Facilities planned would include instructional space (lecture and laboratory), administrative services, a library, offices, a student services center, food services, maintenance/operations, and other support services. Surface parking areas are generally planned in the northern and southern portions of the property. Open space athletic fields are also envisioned as part of future development of the educational center in the southern portion of the site in the future; refer to Figure 1-4 for a Conceptual Site Plan. Initial development would consist of approximately ~~100,000~~75,000 to 150,000 square feet (s.f.) of development and related parking. As shown in Figure 1-4, all of the proposed facilities would be located within an approximately 56.5-acre footprint. Development of the project site would be phased over several decades, with an estimated total building square footage of approximately 380,000~~ to 533,000~~ s.f., which is anticipated to occur around the year 2030. The project site would be built out commensurate with student enrollment levels and programming needs.

The conceptual project design also includes a Native Area of approximately 25 acres in the southern portion of the property. The Native Area consists of a mixture of non-native and wetland habitats. To avoid wetland impacts, no development is proposed in this area as part of the proposed project. Development of this area may occur at a future point in time as part of a separate action, if the District determines additional property is needed to support the educational programming of the center. The limits of the development footprint are set back a distance of 50 feet from wetland habitat areas that are located within the Native Area.

Recreational Facilities and Open Space

Recreational facilities envisioned with the Conceptual Site Plan include two ball fields, a turf athletic field, and tennis courts in the southern portion of the area proposed for development. These facilities would be developed over future years, as demanded by the growth of the student population. Generally surrounding each of these recreational facilities would be common open space areas, which could be used by students or faculty for passive recreational purposes, such as meeting space or for studying.

Useable open space would also occur around the individual buildings. Large common areas are proposed around the campus buildings and would allow opportunities for reading, relaxing, eating, and social gathering of students and faculty. These areas would be visually enhanced through the use of landscaping and other such improvements.

Parking

At full buildout, the Conceptual Site Plan plans for approximately 2,125 surface parking spaces. The majority of parking is proposed in the northern and southern portions of the site; refer to Figure 1-4. Parking would be provided at a standard ratio for community college campuses of one parking space per every four students (this ratio factors in consideration for faculty and staff generated by the student population). Therefore, at a projected future student population of 8,500 enrolled students, an estimated 2,125 parking spaces would meet anticipated parking demand at full buildout of the educational center.

Although not anticipated, parking may be constructed in the form of an above-ground parking structure if the future student/faculty population creates such a demand; however, it is anticipated that future parking demand can be met with the provision of surface parking, as shown in Figure 1-4.

Phasing

~~No specific phasing plan has been identified in the Palomar College Facilities Master Plan.~~ The project would be constructed in two phases. Initial development would consist of approximately 75,000 to 150,000 square feet (s.f.) of development and related parking, and would include initial project opening (approximately 40 percent of project buildout or 3,400 enrolled students). The proposed project would be built constructed in two phases, as funding for construction becomes available to the District. The first phase, Phase I, would include a mixture of laboratory, lecture, and library space. Construction of Phase I is expected to be completed by the third quarter of 2011, with classes beginning fall semester of 2011.

Phase II of the of the proposed project would consist of the remainder of the building space, which would consist of approximately 228,000 gross square feet of building space. At the completion of Phase II, the proposed project would have approximately 380,000 square feet of building space to support a maximum of 8,500 enrolled students. It is unknown at this time when construction of Phase II would begin, as it is dependent on student demand for additional facilities and available funding. For purposes of this analysis, it is anticipated that the Phase II construction will be completed around the year 2030.

Development of the proposed facilities for the North Education Center would occur over several decades. Future student population growth in the northern portion of the District would determine the development or construction of additional facilities and services. To allow for an effective assessment of a worst-case scenario of environmental impacts potentially resulting from development of the North Education Center, the proposed project is evaluated at full buildout condition. ~~As stated above, buildout of the proposed Palomar Community College site is anticipated to occur around the year 2030.~~ Grading of the approximately 56.5-acre development area and areas where off-site roadway improvements are proposed would occur all at once and would not be phased.

Utilities

Water Service

Water service to the project site would be provided by the Rainbow Municipal Water District (RMWD), which serves an unincorporated portion of Northern San Diego County. According the *Overview of Water Service for the Palomar Community College in the County of San Diego* produced by Dexter Wilson Engineering (2007), there is an existing 16-inch water main north of the site within Stewart Canyon Road, approximately 2,650 feet north of the project site; refer to Appendix ~~L~~M. Based on the fire flow requirements for the college [4,000 gallons per minute (gpm)], the 16-inch water line would be extended to the project site, along Horse Ranch Creek Road, then connect to an existing 16-inch water line within SR 76 at Pankey Road. The proposed alignment is shown in Figure 1-5. A fire flow requirement of 4,000 gpm is reasonable, based on the projected building square footages for the Education Center. It is possible that fire flow could be met with a smaller line, but it is anticipated that the RMWD would require the 16-inch line as part of its network. The size of the line would allow some opportunity for future developments in the area that would tie into the water line to reimburse Palomar College in accordance with requirements of the RMWD.

It is also assumed that a 10" reclaimed water line will be installed within Horse Ranch Creek Road parallel to the potable water line to provide water for future landscaping needs; however, currently, there is no existing reclaimed water line available to connect to.

Sewer Service

Sewer service for the project site would also be provided by the RMWD. An existing 10" sewer line runs along the west boundary of the campus and is available to serve the site. The existing sewer line alignment is shown in Figure 1-6. The *Overview of Sewer Service for the Palomar Community College in the County of San Diego,* prepared by Dexter Wilson Engineering (2007), determined that this sewer connection would be adequate to serve the project site on an interim basis until a main trunk line is installed along Horse Ranch Creek Road, which will occur with implementation of the future Campus Park project planned to the east of the Palomar College site; refer to Appendix ~~M~~N. Once the trunk line is installed, sewerage from the Palomar College site may need to be re-routed to the trunk line, depending on the sewerage needs of the campus at that time. The existing line would be adequate to serve the first several buildings developed on the proposed site. If the main line is not installed, the College may be required to construct additional sewerage facilities in the future, with connection to the existing line within SR 76, at the time in the future when the student population of the Center would demand such improvements.

The RMWD has indicated that it can adequately provide sewer service to the Palomar College site. The Palomar College School District has purchased 100 EDUs from the Rainbow Water District for future sewer service, which will be more than adequate to serve the campus at full buildout. Sewer service for the project site would be adequate both in the interim, as well as at full project buildout.

Storm Drains

Storm water from the project site would be collected within a storm drain that traverses the site and a vegetated swale located along the western boundary of the site, adjacent to the Horse Ranch Creek drainage. The surface water would be conveyed to a detention basin

where the water would be detained and would settle prior to being released into the existing drainage. Storm drain facilities would be required to route offsite flows approaching from the east across the project site, where they will be detained prior to release into the existing drainage. Preliminary design of drainage improvements would include onsite storm drain facilities, detention facilities, and permanent storm water best management practices (BMPs); refer also to Section 4.1.5 and Appendices ~~J and K~~K and L for additional discussion.

Dry Utilities

Electrical service to the site would be supplied by San Diego Gas and Electric (SDG&E). The college would be expected to install all electrical structures. If service lines are used by other developments within the project area at a future date, the District could potentially recover a portion of the costs from these new users. These cost recoveries are set on a sliding scale by SDG&E and typically expire after 10 years.

Vehicular Circulation and Roadway Improvements

Roadways

Horse Ranch Creek Road (Proposed)

Horse Creek Ranch Road (proposed) would serve as the main access to the Palomar College site. The road would be constructed offsite, adjacent to the eastern boundary of the project site from existing northern segment of Pankey Road to SR 76 / Pala Road in the south; refer to Figure 1-4. The construction of Horse Ranch Creek Road would implement roadway SL2602 of the County's Circulation element.

With the proposed project, the roadbed would be graded to its full intended right-of-way (ROW) width of 106 feet. To the southeast of the project site, where the road would intersect with SR 76, the ROW would be graded to 116 feet in width to accommodate a future left turn lane. The left turn lane would be constructed upon future buildout of Horse Ranch Creek Road by other developers at the time when area traffic volumes require the additional lane; refer to Figure 1-7. With the proposed project, the road would be improved within the ROW to its intended half-width consistent with County of San Diego Roadway Design Standards. The road would be paved to 32 feet in width to create two travels lanes, with curb and gutter along the western edge. Along the improved project frontage with Horse Ranch Creek Road, (generally from the northern project boundary to the southern boundary), an additional 14-foot wide landscaped easement would contain a meandering walkway comprised of an 8-foot wide decomposed granite trail (which would be dedicated to the County through an Irrevocable Offer of Dedication [IOD] for maintenance). A 16-foot wide landscaped area would be located adjacent to the west of the 14-foot easement; refer to Figure 1-7. The proposed improvements along Horse Ranch Creek Road would be adequate to serve traffic generated by the students and faculty utilizing the Educational Center.

Pankey Road

Pankey Road in the vicinity of the project site exists as two separate roadway segments. The northern segment runs north-south, parallel to I-15, and allows access to existing residences and small businesses north of Stewart Canyon Road. The northern segment terminates in a cul-de-sac approximately 3,500 feet (0.7 mile) south of Stewart Canyon Road, just south of Pala Mesa Heights Drive and west of the project boundary; refer to Figure 1-3. The southern

segment of Pankey Road extends north from SR 76 for a distance of approximately 1,200 feet, where it terminates in a cul-de-sac; refer to Figure 1-3.

As part of the proposed project, the northern portion of Pankey Road would be renamed Horse Ranch Creek Road when it ultimately connects to the northern terminus of (proposed) Horse Ranch Creek Road, to be constructed along the eastern boundary of the project site. On the County's General Plan Circulation Element, the northern and southern segments of Pankey Road (SC 2602) are shown as being connected and constructed to County roadway standards as a Light Collector, thereby indicating the County's future plans for the roadway to create a north-south access from Stewart Canyon Road to SR 76.

A roadway vacation would be required to vacate a portion of the northern segment of Pankey Road so that the land could be utilized for development of the North Education Center. The vacation of the road would affect the approximately one-mile long segment of roadway ROW that extends from Pankey Road at the northern tip of the property boundary to Pala Mesa Drive; refer to Figure 1-8. The District would be required to submit a separate application requesting the vacation to the County for review and approval at the time grading and improvement plans are prepared. The vacation would coincide with the dedication of Horse Ranch Creek Road to the County of San Diego. Horse Ranch Creek Road would replace the County's anticipated linkage of the two existing segments of Pankey Road to create a north-south connection from Stewart Canyon Road to SR 76. To allow for a comprehensive evaluation of potential environmental impacts resulting from the proposed project, the land area within the project site to be vacated has been included in the EIR analysis.

Pedestrian Circulation

Internally, pedestrian movement would be accommodated through sidewalks adjacent to all internal roadways, as well as within common areas between structures, as appropriate, to allow for movement throughout the campus.

Conceptual Grading Plan

Approximately 56.5 acres of the 85-acre site would be graded to create a relatively flat pad on which the planned educational facilities would be developed over future years; refer to Figure 1-9. Grading would occur as part of road and infrastructure construction, rather than on a building-specific basis. Onsite grading would amount to approximately ~~485~~385,000 cubic yards (c.y.) of cut and ~~385~~485,000 c.y. of fill. As such, an additional 100,000 c.y. of fill would be required from offsite locations. An offsite borrow area, capable of providing approximately 371,000 c.y. of fill, is proposed near the northeastern property boundary, across Horse Ranch Creek Road. Grading quantities required for offsite improvements are included in the above estimates for the construction of Horse Ranch Creek Road.

Land Use Designations and Zoning

The site is currently owned by the Palomar Community College District, and would be developed under the jurisdiction of the District. Per Section 53094 of the California Government Code, the proposed project would not be subject to the goals, policies, and guidelines set forth in the County of San Diego General Plan and Zoning Ordinance, Interstate 15 Corridor Plan, or the Fallbrook Community Plan, as well as such ordinances as the County Resource Protection Ordinance or County Light Pollution Code.

Land Use

The majority of the project site is designated as Specific Plan Area (21) in the San Diego County General Plan Regional Land Use Element and the Fallbrook Community Plan. The remaining portion of the site (located in the northwest corner of the property) is designated as Public/Semi-Public Lands (22). The Public/Semi-Public designation identifies areas owned by public agencies, such as (in this case) roadways. However, as explained above, the property is under the jurisdiction of the Palomar Community College District and subject to the California Government Code.

The Specific Plan designation is associated with the previously approved Campus Park Specific Plan Area. The proposed Campus Park project is located adjacent to the subject site to the north, east, and south. The proposed project site was previously included within the boundaries of the Campus Park Specific Plan Area, a proposed mixed-use residential project under the jurisdiction of the County of San Diego. This plan (SP-83-01) was originally adopted in 1983 and includes research and development/manufacturing facilities, as well as related uses such as townhome/mobile-home residential sites, parking areas, recreational facilities, and commercial development. An amendment to the Specific Plan (SPA 03-008) is currently being processed by the County as part of the current Campus Park project.

Zoning

Zoning designations established in the San Diego County Zoning Ordinance are intended to identify uses that are consistent with associated land use categories of the General Plan related community plan. The entire project site is zoned S90 (Holding Area). This designation is intended to prevent isolated or premature development from occurring in areas where adequate public services are unavailable, or where the determination of appropriate zoning regulations has not been made. However, as explained above, the property is under the jurisdiction of the Palomar Community College District and subject to the California Government Code.

Regional Setting

The proposed site is located within Northern San Diego County, in the unincorporated area of the County, within the Fallbrook Community Planning Area; refer to Figures 1-1 and 1-2. The project site is located to the northeast of the intersection of I-15 and SR 76.

The project area is characterized by rolling hills flanking the north/south trending I-15 corridor and to the east/west-trending floodplain for the San Luis Rey River to the south, along the route of SR 76. This area has been historically used for agriculture (avocado and citrus orchards), estate residential housing, and open space. These land uses have generally affected the lower, flatter areas and more gently sloping hillsides within the valley. Large patches of native coastal sage scrub habitat still remain on the more steeply sloping hillsides in the surrounding areas; refer to Figure 1-3.

This area of northern San Diego County, similar to the rest of San Diego County's inland valley areas, is characterized by warm, dry summers and mild, wet winters. In the area of the proposed project site, the maximum and minimum average temperatures are 91° Fahrenheit (F) and 38° F, respectively. Precipitation in the area averages 16 inches annually, 90 percent of which falls between November and April.

Interstate 15 and State Route 76 generally provide regional access to the site. The junction of I-15 and SR 76 is located just southwest of the project site and provides freeway access to the property. Direct access to the project area would primarily be from SR 76 from the south, and from Old Highway 395 and Stewart Canyon Road/Canonita Drive to the north.

Local Setting

Currently, the property is utilized for non-commercial grazing. Several dirt roads traverse the site. A number of drainage channels associated with former agricultural activities are also present.

The project area can be described as being moderately flat with low, rolling hills occurring on the northeastern portion of the site. Elevation onsite ranges from approximately 270 feet to 365 feet above mean sea level (AMSL).

Horse Ranch Creek, a north-to-south trending unnamed blue-line drainage, occurs immediately west of the western boundary of the project site. Horse Ranch Creek is concrete-lined for a portion of its length that parallels I-15. As the creek continues south off the project site it widens and is no longer channelized. This drainage eventually flows into the San Luis Rey River. Two small, roughly southwest-trending seasonal drainages also occur in the southeastern portion of the project area.

Nine vegetation communities were identified onsite, including coastal freshwater marsh, southern cottonwood-willow riparian forest, southern willow scrub, alkali meadow, Diegan coastal sage scrub, disturbed Diegan coastal sage scrub, coyote brush scrub, disturbed coyote brush scrub, and non-native grassland. Ornamental areas, agricultural areas, disturbed areas, and developed areas also occur within the project area. The majority of areas supporting non-native grassland onsite are currently used as pastureland.

SUMMARY OF SIGNIFICANT EFFECTS AND MITIGATION MEASURES THAT REDUCE OR AVOID THE SIGNIFICANT IMPACTS

The Palomar Community College District has determined that an Environmental Impact Report (EIR) is required for the proposed project, pursuant to CEQA and the CEQA Guidelines. The District has prepared an Initial Study to determine the scope of the environmental issues to be addressed in the EIR. Based on the Initial Study, the environmental issue areas identified for study in the EIR are aesthetics, traffic and circulation, biological resources, cultural and paleontological resources, noise, agricultural resources, air quality, geological issues, hazards and hazardous materials, hydrology/water quality, land use and planning, and public utilities and services. During preparation of this EIR, it was determined that potential impacts on agricultural resources, air quality, geological issues, hazards and hazardous materials, hydrology/water quality, land use and planning, and public utilities and services are less than significant, and no mitigation measures are required. Table S-1 (Summary of Significant Environmental Impacts and Mitigation) presents a summary of the environmental impacts of the proposed project, mitigation measures to reduce or avoid potential significant impacts of the proposed project, and the level of significance of each impact after mitigation. Refer to Table S-1 for a summary of environmental effects of the proposed project found to be significant and the mitigation measures that would reduce or avoid those effects.

POTENTIAL AREAS OF CONTROVERSY

The Notice of Preparation (NOP) of an EIR and the Initial Study, as required by CEQA Guidelines Section 15123 (b)(2), were circulated for public review in January 2007 and July 2007. No areas of controversy were identified. Issues were raised in the NOP comment letters received, which include concerns for biological resources, traffic and circulation, recreation and trails, land use and housing, and air quality.

The NOP and comment letters received are included as Appendix A of this EIR. Issues raised during the comment period are evaluated in Chapters 2.0 to 4.0 of this EIR.

ISSUES TO BE RESOLVED BY THE DECISION-MAKING BODY

Issues to be resolved by the decision maker (Board of Trustees) include the choice among alternatives and whether or how to mitigate significant effects identified (CEQA Guidelines, §15123 (b)(3)). Project alternatives are reviewed as part of the EIR process to identify alternative designs that would reduce project impacts while best achieving the established project objectives. The ultimate development of the project site would result in a potentially significant but mitigable impact to biological resources, cultural and paleontological resources, and noise. With implementation of proposed mitigation measures, impacts would be reduced to a less than significant level. Impacts on aesthetic resources and traffic and circulation would be significant and unmitigable. No other significant and mitigated or unmitigated impacts have been identified for the proposed project. Impacts to jurisdictional waters and coastal sage scrub from the proposed project would require additional review and permit authorizations from U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, California Department of Fish and Game, and the Regional Water Quality Control Board.

PROJECT ALTERNATIVES

In addition to one alternative that was considered but rejected, three additional alternatives to the proposed project are identified and analyzed in detail in Section 5.0 of this EIR: the No Project/No Build Alternative; the No Project/Reasonably Foreseeable Future Use of the Site Alternative; and the Light Industrial Alternative. These alternatives were chosen with a focus on reducing significant environmental impacts that would result from implementation of the proposed project.

No Project/No Build Alternative

Under the No Project/No Build Alternative, the project site would remain in its existing condition as largely agriculturally disturbed, vacant land. The existing cattle-grazing activities would continue on the site. No infrastructure improvements would be constructed, including those to implement the adopted circulation element road that would connect the area north of the site to SR 76. For these reasons the No Project/No Build Alternative is considered the Environmentally Superior Alternative. Under this Alternative, no steps would be taken to implement the policies set forth in the County's General Plan/Fallbrook Community Plan and the I-15/Highway 76 Interchange Master Plan for future development. No detailed studies to determine the area's services and facilities needs would be prepared. The site, located near the intersection of two major transportation corridors, would remain underutilized.

No Project/Reasonably Foreseeable Future Use of the Site Alternative

The project site is designated as a Special Study Area under the County's General Plan, which requires further study prior to adoption of land uses for the area, and is zoned S90-Holding Area. It also is within the I-15/Highway 76 Master Specific Plan (MSP) Area. Land uses that are proposed, but not adopted, for properties within the MSP include light industrial, industrial research park, neighborhood commercial, and residential. Such land uses require the preparation of technical studies identifying needed infrastructure, a Specific Plan for proposed development, and the provision of adequate infrastructure. Because this alternative is to be evaluated on current plans, site zoning, and is to be consistent with available infrastructure and community services, these uses will not be evaluated as part of this alternate. Instead, this alternative will evaluate what can be accomplished under existing constraints and the infrastructure currently available.

The S-90 Holding Area zone is an interim zone that limits uses to community services, interim uses, or uses which will not prematurely commit the land to a particular use or intensity of development. Consistent with the S90 zone, this alternative proposes two single-family residences on the two existing legal lots that could be developed using the limited services and access available to the site. Under the zone, agricultural activities by the lot owners would be allowed. Pursuant to Section 87.502 of the County's Grading and Clearing Ordinance, each lot owner would be allowed to clear up to five acres without a permit. No additional development, such as circulation element road improvements or offsite improvements to SR 76 would occur. No special studies, rezone, or Specific Plan would be required under this alternative. This alternative is the next Environmentally Superior Alternative after the No Project/No Build Alternative.

Light Industrial Alternative

The Light Industrial Alternative is based on the former proposal by the Campus Park Project for the project site. Industrial building area would total 1.2 million square feet. Uses would include medical, professional, research and development, assembly and light manufacturing, and support services such as day-care, restaurants, and convenience stores. In this scenario, the wetland area would be preserved as it would in the proposed project. Onsite and offsite improvements would be similar to those in the proposed project.

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Table S-1
Summary of Significant Environmental Impacts and Mitigation

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
PROJECT-LEVEL IMPACTS		
SIGNIFICANT AND UNAVOIDABLE IMPACTS		
AESTHETICS (SECTION 2.1)		
Cumulative Aesthetic Impacts		
Impact: Cumulative impacts to the surrounding landscape.	When considered on a cumulative level with other existing and planned projects in the area, the project would contribute to an overall permanent change in the visual character of the existing viewshed. The visual composition of the valley would change with the combined implementation of these projects, as lands within the valley, and within close proximity to the site, would change views of the land from (largely) undeveloped to developed. Implementation of these projects would result in a permanent change in the composition of the visual environment through the construction of housing, mixed-use and commercial uses, as well as improved open space, parking areas and roadways, the removal of natural vegetation, and installation of nighttime lighting. Although design features for individual projects would be applied in the design and construction phases of these and other future projects, the effects of introducing these elements into the landscape when considered together would result in a permanent change to the visual environment that cannot be fully mitigated. Therefore, impacts would remain significant.	Significant and Unavoidable.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
TRAFFIC AND CIRCULATION (SECTION 2.2)		
Existing Plus Project Conditions **Direct** ***Intersections*** **Impact TR-1:** The proposed project would result in significant impacts to the following intersection: Pala Road (SR 76)/Via Monserate	***Intersections*** **Mitigation Measure TR-1** To reduce impacts at the affected intersection to less than significant, the following improvement would be required: • No feasible mitigation identified. • ~~Pala Road (SR 76) / Via Monserate: Signalize and add additional east- and westbound through lane (SR 76 Widening).~~ ~~Construction of those improvements would improve the LOS at this intersection from worst-case scenario deficient LOS E, to acceptable LOS A in both the A.M. and P.M. peak hours. It should be noted that, as shown in Table 2.2-2, this intersection currently operates at a deficient LOS E. As shown in Table 2.2-18 9 this intersection would continue to operate at LOS E with or without implementation of the proposed project. As such, any additional traffic added to this intersection would result in significant adverse impacts on the ability of the intersection to accommodate additional traffic.~~ ~~The direct impacts to this intersection cannot be fully mitigated without the widening of SR 76 to increase the capacity of the intersection. As shown in Table 2.2-18, improvements to this single intersection would cost approximately $300,000.~~ ~~The mitigation exceeds the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing deficient conditions. To partially mitigate for the project's impacts to SR 76, the District would contribute a fair share contribution towards the widening of SR 76 and this intersection through the Transnet program, which has funding in place to make the improvements.~~ ~~The fair-share contribution to the widening of SR 76 is considered feasible mitigation because the improvements have already been identified by~~	Significant and Unavoidable.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	~~SANDAG as part of the Early Action Plan improvements that are anticipated to begin in 2008 and be completed by 2011. The proposed campus is not likely to begin enrollment until 2011. Therefore, the planned SANDAG/Caltrans improvements will be constructed prior to the addition of campus generated trips. However, there is no guarantee that the improvements will be completed prior to the college opening. Therefore, potential impacts to this intersection are not fully mitigated and remain significant.~~	
Roadways **Impacts TR-2, TR-3, and TR-4:** The proposed project would result in significant impacts to the following roadway segments: Pala Road (SR 76) from: **TR-2** Via Monserate to Gird Road; **TR-3** Gird Road to Sage Road; **TR-4** Sage Road to Old Highway 395	***Roadways*** **Mitigation Measures TR-2, TR-3, and TR-4** To reduce impacts at the affected roadway segments to less than significant, the following improvements would be required: • No feasible mitigation identified. ~~The mitigation required to improve the impacted roadway segment to an acceptable LOS would require SR 76 to be improved to a four-lane highway from Via Monserate to Old Highway 395, a distance of approximately 3 miles. The time and cost associated with a 3-mile highway road widening project within Caltrans' jurisdiction far exceeds the traffic impacted created but the proposed project, particularly because SR 76 is currently experiencing failing conditions. According to the traffic engineering report prepared for the County of San Diego's Traffic Impact Fee program, improvements to a State Route highway cost approximately $8 million per lane mile. For these reasons, mitigation requirements to improve SR 76 are not feasible.~~ ~~The widening of SR 76 from S. Mission Road east to Interstate 15 is identified as a high-priority Early Action Program (EAP) by SANDAG in the current RTP. The Caltrans budget estimate for this project is $240 million. The project is estimated for completion in 2011. The proposed project is expected to begin enrollment for students in the fall of 2011; however, there is no guarantee that the improvements will be completed prior to the college opening. Therefore, potential impacts to segments of SR 76 are not fully mitigated and remain significant.~~	Significant and Unavoidable.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
Horizon Year 2030 With Phase I Conditions ***Intersections*** **Impacts TR-5 through TR-14:** The proposed project would result in significant impacts to the following intersections: **TR-5** Pala Road (SR 76) / Via Monserate; **TR-6** Pala Road (SR 76) / Sage Road; **TR-~~6~~ 7** Pala Road (SR 76) / Old Highway 395; **TR-8** Pala Road (SR 76) / I-15 Southbound Ramps; **TR-~~7~~ 9** Pala Road (SR 76) / I-15 Northbound Ramps; **TR-~~8~~ 10** Pala Road (SR 76) / Pankey Road; **TR-~~9~~ 11** Pala Road (SR 76) / Horse Ranch Creek Road; **TR-~~10~~ 12** Pala Road (SR 76) / Couser Canyon Road; **TR-~~11~~ 13** Old Highway 395 / Canonita Drive – Stewart Canyon Road; **TR-~~12~~ 14** Old Highway 395 / Reche Road	***~~Horizon Year 2030~~Intersections*** **~~Mitigation Measures TR-5 through TR-7~~** **Mitigation Measure TR-5** To reduce impacts at the affected intersection to less than significant, the following improvement would be required: • Payment of TIF fees to widen SR 76 from two lanes to four lanes and signalization of the intersection. **Mitigation Measure TR-6** To reduce impacts at the affected intersection to less than significant, the following improvement would be required: • Payment of TIF fees to widen SR 76 from two lanes to four lanes. **Mitigation Measure TR-7** To reduce impacts at the affected intersection to less than significant, the following improvement would be required: • Payment of TIF fees to widen SR 76 and Old Highway 395 from two lanes to four lanes. ~~Caltrans has an established program with Transnet funding in place for the widening of Pala Road (SR 76), a fair share contribution to that program would serve as partial mitigation for intersection impacts. As such, the proposed project would contribute to the Caltrans Transnet program as mitigation for impacts on these intersections.~~ ~~In lieu of making a variety of fair-share contributions for partial mitigation for Impacts TR-5, TR-6, and TR-7, that may take several years to construct, alternative mitigation measures, located closer to the proposed project site, to reduce impacts resulting from implementation of the proposed project, during the Horizon Year 2030, have been proposed; refer to Mitigation Measures TR-9, and TR-11.~~	Significant and Unavoidable.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
~~**TR-13** Pala Road (SR 76)/Sage Road~~ ~~**TR-14** Pala Road (SR 76)/I-15 Southbound Ramps~~	**Mitigation Measure TR-8** ~~Impacts to the Pala Road (SR 76)/Pankey Road intersection shall be mitigated by signalizing the intersection to improve the traffic operations through the intersection.~~ To reduce impacts at the affected intersection to less than significant, the following improvement would be required: • Payment of fair share contribution toward I-15 / SR 76 interchange improvement project. ~~As shown in Table 2.2-21, implementation of this mitigation measure would improve the intersection to an acceptable LOS C and LOS in the A.M. and P.M. peak hours, respectively, when Pala Road (SR 76) is widened to four lanes. Potential impacts remain significant until that occurs.~~ **Mitigation Measure TR-9** ~~Impacts to the Pala Road (SR 76)/Horse Ranch Creek Road intersection shall be mitigated by construction of the intersection and signalizing the intersection.~~ To reduce impacts at the affected intersection to less than significant, the following improvement would be required: • Payment of fair share contribution toward I-15 / SR 76 interchange improvement project. ~~As shown in Table 2.2-21, implementation of this mitigation measure would improve the intersection to an acceptable LOS B when Pala Road (SR 76) is widened to four lanes. Potential impacts remain significant until that occurs.~~ **Mitigation Measure TR-10** To reduce impacts at the affected intersection to less than significant, the following improvement would be required: • Payment of TIF fees to widen SR 76 from two to four lanes and	

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	signalize the intersection. ~~In lieu of making a variety of fair-share contributions for partial mitigation that may take several years to construct, alternative mitigation measures, located closer to the proposed project site, to reduce impacts resulting from implementation of the proposed project, during the Horizon Year 2030, have been proposed; refer to Mitigation Measures TR-8, TR-9, and TR-11. Refer to Section 2.2.4, Impacts After Mitigation, for additional discussion.~~ ~~Planned improvements to widen Pala Road (SR-76) to four lanes from the Interstate 15 Northbound ramps to Couser Canyon Road are expected to begin in 2008 as part of the Rosemary's Mountain project. As such, the roadway segment will operate at acceptable conditions prior to the implementation of the proposed project. The proposed campus is not likely to begin enrollment until 2011. Therefore, the planned Rosemary's Mountain improvements (to be completed by Granite Construction) will be constructed prior to the addition of campus-generated trips. However, there is no guarantee that the improvements will be completed prior to the college opening. Therefore, potential impacts to this intersection are not fully mitigated and remain significant.~~ **Mitigation Measure TR-11** To reduce impacts at the affected intersection to less than significant, the following improvement would be required: • Payment of TIF fees to widen SR 76 from two lanes to four lanes. Construct project access roadway which includes signalization, turn lanes and storage capacity. ~~Impacts to the affected intersection shall be mitigated by implementation of the following improvement:~~ • ~~Old Highway 395/Canonita Drive-Stewart Canyon Road: Signalize; Add westbound right-turn lane.~~ ~~After the improvements have been constructed the LOS at this intersection will improve from worse case scenarios of LOS F for both the with and without the~~	

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	~~proposed project scenarios, to LOS C in both the A.M. and P.M. peak hours; respectively.; for both the with and without implementation of the proposed project scenarios.~~ **Mitigation Measure TR-12** To reduce impacts at the affected intersection to less than significant, the following improvement would be required: Payment of TIF fees to widen SR 76 from two to four lanes and signalize the intersection. ~~In lieu of making a variety of fair-share contributions for partial mitigation that may take several years to construct, alternative mitigation measures, located closer to the proposed project site, to reduce impacts resulting form the proposed project, during the Horizon Year 2030, have been proposed; refer to Mitigation Measures TR-8, TR-9, and TR-11 and to Section 2.2.4, Impacts After Mitigation, for additional discussion.~~ **Mitigation Measure TR-13** Payment of TIF fees to widen Old Highway 395, including construction of westbound right-turn lane at intersection. • ~~The mitigation for this intersection would be the same as Mitigation Measure TR-3.~~ **Mitigation Measure TR-14** To reduce impacts at the affected intersection to less than significant, the following improvement would be required: Payment of TIF fees to widen Old Highway 395, including signalization of intersection and additional eastbound through lane. ~~Caltrans has an established program with Transnet funding in place for the widening of Pala Road (SR 76), a fair share contribution to that program would serve as partial mitigation for intersection impacts. As such, the proposed project would contribute to the Caltrans Transnet program as mitigation for impacts on this intersection.~~	

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	~~In lieu of making a variety of fair-share contributions for partial mitigation that may take several years to construct, alternative mitigation measures, located closer to the proposed project site, to reduce impacts resulting form the proposed project, during the Horizon Year 2030, have been proposed; refer to Mitigation Measures TR-8, TR-9, and TR-11 and to Section 2.2.4, Impacts After Mitigation, for additional discussion.~~	
Roadways **Impacts ~~TR-15, TR-16, and TR-17~~ through Impact TR-20:** The proposed project would result in significant impacts to the following roadway segments: **TR-15** Pala Road (SR 76) from Via Monserate to Gird Road; **TR-16** Pala Road (SR 76) from Gird Road to Sage Road; **TR-17** Pala Road (SR 76) from Sage Road to Old Highway 395 **TR-18** Pala Road (SR 76) from Old Highway 395 to I-15 Southbound Ramps **TR-~~16~~ 19** Old Highway 395 from Canonita Drive-Stewart Canyon Road to Reche Road; **TR-~~17~~ 20** Old Highway 395 from Reche Road to E.	***Roadways*** **~~Mitigation Measure TR-15:~~** ~~To reduce impacts at the affected segment to less than significant, the following improvement would be required:~~ ~~Pala Road (SR-76) from Via Monserate to Gird Road: Widen SR-76 from two to four lanes. The mitigation for this section would be the same as Mitigation Measure TR-2.~~ **Mitigation Measure TR-15:** To reduce impacts on the affected roadway segment to less than significant, the following improvement would be required: Payment of TIF fees to widen SR 76 from two to four lanes. **Mitigation Measure TR-16:** To reduce impacts on the affected segment to less than significant, the following improvement would be required: Payment of TIF fees to widen SR 76 from two to four lanes. **Mitigation Measure TR-17:** To reduce impacts on the affected segment to less than significant, the following improvement would be required: Payment of TIF fees to widen SR 76 from two to four lanes. **Mitigation Measure TR-18:** To reduce impacts on the affected segment to less than significant, the	Significant and Unavoidable.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
Mission Road	following improvement would be required: Payment of TIF fees to widen SR 76 from two to six lanes. **Mitigation Measure TR-19:** To reduce impacts on the affected segment to less than significant, the following improvement would be required: Payment of TIF fees to widen SR 76 from two to six lanes. **Mitigation Measure TR-20**: To reduce impacts on the affected roadway segment to less than significant, the following improvement would be required: Payment of TIF fees to widen Old Highway 395 from two to four lanes. • Old Highway 395 from Stewart Canyon Road to Reche Road: Widen Old Highway 395 to four lanes. **Mitigation Measure TR-21:** To reduce impacts on the affected roadway segment to less than significant, the following improvement would be required: Payment of TIF fees to widen Old Highway 395 from two to four lanes. ~~**Mitigation Measure TR-16**~~ ~~This road segment is forecast to operate at deficient (LOS F) levels of service with the County's General Plan 2020 Circulation Element classifications. County General Plan 2020 update has identified this segment as operating at deficient LOS as well. County of San Diego preliminary 2020 Road Classifications concept plans identify widening Old Highway 395 as infeasible due to environmental and physical constraints as a result of existing development. As such, there would be significant and unmitigated traffic impacts on this roadway segment.~~ ~~**Mitigation Measure TR-17**~~	

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	~~This road segment is forecast to operate at deficient (LOS F) levels of service with the County's General Plan 2020 Circulation Element classifications. County General Plan 2020 update has identified this segment as operating at deficient LOS as well. County of San Diego preliminary 2020 Road Classifications concept plans identify widening Old Highway 395 as infeasible due to environmental and physical constraints as a result of existing development. As such, there would be significant and unmitigated traffic impacts on this roadway segment.~~	
2030 With Phase I and II (Includes Buildout of RTP) **Direct** ***Roadways*** **Impacts TR-22 through Impact TR-27:** The proposed project would result in significant impacts to the following roadway segments: **TR-22** Pala Road (SR 76) from Via Monserate to Gird Road; **TR-23** Pala Road (SR 76) from Gird Road to Sage Road; **TR-24** Pala Road (SR 76) from Sage Road to Old Highway 395; **TR-25** Pala Road (SR 76) from Old Highway 395 to I-15 Southbound Ramps; **TR-26** Old Highway 395	***Roadways*** **Mitigation Measure TR-22:** No feasible mitigation identified for the following segment: • Pala Road (SR 76) – Via Monserate to Gird Road **Mitigation Measure TR-23:** No feasible mitigation identified for the following segment: • Pala Road (SR 76) – Gird Road to Sage Road **Mitigation Measure TR-24:** No feasible mitigation identified for the following segment: • Pala Road (SR 76) – Sage Road to Old Highway 395 **Mitigation Measure TR-25:** No feasible mitigation identified for the following segment: • Pala Road (SR 76) – Old Highway 395 to I-15 Southbound Ramps **Mitigation Measure TR-26:** No feasible mitigation identified for the following segment: • Old Highway 395 – Stewart Canyon Road to Reche Road	

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
from Stewart Canyon Road to Reche Road; and, **TR-27** Old Highway 395 from Reche Road to E. Mission Road.	**Mitigation Measure TR-27:** No feasible mitigation identified for the following segment: • Old Highway 395 – Reche Road to E. Mission Road	
Cumulative Traffic and Circulation Impacts ~~(Section 2.2.4.1)~~		
Cumulative ***Intersections*** **Impact TR-~~18~~ 28 through Impact TR-~~22~~32:** The proposed project would result in significant cumulative impacts to the following intersections: **TR-~~18~~ 28** Pala Road (SR 76) / Via Monserate; **TR-~~19~~ 29** Pala Road (SR 76) / Old Highway 395; **TR-~~20~~ 30** Pala Road (SR 76) / Pankey Road; **TR-~~21~~ 31** Old Highway 395 / Canonita Drive – Stewart Canyon Road; **TR-~~22~~ 32** Old Highway 395 / Reche Road	**Existing Plus Cumulative Plus Project** ***Intersections*** **Mitigation Measure TR-28:** To reduce impacts at the affected intersection to less than significant, the following improvement would be required: • Payment of TIF fees to widen SR 76 from two to four lanes and signalize the intersection. **Mitigation Measure TR-29:** To reduce impacts at the affected intersection to less than significant, the following improvement would be required: • Payment of TIF fees to widen SR 76 from two to four lanes and signalize the intersection. **Mitigation Measure TR-30:** To reduce impacts at the affected intersection to less than significant, the following improvement would be required: • Payment of TIF fees to widen SR 76 from two to four lanes and signalize the intersection.	Significant and Unavoidable.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	Mitigation Measure TR-31: To reduce impacts at the affected intersection to less than significant, the following improvement would be required: • Payment of TIF fees to widen Old Highway 395 and signalize the intersection, as well as adding a westbound right-turn lane as part of the widening project. **Mitigation Measure TR-32:** To reduce impacts at the affected intersection to less than significant, the following improvement would be required: • Payment of TIF fees to widen Old Highway 395 and signalize the intersection, as well as adding an additional eastbound lane as part of the widening project. ~~**Mitigation Measure TR-18**~~ ~~The mitigation for this intersection is the same as what is proposed in mitigation measure TR-1. Therefore, potential impacts to this intersection are not fully mitigated and remain significant.~~ ~~**Mitigation Measure TR-19**~~ ~~The mitigation for this intersection is the same as what is proposed in mitigation measure TR-6. Therefore, potential impacts to this intersection are not fully mitigated and remain significant.~~ ~~**Mitigation Measure TR-20**~~ ~~Impacts to the Pala Road (SR-76)/Pankey Road intersection shall be mitigated by implementation of Mitigation Measure TR-8. As shown in Table 2.2-21, implementation of this mitigation measure would improve the intersection to an acceptable LOS C and LOS in the A.M. and P.M. peak hours, respectively when Pala Road (SR-76) is widened to four lanes. Potential impacts remain significant until that occurs.~~ ~~**Mitigation Measure TR-21**~~	

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	Impacts to the Old Highway 395/Canonita Drive – Stewart Canyon Road intersection shall be mitigated by implementation of Mitigation Measure TR-11. As shown in Table 2.2-21, implementation of this mitigation measure would improve the intersection to an acceptable LOS C when Pala Road (SR 76) is widened to four lanes. Potential impacts remain significant until that occurs. **Mitigation Measure TR-22** The mitigation for this intersection is the same as what is proposed in mitigation measure TR-6. Therefore, potential impacts to this intersection remain significant.	
Impact TR-23 through Impact TR-25: The proposed project would result in significant cumulative impacts to the following intersections: **TR-23** Pala Road (SR-76) / Sage Road; **TR-24** Pala Road (SR-76) / I-15 Northbound Ramps; **TR-25** Pala Road (SR-76) / Horse Ranch Creek Road	**Mitigation Measure TR-23** The mitigation for this intersection would require widening of Pala Road (SR 76). Therefore the mitigation for this intersection would be the same as Mitigation Measure TR-3. Therefore, potential impacts to this intersection remain significant. **Mitigation Measure TR-24** The mitigation for this intersection would be the same as Mitigation Measure TR-7. Potential impacts remain significant. **Mitigation Measure TR-25** Impacts to the Pala Road (SR-76)/Horse Ranch Creek Road intersection shall be mitigated by implementation of Mitigation Measure TR-9. As shown in Table 2.2-21, implementation of this mitigation measure would improve the intersection to an acceptable LOS B when Pala Road (SR-76) is widened to four lanes. Potential impacts remain significant until that occurs.	Significant and Unavoidable.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
Roadways **Impact TR-~~26~~ 33 through Impact TR-~~29~~36:** Implementation of the proposed project would result in significant cumulative impacts to the following segments of Pala Road (SR 76): **TR-~~26~~ 33** Via Monserate to Gird Road; **TR-~~27~~ 34** Gird Road to Sage Road; **TR-~~28~~ 35** Sage Road to Old Highway 395; **TR-~~29~~ 36** I-15 Northbound Ramps to Pankey Road	***Roadways*** **Mitigation Measure TR-33:** To reduce impacts at the affected roadway segment to less than significant, the following improvement would be required: • Payment of TIF fees to widen SR 76 from two to four lanes. **Mitigation Measure TR-34:** To reduce impacts at the affected roadway segment to less than significant, the following improvement would be required: • Payment of TIF fees to widen SR 76 from two to four lanes. **Mitigation Measure TR-35:** To reduce impacts at the affected roadway segment to less than significant, the following improvement would be required: • Payment of TIF fees to widen SR 76 from two to four lanes. **Mitigation Measure TR-36:** To reduce impacts at the affected roadway segment to less than significant, the following improvement would be required: • Payment of TIF fees to widen SR 76 from two to four lanes. ~~**Mitigation Measure TR-26**~~ ~~Mitigation for this roadway segment is the same as TR-2. Potential impacts remain significant.~~ ~~**Mitigation Measure TR-27**~~ ~~Mitigation for this roadway segment is the same as TR-3. Potential impacts remain significant.~~ ~~**Mitigation Measure TR-28**~~	Significant and Unavoidable.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	~~Mitigation for this roadway segment is the same as TR-4. Potential impacts remain significant.~~ ~~**Mitigation Measure TR-29**~~ ~~Planned improvements to widen Pala Road (SR-76) to four lanes from the Interstate 15 Northbound ramps to Couser Canyon Road are expected to begin in 2008 as part of the Rosemary's Mountain project. As such, the roadway segment will operate at acceptable conditions prior to the implementation of the proposed project. The proposed campus is not likely to begin enrollment until 2011. Therefore, the planned Rosemary's Mountain improvements (to be completed by Granite Construction) will be constructed prior to the addition of campus-generated trips. However, there is no guarantee that the improvements will be completed prior to the college opening. Therefore, potential impacts to this intersection are not fully mitigated and remain significant.~~	
IMPACTS MITIGATED TO LESS THAN SIGNIFICANT		
BIOLOGICAL RESOURCES (SECTION 3.1)		
Direct Impacts ***Sensitive Habitat*** Upland Habitat **Impacts B-1a through B-~~1c~~1d:** Implementation of the proposed project would result in significant direct onsite and offsite impacts to sensitive upland habitats including ~~3.47~~2.97 acres of Diegan coastal sage scrub, 21.63 acres of coyote brush scrub, and ~~72.8~~74.3 acres of non–native grassland (including native	**Mitigation Measure B-1a** Impacts to ~~3.47~~2.97 acres of Diegan coastal sage scrub (includes ~~2.11 acre~~ disturbed Diegan coastal sage scrub) would require mitigation at a 2:1 ratio, for a total of ~~6.94~~5.94 acres of mitigation. ~~As the proposed project would result in impacts to 0.5 acre of coastal California gnatcatcher occupied habitat, at least one acre of coastal sage scrub provided as mitigation shall be occupied by coastal California gnatcatcher.~~ Mitigation for impacts to Diegan coastal sage scrub shall be accomplished through purchase of ~~6.94~~5.94 acres of coastal sage scrub within an approved offsite mitigation area, to the satisfaction of the County of San Diego and the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity. **Mitigation Measure B-1b** Impacts to 21.63 acres of coyote brush scrub shall require mitigation at a ~~1.5:1~~	Less than Significant Impact.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
grassland/pastureland).	2:1 ratio for a total of ~~32.45~~43.26 acres. Coyote bush scrub can be appropriate habitat for coastal California gnatcatcher. Mitigation for impacts to coyote brush scrub shall be accomplished through purchase of ~~32.45~~ 43.26 acres of coyote brush scrub within an approved offsite mitigation area, to the satisfaction of the County of San Diego and the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity. **Mitigation Measure B-1c** Impacts to ~~72.96~~74.3 acres of non-native grassland shall require mitigation at a 0.5:1 ratio for a total of ~~36.48~~ 37.15acres. ~~Mitigation for impacts to non-native grassland cannot be accomplished by preserving non-native habitats. As such, m~~Mitigation for impacts to non-native grassland in the form of purchase of ~~Diegan coastal sage scrub, a habitat of higher ecological value, is considered appropriate.~~ Mitigation for impacts to non-native grassland shall be accomplished through purchase of ~~36.4~~37.15 acres of ~~Diegan coastal sage scrub~~native habitat within an approved offsite mitigation area, to the satisfaction of the County of San Diego and the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity. **Mitigation Measure B-1d** The District shall be required to prepare a Management and Monitoring Plan for the ongoing maintenance of offsite mitigation areas. The Plan shall be subject to the approval of the County of San Diego and the Wildlife Agencies, prior to initiating construction activities. The Plan shall identify a funding commitment and an appropriate natural lands management organization, outline biological resources on the site, provide for monitoring of biological resources, address potential impacts, and identify actions to be taken to eliminate or minimize those impacts.	

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
~~Jurisdictional Wetlands~~ Jurisdictional Wetland Habitat **Impacts B-2a through B-~~2d~~2f:** The proposed project would result in significant impacts on ACOE/CDFG jurisdictional wetlands including ~~0.26~~0.58 acre of alkali meadow, ~~0.15~~0.25 acre of coastal freshwater marsh, and ~~0.07~~0.35 acre of southern cottonwood-willow riparian forest. Impacts to CDFG-only jurisdictional wetlands include ~~0.31~~0.42 acre of southern willow scrub.	**Mitigation Measure B-2a** Impacts to ~~0.26~~0.58 acre of alkali meadow shall be mitigated at a 3:1 ratio, with mitigation in the form of creation, required at a minimum ratio of 1:1, for a total of ~~0.78~~1.74 acres. Mitigation for impacts to alkali meadow shall be accomplished by creating ~~0.26~~0.58 acre of alkali meadow within an approved mitigation area dedicated as open space. The remaining ~~0.52~~1.16 acre required for mitigation shall be accomplished through restoration and enhancement (2:1 ratio) of alkali meadow within an approved mitigation area dedicated as open space, or through preservation of ~~0.52~~1.16 acre of alkali meadow (1:1 ratio) within an approved mitigation area, to the satisfaction of the County of San Diego and the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity. **Mitigation Measure B-2b** Impacts to ~~0.15~~0.25 acre of coastal freshwater marsh shall require mitigation at a 3:1 ratio, with mitigation in the form of creation, required at a minimum ratio of 1:1, for a total of ~~0.45~~0.75 acres. Mitigation for these impacts shall be accomplished by creating ~~0.15~~0.25 acre of coastal freshwater marsh, within an approved mitigation area dedicated as open space. The remaining ~~0.30~~0.50 acre required for mitigation shall be accomplished through the restoration and enhancement (2:1 ratio) of coastal freshwater marsh within an approved mitigation area dedicated as open space, or through preservation of ~~0.30~~0.50 acre of coastal freshwater marsh within an approved mitigation area, to the satisfaction of the County of San Diego and the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity. **Mitigation Measure B-2c** Impacts to ~~0.07~~0.35 acre of southern cottonwood-willow riparian forest shall require mitigation at a 3:1 ratio, with mitigation in the form of creation	Less than Significant Impact.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	required at a minimum ratio of 1:1, for a total of ~~0.21~~1.05 acres. Mitigation for these impacts shall be accomplished by creating ~~0.07~~0.35 acre of southern cottonwood-willow riparian forest, within an approved mitigation area dedicated as open space. The remaining ~~0.14~~0.70 acre required for mitigation shall be accomplished through the restoration and enhancement (2:1 ratio) of southern cottonwood-willow riparian forest, within an approved mitigation area dedicated as open space, or through preservation of ~~0.14~~0.70 acre of southern cottonwood-willow riparian forest within an approved mitigation area, to the satisfaction of the County of San Diego and the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity. **Mitigation Measure B-2d** Impacts to ~~0.31~~0.42 acres of southern willow scrub shall require mitigation at a 3:1 ratio, with mitigation in the form of creation, required at a minimum ratio of 1:1, for a total of ~~0.93~~1.26 acre. Mitigation for these impacts shall be accomplished by creating ~~0.31~~0.42 acre of southern willow scrub, within an approved mitigation area dedicated as open space. The remaining ~~0.62~~0.84 acre of mitigation shall be accomplished through the restoration and enhancement (2:1 ratio) of southern willow scrub, within an approved mitigation area dedicated as open space, or through preservation of ~~0.62~~0.84 acre of southern willow scrub within an approved mitigation area, to the satisfaction of the County of San Diego and the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity. **Mitigation Measure B-2e** The District shall be required to prepare a wetland creation/restoration/enhancement plan (as appropriate) for the mitigation of project impacts to jurisdictional wetland habitat and for ongoing maintenance requirements. The District shall submit the Plan to the County of San Diego and the Wildlife Agencies for approval, prior to initiating construction	

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	activities. The Plan shall include, but not be limited to, planting and irrigation plans, planting palettes and seed mix, implementation schedule, success criteria, vegetation monitoring, and contingency measures. **Mitigation Measure B-2f** The District shall be required to prepare a Management and Monitoring Plan for the ongoing maintenance of offsite mitigation areas. The Plan shall be subject to the approval of the County of San Diego and the Wildlife Agencies, prior to initiating construction activities. The Plan shall identify a funding commitment and an appropriate natural lands management organization, outline biological resources on the site, provide for monitoring of biological resources, address potential impacts, and identify actions to be taken to eliminate or minimize those impacts.	
~~***California Gnatcatcher***~~ ~~**Impact B-3**: The proposed project would result in significant impacts to coastal California gnatcatcher as the result of grading and construction activities.~~	~~**Mitigation Measure B-3**~~ ~~(a) Impacts to coastal California gnatcatcher habitat shall be mitigated through habitat-based mitigation given in Mitigation Measure B-1a.~~ ~~(b) Cause to be placed on the face of the grading and improvement plans, "No clearing or grubbing of sensitive habitats shall occur from February 15 to August 31 of any year unless nesting activity is completed for the year (prior to August 31) or as approved by the County and concurred with the Wildlife Agencies."~~ ~~(c) Cause to be placed on the face of the grading plans:~~ ~~(1) "Conspicuous construction fencing shall be maintained in place to protect all open space easements, until the conclusion of construction"; and,~~ ~~(2) "Prior to commencement of grading, the applicant shall submit to the County of DPLU a statement from a California Registered Engineer, or licensed surveyor, verifying that said engineer or surveyor has examined the construction fencing and determined that is has been placed at the outer edge of the construction area.~~	~~Less than Significant Impact.~~

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
Least Bell's Vireo **Impact B-~~4~~3:** The proposed project would result in significant impacts to least ~~bell's~~ Bell's vireo as the result of vegetation clearing of southern cottonwood-willow riparian forest and southern willow scrub.	~~**Mitigation Measure B-4**~~**Mitigation Measure B-3** All clearing and grubbing in southern cottonwood-willow riparian forest shall be restricted during the breeding season for least Bell's vireo (March 15 to September 15), thereby avoiding direct impacts to this species. Habitat-based mitigation required in Mitigation Measures B-2c and B-2d shall be offered for direct impacts to least Bell's vireo habitat. Impacts to southern cottonwood-willow riparian forest and southern willow scrub shall require offsite mitigation at a 3:1 ratio, for a total of ~~0.21~~1.05 acre and ~~0.93~~1.26 acre, respectively, as described in Mitigation Measures B-2c and B-2d.	Less than Significant Impact.
Southwestern Willow Flycatcher **Impact B-~~5~~4:** The proposed project would result in significant impacts to southwestern willow flycatcher during the breeding season as the result of clearing and grading activities, and from the removal of vegetation in riparian habitat.	**Mitigation Measure B-~~5~~4** All clearing and grubbing in southern cottonwood-willow riparian forest shall be restricted during the breeding season for southwestern willow flycatcher (March 15 to September 15), thereby avoiding direct impacts to this species. Impacts to areas of potentially appropriate habitat (southern cottonwood-willow riparian forest) for southwestern willow flycatcher shall be mitigated for at a 3:1 ratio, as described in Mitigation Measure B-2c.	Less than Significant Impact.
Migratory Birds **Impact B-~~6~~5:** The proposed project would result in significant impacts to migratory birds as the result of grubbing, clearing, or grading activities during the breeding season (February to August).	**Mitigation Measure B-~~5~~6** (a) Project activities resulting in potentially direct impacts to migratory birds, such as clearing and grubbing, shall be restricted during the breeding season for migratory birds (approximately February to September). In the event that construction activities occur within the breeding season, a nesting bird survey shall be required in order to avoid direct impacts from grubbing of vegetation. The nesting survey shall be conducted prior to commencement of project activities occurring within the migratory bird breeding season. Nesting bird surveys shall include the entire area affected by project improvements,	Less than Significant Impact.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	as well as native habitat located within 300 feet of the project boundary. Nesting bird surveys shall be conducted no more than one week prior to the scheduled start date for project activities impacting native habitat. In the event that nesting birds are detected within the study area, clearing and grubbing activities shall be restricted until the end of the breeding season. (b) Cause to be placed on the face of the grading plans, "To avoid potential impacts on any potentially nesting migratory birds, one of the following clearing and grubbing limitations shall apply: a County-certified, qualified biologist shall perform a survey to be completed not more than one week prior to initiation of activities, and based on the survey; certify in writing to the Wildlife Agencies that there are no nesting migratory birds on the project site; If the biologist's survey has located nesting migratory birds, certify in writing to the County and/or Wildlife Agencies as appropriate that nests are not within 300 feet of the project boundary; The biologist shall verify in writing to the County and/or Wildlife Agencies that nesting has occurred but has ceased and clearing, grubbing and grading can occur until the following February 1 without impact on nesting migratory birds.	
Other Wildlife Species **Impact B-~~7~~6:** The proposed project would result in significant impacts to sensitive avian species, including white-faced ibis, Cooper's hawk, white-tailed kite, San Diego cactus wren, yellow warbler, yellow-breasted chat, and rufous-crowned sparrow, from grubbing, clearing, and grading activities.	**Mitigation Measure B-~~7~~6** Direct impacts to white-faced ibis, white-tailed kite, Cooper's hawk, San Diego cactus wren, yellow warbler, yellow-breasted chat, and rufous-crowned sparrow shall be avoided by restricting clearing of vegetation during the breeding season (approximately February to September). Mitigation for impacts to habitats used by these species shall occur as habitat-based mitigation, as stated in Mitigation Measures B-1a and B-1c, and B-2a and B-2c.	Less than Significant Impact.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
Indirect Impacts **Impact B-~~8~~7**: The proposed project would result in significant impacts as the result of edge effects and/or indirect impacts ~~on open space, resulting~~ from the invasion of non-native plant species, lighting, errant construction, human activities and/or human and pet intrusion.	**Mitigation Measure B-~~8~~7** Indirect impacts shall be mitigated through implementation of the following measures: (a) The limits of grading shall be temporarily flagged and fenced with silt fencing or construction fencing, prior to grading to prevent impacts to areas adjacent to the limits of grading. Prior to clearing of vegetation, a qualified biologist shall inspect the location of the fence to ensure that no vegetation loss occurs from installation of the fence. The fencing shall be temporary and shall only be removed upon the completion of grading, brushing and clearing activities. (b) A qualified biologist shall monitor the limits of grading during clearing, grubbing, and grading activities. The site shall be monitored once a day and reports shall be submitted to the ~~County of San Diego~~ District weekly. ~~Unanticipated impacts to sensitive resources shall be reported to the appropriate resource agencies within 24 hours.~~ The biological monitor shall have the authority to halt construction activities to prevent or avoid the take of any listed species and/or to ensure compliance with all avoidance, minimization, and mitigation measures. Any unauthorized impacts or actions shall be brought to the attention of the District and the Wildlife Agencies within 24 hours. (c) ~~No~~ To reduce potential indirect impacts resulting from construction activities or resulting noise, no ~~grubbing,~~ clearing, ~~or~~ grading, or trenching shall be conducted within 300 feet of appropriate habitat for least Bell's vireo during its breeding period (March 15 to September 15); appropriate habitat for coastal California gnatcatcher during its breeding period (February 15 to August 31); and within 500 feet of occupied raptor nests. (d) All proposed lighting of the completed project shall be shielded and directed away from riparian habitats immediately west of the project area.	Less than Significant Impact.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	(e) Native plants shall be used to the greatest extent feasible in the landscape areas adjacent to and/or near existing areas of native habitat. The use of invasive plants or vegetation that requires intensive irrigation, fertilizers, or pesticides adjacent to native habitat (Native Area) shall be prohibited. Water used for landscaping shall be directed away from adjacent habitat and contained and/or treated within the development footprint. (f) Permanent signage shall be installed along the northern boundary of the onsite Native Area to identify the area as such, and to restrict access into this area of the property. Signage shall be clearly visible and shall be placed approximately every 100 feet along the northerly limits of the Native Area. Signage shall be corrosion resistant, a minimum of six by nine inches in size, not less than three feet in height above ground surface, and state the following: "Sensitive Environmental Resources; Disturbance Beyond this Point is Restricted."	

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
Cumulative Biological Impacts (Section 3.1.5)		
Cumulative Impacts ***Diegan Coastal Sage Scrub*** **Impact B-~~9~~8:** The proposed project would contribute to significant cumulative impacts on Diegan coastal sage scrub. Collectively, the cumulative projects would result in significant impacts on approximately 94.0 acres of Diegan coastal sage scrub. The proposed project would impact ~~3.47~~2.97 acres (includes ~~2.11 acres~~ disturbed Diegan coastal sage scrub), or approximately four percent of the cumulative impact.	**Mitigation Measure B-~~9~~8** Mitigation for this impact is the same as for Mitigation Measure B-1a.	Less than Significant Impact (Project Contribution).
Non-native Grassland **Impact B-~~10~~9:** The proposed project would contribute to significant cumulative impacts on non-native grassland. Collectively, the cumulative projects would result in significant impacts on approximately ~~194~~ 195 acres of non-native grassland. The proposed project would impact ~~72.87~~74.3 acres (includes 72.3	**Mitigation Measure B-~~10~~9** Mitigation for this impact is the same as Mitigation Measure B-1c.	Less than Significant Impact (Project Contribution).

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
acres disturbed non-native grassland), or approximately 38 percent of the cumulative impact.		
Southern Cottonwood-Willow Riparian Forest **Impact B-~~11~~10:** The proposed project would contribute to significant cumulative impacts on southern cottonwood-willow riparian forest. Collectively, the cumulative projects would result in significant impacts on approximately ~~39.52~~39.8 acres of southern cottonwood-willow riparian forest. The proposed project would impact ~~0.07~~0.35 acre, or approximately 0.2 percent of the cumulative impact.	**Mitigation Measure B-10~~11~~** Mitigation for this impact is the same as for Mitigation Measure B-2c.	Less than Significant Impact (Project Contribution).
CULTURAL RESOURCES (SECTION 3.2)		
Impact CR-1: The proposed project would result in significant impacts on cultural resource site CA-SDI-682, Locus B.	**Mitigation Measure CR-1** *Archaeological Site Capping Plan* An archaeological site capping plan for the protection of site CA-SDI-682 ~~Loci~~ Locus B~~A and B~~ shall be implemented to the satisfaction of the County of San Diego Director of Planning and Land Use. Implementation of the capping plan shall include the following: • Prior to placing the cap, submit a letter to the Director of Planning and Land Use that a County certified archaeologist has been retained to	Less than Significant Impact.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	supervise and monitor capping of the archaeological site. • Capping of the archaeological site shall be conducted by first placing construction fabric (e.g. Amoco) or a minimum of six inches of sterile sand over the entire area of the archaeological site to be capped. Cover the sand layer with 1.5 to 2.0 feet of clean fill dirt. This layer shall be "feathered" out to ten feet beyond the defined boundary of the capping area to create a buffer. The materials used for capping shall be stockpiled and spread by hand. • After capping, the soil cap shall be landscaped with drought-resistant shallow rooted species. Selection of the species shall be made in consultation with a landscape architect. Temporary irrigation shall be a drip system and shall be removed as soon as the vegetation has established. • After the cap has been completed and the landscaping installed, the archaeologist shall prepare a final letter report that details how the capping procedure and landscaping was completed. • After capping, all of the following activities are prohibited from taking place on the capped archaeological site: grading; excavation; placement of soil, sand, rock, gravel, or other material; clearing of vegetation; construction, erection, or placement of any building or structure; vehicular activities; trash dumping; or use for any purpose other than open space. The sole exception(s) to the prohibition is: The planting of shallow rooted plants, irrigation lines, or utility lines in the sterile cap above the archaeological deposits, according to a plan approved by the Director of Planning and Land Use. Moreover, recommendations per County directives include: *Archaeological Open Space Easement Dedication* ~~Grant~~ Prior to issuance of a grading permit, the District shall provide evidence to the County of San Diego that an open space easement has been recorded	

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	over ~~portions of Lot(s)_____ as shown on the _____.~~ the limits of Locus B. This easement is for the protection of archaeological site CA-SDI-682, ~~Loci A and~~ Locus B and prohibits all of the following on any portion of the land subject to said easement: grading; excavation; placement of soil, sand, rock, gravel, or other material; clearing of vegetation; construction, erection, or placement of any building or structure; vehicular activities; trash dumping; or use for any purpose other than open space. The sole exception(s) to the prohibition is: • Scientific investigations conducted pursuant to a research design prepared by an archaeologist certified by the Register of Professional Archaeologists and approved by the Director of Planning and Land Use. • Implementation of a site capping plan approved by the Director of Planning and Land Use. • Selective clearing of vegetation by hand to the extent required by written order of the fire authorities for the express purpose of reducing an identified fire hazard. • Uses, activities, and placement of structures expressly permitted by the Director of Planning and Land Use, whose permission may be given only after following the procedures and complying with all requirements applicable to an Administrative Permit pursuant to the Zoning Ordinance of the County of San Diego. • Activities required to be conducted pursuant to a revegetation, habitat management or landscaping plan approved by the Director of Planning and Land Use. • Vegetation removal or application of chemicals for vector control purposes where expressly required by written order of the Department of Environmental Health of the County of San Diego, in a location and manner approved in writing by the Director of Planning and Land Use.	

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	Temporary Fencing for Archaeological Sites Prior to approval of grading permits or improvement plans, the applicant shall: Prepare and implement a temporary Fencing and Signage Plan for the protection of archaeological site CA-SDI-682, ~~Loci~~ Locus A and ~~Loci~~ Locus B, during any grading activities required within ~~one hundred feet (100') of open space easement "A," as shown on the open space exhibit plot plan dated _____~~. fifty (50) feet of the limits of Locus A or the open space easement dedicated over Locus B. The fencing plan shall be prepared in consultation with a qualified archaeologist to the satisfaction of the County of San Diego Director of Planning and Land Use. The fenced area shall include a buffer sufficient to protect the archaeological site. The fence shall be installed under the supervision of a qualified archaeologist prior to commencement of grading or brushing and will be removed only after the grading operations have been completed. *Grading Monitoring Program* A Grading Monitoring Program shall be implemented to mitigate for the potential presence of undiscovered, buried resources in the proximity of CA-SDI-682, including ~~Loci~~ Locus C and where grading would occur in on the south side of SR 76. The Grading Monitoring Program shall include the following: Prior to approval of grading or improvement plans, the applicant shall: • Implement a Grading Monitoring Program to mitigate potential impacts to undiscovered buried cultural resources to the satisfaction of the Planning Director. • Provide evidence to the Department of Planning and Land Use that a County certified archaeologist and Native American Monitor have~~has~~ been contracted to implement a Grading Monitoring Program to the satisfaction of the Director of Planning and Land Use (DPLU). The consulting archaeologist shall contract with a Native American monitor to be involved with the Grading Monitoring Program. A letter from the Project Archaeologist shall be submitted to the Director of	

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	Planning and Land Use. • If human remains are discovered, the Principal Investigator shall contact the County Coroner. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains. • Complete and submit a final report that documents the results, analysis, and conclusions of all phases of the Grading Monitoring Program to the satisfaction of the Director of Planning and Land Use.	
Impact CR-2: The proposed project could result in significant impacts to ~~unknown~~ undiscovered ~~historic~~ resources at CA-SDI-16890.	**Mitigation Measure CR-2** *Grading Monitoring Program* A Grading Monitoring Program shall be implemented to mitigate for the potential presence of undiscovered, buried resources in the proximity of CA-SDI-16890. The Grading Monitoring Program shall include the following: Prior to approval of grading permits or improvement plans, the applicant shall: • Implement a Grading Monitoring Program to mitigate potential impacts to undiscovered buried cultural resources. ~~to the satisfaction of the Planning Director~~. A Monitoring Discovery and Historic Properties Treatment Plan shall be prepared to the satisfaction of the County of San Diego Director of Planning and Land Use. • Provide evidence to the Department of Planning and Land Use that a County certified archaeologist and Native American Monitor have~~has~~ been contracted to implement a Grading Monitoring Program to the satisfaction of the Director of Planning and Land Use (DPLU). The consulting archaeologist shall contract with a Native American monitor to be involved with the Grading Monitoring Program. A letter from the Project Archaeologist shall be submitted to the Director of Planning and Land Use.	Less than Significant Impact.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	• A Monitoring Discovery and Historic Properties Treatment Plan shall be prepared, prior to commencement of all construction activity. The applicant shall complete and submit a final report that documents the results, analysis, and conclusions of all phases of the Grading Monitoring Program to the satisfaction of the Director of Planning and Land Use. • If human remains are discovered, the Principal Investigator shall contact the County Coroner. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains.	
NOISE (SECTION 3.3)		
Impact N- 1: Noise resulting from traffic on I-15 would result in exterior noise levels at sensitive land uses (outdoor areas) exceeding the 70 dBA CNEL threshold. This would be a significant impact.	**Mitigation Measure N-1** As outdoor use areas are developed concurrently with the campus, an exterior noise analysis based upon the final design of the buildings and outdoor areas shall be required. Upon completion of the final development plans for outdoor areas identified for use by students and faculty, the exterior noise analysis shall be prepared and submitted to the Palomar Community College District to ensure that outdoor noise levels are within the limits of State Guidelines and are conducive to an education environment.	Less than Significant Impact.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
Impact N-2: The future interior noise level of classrooms exposed to an exterior CNEL greater than 60 dBA CNEL may experience an interior CNEL of greater than 50 dBA CNEL. This would be a significant impact.	**Mitigation Measure N-2** Prior to issuance of building permits for the proposed project, an interior noise analysis (using worst-case noise levels, either existing or future) compliant with the California Code of Regulations (CCR), Title 24, Noise Insulation Standards shall be required. The acoustical analysis shall demonstrate that, at onsite locations where noise levels at structural façades is in excess of 60 dBA CNEL, the proposed architectural design will reduce interior noise to 50 dBA CNEL or less.	Less than Significant Impact.
Impact N-3: Noise generated from mechanical equipment associated with the proposed project would significantly impact sensitive receptors onsite (i.e. classrooms), or within the project vicinity.	**Mitigation Measure N-3** Electrical and mechanical equipment (i.e., ventilation and air conditioning units) shall be located away from sensitive receptor areas. Additionally, the following considerations should be given prior to installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporation of the use of parapets into building design. A site-specific noise analysis shall be required to demonstrate that noise from electrical and mechanical equipment does not exceed maximum interior noise level criteria established for sensitive land uses and that maximum exterior noise levels have been mitigated to the maximum extent feasible.	Less than Significant Impact.
PALEONTOLOGY (SECTION 3.4)		
Impact PAL-1a to 1g : Implementation of the proposed project would result in significant impacts to unknown paleontological resources during grading and improvement activities.	**Mitigation Measure PAL-1a** A qualified paleontologist shall be at the pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. A qualified paleontologist is defined as an individual having an MS or PhD in paleontology or geology who is familiar with paleontological procedures and techniques, is knowledgeable in the geology and paleontology of San Diego County, and who has worked as a paleontological mitigation project supervisor in the County for at least one year.	Less than Significant Impact.

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	Mitigation Measure PAL-~~2~~1b A paleontological monitor shall be onsite on a full-time basis during the original cutting of previously undisturbed deposits of moderate paleontological resource sensitivity (i.e., Quaternary river terrace deposits) to inspect exposures for contained fossils. A paleontological monitor is defined as an individual having experience in the collection and salvage of fossil materials. The paleontological monitor shall work under the direction of a qualified paleontologist. If the qualified paleontologist or paleontological monitor ascertains that the river terrace deposits are not fossil-bearing, the qualified paleontologist shall have the authority to terminate the monitoring program. **Mitigation Measure PAL-~~3~~1c** If fossils are discovered, they shall be recovered by the qualified paleontologist or paleontological monitor. In most cases, fossil salvage can be completed in a short period of time, although some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for recovering small fossil remains, such as isolated mammal teeth, it may be necessary to set up a screen-washing operation on the recovery site. **Mitigation Measure PAL-~~4~~1d** If any sub-surface bones or other potential fossils are found anywhere within the project site by construction personnel in the absence of a qualified paleontologist or paleontological monitor, the qualified paleontologist shall be notified immediately to assess their significance and make further recommendations. **Mitigation Measure PAL-~~5~~1e** Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged as part of the mitigation program. **Mitigation Measure PAL-~~6~~1f** Prepared fossils, along with copies of all pertinent field notes, photos, and	

Table S-1, continued

Potential Impact	Mitigation Measures	Significance of Impact After Mitigation
	maps, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils shall be accompanied by financial support from the applicant for initial specimen storage. **Mitigation Measure PAL-~~7~~ 1g** A final summary report outlining the results of the mitigation program shall be prepared by a qualified paleontologist and submitted to the County of San Diego for concurrence. This report shall include discussions of the methods used, stratigraphic section(s) exposed; fossils collected, and significance of recovered fossils.	

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1.0 PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING

1.1 PROJECT DESCRIPTION AND LOCATION

1.1.1 Precise Location and Boundary

The Palomar Community College – North Education Center (hereafter referred to as the "proposed project" or "project") is located approximately 50 miles north of Downtown San Diego, in the community of Fallbrook in the unincorporated area of northern San Diego County; refer to Figures 1-1 and 1-2 for the regional and local location of the project site. The approximately 85-acre site is located to the northeast of the intersection of State Route 76 (SR 76/Pala Road) and Interstate 15 (I-15), generally to the south of Pala Mesa Heights Drive. Refer to Figure 1-3 for an aerial view of the area surrounding the project site. Primary access to the site will be from Horse Ranch Creek Road, a public road to be constructed as part of the project. Horse Ranch Creek Road will extend from SR 76 in the south to Pankey Road in the north. The Assessor's Parcel Numbers (APNs) for the site are 108-120-55 and 108-121-16.

1.1.2 Project's Component Parts

1.1.2.1 Facilities and Support Structures

The Palomar Community College District (District) proposes to develop an education center in northern San Diego County within the northern portion of the District's boundaries. The education center is proposed to complement the main college campus in San Marcos and offer an extension of the general education classes. Facilities planned include instructional space (lecture and laboratory), administrative services, a library, offices, a student services center, food services, maintenance/operations, and other support services. Surface parking areas would generally be constructed in the northern and southern portions of the property. Open space athletic fields are also envisioned as part future development of the educational center in the southern portion of the site in the future; refer to Figure 1-4 for a Conceptual Site Plan. All of the proposed facilities would be located within an approximately 56.5-acre footprint. The project would be constructed in two phases. Initial development, Phase I, would consist of approximately ~~100,000~~75,000 to 150,000 square feet (s.f.) of development and related parking, and would include initial project opening (approximately 40 percent of project buildout or 3,400 enrolled students). The second phase, Phase II, would include to project buildout, with a maximum student population of 8,500 students. ~~As shown in Figure 1-4, all of the proposed facilities would be located within an approximately 56.5-acre footprint.~~ Development of the project site would be phased over several decades, with an estimated total building square footage of approximately 380,000 ~~to 533,000~~ s.f., which is anticipated to occur around the year 2030. The project site would be built out commensurate with student enrollment levels and programming needs.

The conceptual project design also includes a Native Area of approximately 25 acres in the southern portion of the property. The Native Area consists of a mixture of non-native and wetland habitats. To avoid wetland impacts, no development is proposed in this area as part of the proposed project. Signage will be placed along the northern boundary of the Native Area approximately every 100 feet to identify the area as such and to restrict access to this area of the property. Development of this area may occur at a future point in time as part of a

separate action, if the District determines additional property is needed to support the educational programming of the center. The limits of the development footprint have been setback 50 feet from the wetland areas in the Native Area.

The following is a summary of the proposed facilities and land uses, based on the *Palomar Community College District Master Plan 2022* (August 2003):

- Structures
- Temporary Buildings and Construction Staging Areas
- Parking & Access Roads
- Outdoor Recreational Areas
- Setbacks / Common Open Space
- Native Area / No Development Proposed

Total: Approximately 85 Acres

~~Enrollment~~

~~The proposed educational center would have a total projected student population of 8,500 enrolled students when the project is fully built out in approximately 20 years. Based on current enrollment projections, the District expects to build campus facilities incrementally as student demand and capital building budgets grow.~~

~~Student populations at community colleges function differently than student populations at high schools, or even four-year colleges and universities. The majority of students that attend community colleges do not attend school everyday like a high school student, nor do most community college students enroll in the number or hours or units that a full time student at a four-year college would. Many students at a community college typically take only a few classes at a time in between work or other activities. As a result, measuring a campus size or demand based on a total enrollment does not always provide an accurate reflection of the number of students using the campus at any given time.~~

~~To equate a total student enrollment with a daily average, community college districts calculate a full time equivalent student (FTES) number The FTES is a representative daily average of students using the campus based on the total student enrollment. There are a variety of ways to calculate FTES, depending on the resource that is being evaluated. For the proposed project, and to represent a "worst-case" scenario for the evaluation of potential impacts, a FTES of 2,833 was used to evaluate project impacts (e.g. traffic impacts), based on the number of students expected to attend the center at full buildout (year 2030). For purposes of the analysis in this EIR, the FTES was calculated based the average attendance at the main San Marcos campus during the fall semester when enrollments are typically the highest.~~

~~Based on past enrollment records, officials at the District estimate the students enrolled in classes at Palomar College San Marcos Campus engage in about 10 "contact hours" every week. "Contact hours" are defined as that time in which the student is involved in direct face-to-face instructional contact with faculty member(s). This compares with approximately five contact hours at the District's existing Escondido educational center. This analysis assumes~~

~~10 hours because it represents a more conservative number and the proposed center is larger than the Escondido Center. In addition to the contact hours, which are referred to as Weekly Student Contact Hours (WSCH), there is the total time per week that a student may be on campus but not in direct contact with a faculty person. Based on past attendance, school officials estimate that a student is on campus approximately 15 hours per week per semester (fall and winter). Each semester at Palomar College is 17.5 weeks long.~~

~~Therefore, based on the San Marcos campus attendance information, the following formula is used to calculate FTES:~~

$$\text{FTES} = \frac{(8{,}500 \times 10) \times 17.5}{525} = 2{,}833$$

~~Where:~~

~~8,500 = the total projected enrollment of the education center at buildout in 2030~~

~~10 = the average number of student contact hours with faculty per week~~

~~17.5 = the length of a semester term in weeks~~

~~525 = the number of hours a student is on campus per year (2 semesters) = $(15 \times 17.5) \times 2$~~

~~Therefore, based on the calculations above, the proposed project will have a FTES of 2,833 at full buildout in approximately 20 years. This number is considered a conservative estimate of the student population because it has been modeled after the larger San Marcos campus which offers more classes, more facilities, and a greater number of degree programs than what is proposed at the North Education Center.~~

1.1.2.2 Recreational Facilities and Open Space

Recreational facilities envisioned with the Conceptual Site Plan include two ball fields, a turf athletic field, and tennis courts in the southern portion of the area proposed for development. These facilities would be developed over future years, as demanded by the growth of the student population. Generally surrounding each of these recreational facilities would be common open space areas, which could be used by students or faculty for passive recreational purposes, such as meeting space or for studying.

Useable open space would also be provided around the educational buildings. Large common areas are proposed around the campus buildings and would provide opportunities for reading, relaxing, eating, and social gathering of students and faculty. These areas would be visually enhanced through the use of landscaping and other such improvements.

1.1.2.3 Parking

At full buildout, the Conceptual Site Plan plans for approximately 2,125 surface parking spaces. The majority of parking is proposed in the northern and southern portions of the site; refer to Figure 1-4. Parking would be provided at a standard ratio for community college campuses of one parking space per every four students (this ratio factors in consideration for faculty and staff generated by the student population). Therefore, at a projected future student population of 8,500 enrolled students, an estimated 2,125 parking spaces would meet anticipated parking demand at full buildout of the educational center.

Initial parking would be constructed as surface parking near the first structures built. Additional parking would be added where needed as construction of the Education Center continues over future years to ensure that, as the student population increases, parking demands are adequately met.

Although not anticipated, parking may be constructed in the form of an above-ground parking structure if the future student/faculty population creates such a demand. However, it is anticipated that future parking demand can be met with the provision of surface parking, as shown in Figure 1-4.

1.1.2.4 Phasing

~~No specific phasing plan has been identified in the Palomar College Facilities Master Plan.~~

As noted previously, the proposed project would be built constructed in two phases, as funding for construction becomes available to the District. The first phase, Phase I, of the project would consist of approximately 75,000 to 150,000 gross square feet of building space, to include a mixture of laboratory, lecture, and library space. Based on the building space available, the education center is anticipated to accommodate approximately 3,400 students. Construction of Phase I is expected to be completed by the third quarter of 2011, with classes beginning fall semester of 2011.

Phase II of the of the proposed project would consist of the remainder of the building space, which would consist of approximately 228,000 gross square feet of building space. At the completion of Phase II the proposed project would have approximately 380,000 square feet of building space to support a maximum of 8,500 enrolled students. It is unknown at this time when construction of Phase II would begin, as it is dependent on student demand for additional facilities and available funding. For purposes of this analysis it is anticipated that the Phase II construction will be built out over 20 years with completion around the year 2030.

~~Development of the proposed facilities for the North Education Center would occur over several decades.~~ Future student population growth in the northern portion of the District would determine the development or construction of additional facilities and services. To allow for an effective assessment of a worst-case scenario of environmental impacts potentially resulting from development of the North Education Center, the proposed project is evaluated at full buildout condition. ~~As stated above, buildout of the proposed Palomar Community College site is anticipated to occur around the year 2030.~~ Grading of the approximately 56.5-acre development footprint area and areas where offsite roadway improvements are proposed would not be phased and would occur all at once.

1.1.2.5 Trails

A multi-purpose trail would be constructed to within the right-of-way of Horse Ranch Creek Road, along the western side of the roadway, along the improved project frontage (generally from the northern property boundary to the southern property boundary). The trail would be constructed as a meandering 8-foot wide decomposed granite stabilized walkway, lined with a rail fence. The trail would be dedicated to the County of San Diego through an Irrevocable Offer of Dedication [IOD] for maintenance purposes. A minimum 6-foot wide landscaped parkway would separate the trail and the roadway for safety purposes. The trail would facilitate pedestrian, equestrian, and bicycle travel. As the roadbed for Horse Ranch Creek

Road would be graded from Pankey Road to SR 76, the graded shoulders could be utilized as a trail along the portion of the road south of the Native Area to SR 76, although the trail would not be surfaced. The proposed trail would allow for a potential connection with other local trails as the County of San Diego's Trails Master Plan is built out.

1.1.2.6 Landscaping

Landscaping would be planted onsite within common areas, parking lots, and adjacent to pathways and structures to enhance the visual appearance of such features, as well as to provide shade and shelter. Landscaping may also be planted along the western project boundary and the improved project frontage along Horse Ranch Creek Road to screen views into the site from public vantage points, thereby reducing potential visual impacts of the facilities within the surrounding viewshed. Landscaping along Horse Ranch Creek Road within the County of San Diego ROW would be reviewed and approved by the County of San Diego.

Landscape materials would be selected by the District at the time when new structures or facilities are constructed. It is anticipated that landscaping would reflect the surrounding rural landscape of the Fallbrook community, with trees and vegetation that complement the native setting. All landscape materials would be drought tolerant, native vegetation to reduce overall water demand for irrigation. Landscape plans will include native non-invasive plant species and avoid plant species listed on the California Invasive Plant Council's (Cal-IPC) Invasive Plant Inventory. The District would be responsible for the maintenance and management of all onsite landscaping.

A 10-inch reclaimed water line would be installed within Horse Ranch Creek Road to supply water for future landscaping needs, both onsite and along Horse Ranch Creek Road. Currently, there is no existing reclaimed water service available in the area; however, the infrastructure will be in place once the service is available through the Rainbow Municipal Water District.

1.1.2.7 Fuel Management

The property is located within a wildland hazardous fire area. The site is also located within a State Responsibility Area (SRA) and is subject to California Code of Regulations (CCR) Title 24, which requires the preparation of a Fire Protection Plan. The entire 56.5-acre development area would be graded in preparation for future development. At this time all of the existing vegetation within the development area would be removed. Buildings onsite would be separated from vegetation offsite by parking lots and landscaped common areas. A parking lot and ball fields would separate future development from native vegetation in the native area. The project site is separated from large areas of native vegetation on the west by Interstate 15. As part of the improvements proposed with the project, Horse Ranch Creek Road will be graded to its full 106-foot right-of-way width, providing a fire break on the east side of the property. As shown in Figure 1-4, parking areas will buffer buildings to the north. Parking areas, ball fields, and hard court areas will buffer buildings from the native vegetation to the south. Horse Ranch Creek Road will provide two emergency access routes (north and south) away from the project site.

The project site will be landscaped with non-invasive irrigated vegetation as the project site is developed. The project frontage will be landscaped initially for aesthetic purposes. The

District would be responsible for brush clearing and landscape maintenance activities. The project has been designed such that a minimum 100-foot fire clearing area is located around all proposed buildings. Future buildings must meet the design specifications of the Department of the State Architect and the North County Fire Protection District.

1.1.2.8 Lighting

The proposed project will include lighting onsite for security and safety of the students and faculty. Lighting will consist of low-impact, shielded lighting around buildings and walkways. Parking areas would also have lighting for security and safety. Where feasible, lighting ballards will be used to minimize light spillover and visibility from offsite areas. No lighting is proposed for the athletic fields. Any required lighting adjacent to the Native Area will be shielded and directed away from the Native Area.

1.1.2.9 Signage

It is anticipated that one monument sign would be installed at the northernmost and southernmost entrances into the site along Horse Ranch Creek Road. Monument signs would be similar to those installed at the San Marcos campus in terms of size and intent. It is anticipated that traditional materials that reflect the rural setting of the Fallbrook area, such as stone and wood, would be used to complement the natural rural setting and create an overall cohesive visual theme.

Onsite signage for roadway and building identification, directories, and other informational purposes would also be installed as needed. Signage size and materials would be consistent with that typically used at the San Marcos campus. Lighting for onsite signage would be of the minimum necessary for adequate visibility, and would be shielded to reduce potential lighting impacts and glare or spillover into offsite areas.

1.1.3 Technical, Economic, and Environmental Characteristics

1.1.3.1 Technical

Water Service

Water service to the project site would be provided by the Rainbow Municipal Water District. According to the *Overview of Water Service for the Palomar Community College in the County of San Diego,* produced by Dexter Wilson Engineering (2007), there is an existing 16-inch water main approximately 2,650 feet north of the site within Stewart Canyon Road; refer to Appendix ~~L~~M. The 16-inch water line would be extended to the project site, run south along Horse Ranch Creek Road, then connect to an existing 16-inch water line within SR 76 at Pankey Road. The proposed alignment is shown in Figure 1-5. A fire flow requirement of approximately 4,000 gallons per minute (gpm) is anticipated, based on the projected building square footages for the North Education Center. The 16-inch water line would be adequate to meet fire flow requirements. It is possible that fire flow demands could be met with a smaller line, but it is anticipated that the RMWD would require the 16-inch line as part of its network. The size of the line would provide some opportunity for future developments in the area that would tie into the water line to reimburse Palomar College in accordance with requirements of the RMWD.

It is also assumed that a 10" reclaimed water line will be installed within Horse Ranch Creek Road parallel to the potable water line to provide water for future landscaping needs; however, currently, there is no existing reclaimed water line available to connect to.

Sewer Service

Sewer service for the project site would also be provided by the RMWD. An existing 10" sewer line runs along the west boundary of the campus and is available to serve the site. The existing sewer line alignment is shown in Figure 1-6. The *Overview of Sewer Service for the Palomar Community College in the County of San Diego*, prepared by Dexter Wilson Engineering (2007), determined that this sewer connection would be adequate to serve the project site on an interim basis until a main trunk line is installed along Horse Ranch Creek Road, which will occur with implementation of the future Campus Park project planned to the east of the Palomar College site; refer to Appendix ~~M~~N. Once the trunk line is installed, sewerage from the Palomar College site may need to be re-routed to the trunk line, depending on the sewerage needs of the campus at that time. The existing line would be adequate to serve the first several buildings developed on the proposed site. If the main line is not installed, the College may be required to construct additional sewerage facilities in the future, with connection to the existing line within SR 76, at the time in the future when the population of the Center would demand such improvements.

The RMWD has indicated that it can adequately provide sewer service to the Palomar College site. The Palomar College School District has purchased 100 EDUs from the Rainbow Water District for future sewer service, which will be more than adequate to serve the campus at full buildout. Therefore, sewer service for the project site would be adequate both in the interim, as well as at full project buildout.

Storm Drains

Storm water from the project site would be collected within a storm drain that would traverse the project site and a vegetated swale located along the western boundary of the site, adjacent to the Horse Ranch Creek drainage. The surface water would be conveyed to a detention basin where the water would be detained and would settle prior to being released into the existing drainage. Storm drain facilities would be required to route offsite flows approaching from the east across the project site, where they will be detained prior to release into the existing drainage.

- Onsite Storm Drain Facilities. A single, central storm drain would be required to collect and convey water through the project site.
- Detention Facilities. A detention facility is required in the southern tip of the development area to attenuate developed condition flows to their existing condition levels. The final design of the facility would be coordinated with the storm water quality Best Management Practices (BMP) device at that location. This facility would not detain a significant volume of water and thus would not exceed California Department of Safety of Dams (DSOD) jurisdictional thresholds.
- Permanent Storm Water Quality Best Management Practices. Storm water quality BMPs would be installed throughout the site. BMPs for the project site include curb-inlet storm water filtration units, riprap aprons for all storm drain outfalls, a vegetated swale, and a water quality/detention basin.

Dry Utilities

Electrical service to the site would be provided by San Diego Gas and Electric (SDG&E). The college would be expected to install all electrical structures. Electrical and phone lines extended to the site will be undergrounded, with possible exception of an existing overhead high voltage line. Undergrounding of the high voltage line will be evaluated as specific engineering design details are prepared for site development. If service lines are used by other developments within the project area at a future date, the District could potentially recover a portion of the costs from these new users. These cost recoveries are set on a sliding scale by SDG&E and typically expire after 10 years.

A 20-foot wide utility easement will be provided along a portion of the west side of Horse Ranch Creek Road. The easement will be used to convey an underground San Diego Gas and Electric (SDG&E) power line. The easement will be located outside of the roadway right-of-way, and adjacent to the 16-foot wide landscape easement; refer to Figure 1-7. The easement will begin at the southeastern corner of the project boundary and will run north along the west side of Horse Ranch Creek Road for approximately 1,200 feet.

Vehicular Circulation and Roadway Improvements

Regional access to the project site is generally from I-15, which runs north/south just to the west of the site, and Pala Road/State Route 76 (SR 76), which runs east/west to the south of the project site. Access to the future North Education Center would be from I-15, to SR 76, to (proposed) Horse Ranch Creek Road from the south, and from Old Highway 395, to Stewart Canyon Road-Canonita Drive, to Pankey Road, to (proposed) Horse Ranch Creek Road from the north; refer to Figures 1-1 and 1-2.

Proposed Offsite Roadway Improvements

Roadways

Horse Ranch Creek Road (Proposed)

Horse Creek Ranch Road (proposed) would serve as the main access to the Palomar College site. The road would be constructed offsite, adjacent to the eastern boundary of the project site from existing northern segment of Pankey Road to SR 76 / Pala Road in the south; refer to Figure 1-4. The construction of Horse Ranch Creek Road would implement roadway SL2602 of the County's Circulation element.

With the proposed project, the roadbed would be graded to its full intended right-of-way (ROW) width of 106 feet. To the southeast of the project site, where the road would intersect with SR 76, the ROW would be graded to 116 feet in width to accommodate a future left turn lane. The left turn lane would be constructed upon future buildout of Horse Ranch Creek Road by other developers when traffic volumes require the additional lane; refer to Figure 1-7. With the proposed project, the road would be improved within the ROW to its intended half-width consistent with County of San Diego Roadway Design Standards. The road would be paved to 32 feet in width to construct two travel lanes, with curb and gutter along the western edge. Additionally, the applicant will signalize the intersection at Horse Ranch Creek Road and SR 76. Three points of access into the site are anticipated along the Horse Ranch Creek Road frontage, which will be designed to County standards, and with consideration for the Campus Park project relative to intersection geometry; refer to Figure 1-4. Along the improved project frontage ~~with Horse Ranch Creek Road,~~ (generally from the northern

project boundary to the southern boundary), an additional 14-foot wide landscaped easement would contain a meandering walkway comprised of an 8-foot wide decomposed granite trail. A 16-foot wide landscaped area would be located adjacent to the west of the 14-foot easement; refer to Figure 1-7. The proposed improvements along Horse Ranch Creek Road would be adequate to serve traffic generated by the students and faculty utilizing the North Educational Center.

As the proposed alignment for Horse Ranch Creek Road is located on lands not owned by the District, the District will be required to obtain agreements with the appropriate landowners in order to construct the roadway. The District has contacted landowners to the east and south to coordinate efforts that will allow for the District to build the road across the various ownerships. All such agreements will be in place prior to initiation of improvements for the roadway.

Pankey Road

Pankey Road in the vicinity of the project site exists as two separate roadway segments. The northern segment runs north-south, parallel to I-15, and allows access to existing residences and small businesses north of Stewart Canyon Road. The northern segment terminates in a cul-de-sac approximately 3,500 feet (0.7 mile) south of Pala Mesa Heights Drive, just west of the project boundary; refer to Figure 1-3. The southern segment of Pankey Road extends north from SR 76 for a distance of approximately 1,200 feet, where it terminates in a cul-de-sac; refer to Figure 1-3.

The northern portion of Pankey Road would be renamed Horse Ranch Creek Road when it ultimately connects to the northern terminus of (proposed) Horse Ranch Creek Road, to be constructed along the eastern boundary of the project site as part of the proposed project. On the County's General Plan Circulation Element, the northern and southern segments of Pankey Road (SC 2602) are shown as being connected and constructed to County roadway standards as a Light Collector, thereby indicating the County's future plans for the roadway to create a north-south access from Stewart Canyon Road to SR 76; refer to Figure 1-8A.

The Circulation Element of the County's General Plan 2020 Update (GP 2020), which has not yet been approved, shows the alignment of the proposed Horse Ranch Creek Road as providing a north-south connection between Stewart Canyon Road and SR 76. Under the GP 2020 plan, the roadway segment connecting the north segment of Pankey Road to the future extension of Pala Mesa Drive has been eliminated; refer to Figure 1-8B. As such, the Horse Ranch Creek Road alignment would be consistent with the GP 2020 General Plan Update on if the plan is approved.

The County of San Diego has determined that based on the nature of the proposed realignment of Pankey Road, the segment from Stewart Canyon to Pala Mesa Drive, a General Plan Amendment to the County's existing Circulation Element will be required. The proposed changes are shown in Figure 1-8C. Approval a General Plan Amendment would be required prior the issuance of grading or improvement plans for Horse Ranch Creek Road by the County.

A roadway vacation would be required to vacate a portion of the northern segment of Pankey Road so that the area of land within the easement could be utilized for development of the North Education Center. The vacation of the road would affect the approximately one-mile

long segment of roadway ROW that extends from Pankey Road at the northern tip of the property boundary to the southern tip of the project boundary. The District would be required to submit a separate application requesting the vacation to the County for review and approval at the time grading and improvement plans are prepared. The vacation would coincide with the dedication of Horse Ranch Creek Road to the County of San Diego. Horse Ranch Creek Road would replace the County's anticipated linkage of the two existing segments of Pankey Road to create a north-south connection from Stewart Canyon Road to SR 76. ~~It would be likely that if the roadway vacation were to proceed ahead of the GP 2020 that, the District would be required to demonstrate to the County of San Diego that the Horse Ranch Creek Road alignment substantially conformed the Circulation Element SC 2602 alignment. If the substantial conformance finding could not be made, a General Plan Amendment to remove the segment (Pankey Road to Pala Mesa Drive) from the Circulation Element would be required.~~

To allow for a comprehensive evaluation of potential environmental impacts resulting from the proposed project, the land area within the project site to be vacated has been included in the EIR analysis. Therefore, any impacts resulting from future development on this portion of land has been accounted for in the EIR, and mitigation for potential impacts proposed as necessary. Further discussion about removing the planned roadway segment is discussed in Section 2.2 of this EIR. As such, additional environmental analysis for project-related impacts associated with the roadway vacation would not be required in the future.

Pedestrian Circulation

Internally, pedestrian movement would be accommodated through sidewalks adjacent to all internal roadways, as well as within common areas between structures, as appropriate, to allow for movement throughout the campus.

Conceptual Grading Plan

Grading would occur as part of road and infrastructure construction, rather than on a building-specific basis. Onsite grading would amount to approximately ~~485~~385,000 cubic yards (c.y.) of cut and ~~385~~485,000 c.y. of fill. As such, an additional 100,000 c.y. of fill would be required from offsite locations. An offsite borrow area, capable of providing approximately 371,000 c.y. of fill, is proposed near the northeastern property boundary, across Horse Ranch Creek Road. Grading quantities required for offsite improvements are included in the above estimates for the construction of Horse Ranch Creek Road. Following completion of onsite grading, the site would be covered with a hydroseed mix until the time that development would occur. No irrigation is proposed in areas not landscaped with ornamental vegetation as part of the common areas onsite.

To reduce potential impacts relative to air quality (particulate matter, or PM_{10}) during the grading phase, standard design measures would be implemented; refer also to Section 4.1.2 for additional discussion. These measures may include, but would not be limited to the following:

- In disturbed areas, replace ground cover as quickly as possible (estimated 10% reduction in total dust generation).

- Enclose, cover, water twice daily, or apply non-toxic soil binders according to manufactures' specification to exposed piles (i.e., gravel, sand, and dirt) with 5% silt content (estimated 30% reduction in total dust generation).
- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible (estimated 50% to 60% reduction in total dust generation).
- Suspend all excavating and grading operations when wind speeds exceed 25 mph (estimated 30% reduction in total dust generation).
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code (CVC) Section 23114 (estimated 15% reduction in total dust generation).
- Reduce vehicle speeds to 15 miles per hour or less (estimated 30% to 40% reduction in total dust generation).
- Gravel pads must be installed at all access points to prevent tracking of mud on to public roads (estimated 5% reduction in total dust generation).
- The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.
- Prior to land use clearance, the applicant shall include, as a note on a separate informational sheet these dust control requirements. All requirements shall be shown on grading and building plans.
- Sweep streets at the end of the day (preferably with water sweepers using reclaimed water) if visible soil material is carried onto adjacent public paved roads (estimated 10% reduction in total dust generation).
- Apply water three times daily (or as needed) to all unpaved roads and parking or staging areas (estimated 30% to 50% reduction in total dust generation).

Building Construction

- Apply Low VOC paints for all architectural coatings. Based on the South Coast Air Quality Management District CEQA Handbook (Table A11-13-c) the application of Low VOC paints can be reduce the pounds of VOC per day by 36%.

1.1.3.2 Economic

California community colleges are governed by a variety of rules that are included in various legal documents as well as building codes. They are also shaped by formal and informal

guidelines that are utilized by the California Community College Chancellor's Office, the California Community College Board of Governors (BOG) and the California Postsecondary Education Commission (CPEC) in their process of reviewing and approving new campuses and individual projects.

It should be noted that the proposed project is planned as an educational center versus a college campus. Educational Centers have the advantage of being able to economically serve areas with insufficient population to support a full campus or college. Educational centers are CPEC-approved, off-campus operations that are owned or leased by the parent district and administered by a parent college. They offer certificate and degree programs that are conferred by the parent college.

The Palomar Community College North Education Center would generate additional job opportunities and economic growth within the community of Fallbrook over upcoming decades. The proposed project would not result in or contribute to a surplus or deficiency of a particular land use within the area, and instead, is intended to satisfy future demand for educational services in the northern portion of the Palomar Community College District.

The site was formerly utilized for agricultural purposes and currently supports cattle grazing activities. The majority of the property has been disturbed in association with these uses. The transition of the property from an agricultural use to the proposed use would not result in significant economic impacts from the loss of agricultural production; refer also to Section 4.1 for additional analysis of agricultural resources on the site and in the surrounding area.

1.1.3.3 Environmental

The project site is located in Northern San Diego County. This area of the County generally supports large-acre residential uses and both large-scale and small-scale agricultural activities, particularly the growing of specialty crops such as citrus and avocados.

The site is currently undeveloped, with no structures or other visible improvements. Several dirt paths traverse the property and are utilized for property maintenance and to support onsite agricultural activities; refer to Figure 1-3 for an aerial photograph. The parcels of land upon which the project is proposed have previously been disturbed by former activities associated with agricultural activities (crop production) and livestock grazing. Presently, a portion of the site is used for the grazing of cattle.

Nine vegetation communities are present onsite, including coastal freshwater marsh, southern cottonwood-willow riparian forest, southern willow scrub, alkali meadow, Diegan coastal sage scrub, disturbed Diegan coastal sage scrub, coyote brush scrub, disturbed coyote brush scrub, and non-native grassland. The majority of onsite habitat includes non-native grassland and pastureland, with coyote brush scrub, disturbed coyote brush scrub, and southern cottonwood-willow riparian forest also present. Approximately three acres of coastal sage scrub habitat would be impacted from the construction of Horse Ranch Creek Road. These impacts are almost entirely offsite and within the jurisdiction of the County of San Diego. Consequently, the District will be required to obtain a Habitat Loss Permit (HLP) from the County of San Diego for the take of coastal sage scrub habitat. The HLP is the mechanism through which the County of San Diego implements its Natural Community Conservation Program (NCCP) for the protection of the California gnatcatcher.

The project site is located within a well-defined north-south trending valley within the I-15 corridor, with steep hills rising to the east and west. The subject property can be described as being moderately flat with low, rolling hills occurring with the northeastern portion of the site. Elevation onsite ranges from approximately 270 feet to 365 feet above mean sea level (AMSL).

Surrounding land uses generally include large-acre rural residential and agricultural uses. Land uses to the east of the site generally include undeveloped land and rural residential uses, along with a series of avocado groves. To the south is also undeveloped land, with I-15 running generally parallel to the west of the project site. One single-family residence is located to the north of the site.

1.1.4 Background Information

The Palomar Community College District has served north San Diego County since 1946. The District currently operates its San Marcos Campus, its Escondido Educational Center, and seven outreach operational sites located throughout the 2,550 square mile district currently serving in excess of 30,000 students each year. The proposed use at the Fallbrook site will be an educational center; the existing Palomar Community College facilities located in San Marcos are considered to be a community college. The main differences between an educational center and a community college generally occur in terms of scope of academics offered and the range of supporting facilities and staff, as well as organized, non-academic activities that are available. The distinctions are important with respect to the analysis in the EIR as they help to evaluate the intensity of the proposed use. This is particularly important when analyzing potential impacts related to traffic and it affects what trip generation rates are used in the analysis.

The California Postsecondary Education Commission (CPEC) has established its *Guidelines for Proposed University Campuses, Community Colleges, and Educational Centers* (August 1992). The CPEC is responsible for the "review of proposals for new campuses and off-campus centers of the State's public higher education institutions." The guidelines are intended to "streamline and clarify the review and approval process" for new educational institutions as they are proposed.

Several main differences have been established by the CPEC in comparing uses defined as an "educational center" versus a "community college." The CPEC Guidelines define an educational center as "an off-campus enterprise owned or leased by the parent district and administered by a parent college. The center must enroll a minimum of 500 full-time-equivalent students, maintain an onsite administration (typically headed by a dean or director, but not by a president, chancellor, or superintendent), and offer programs leading to the certificates or degrees to be conferred by the parent institution." In contrast, the Guidelines define a community college as "A full-service…institution offering a full complement of lower-division programs and services, usually at a single campus location owned by the district; colleges enroll a minimum of 1,000 full-time-equivalent students. A college will have its own administration and be headed by a president or a chancellor."

The proposed North Education Center will differ from a typical community college in the types of academic classes offered. An educational center will generally offer a fewer number of courses, in response to certain educational needs identified within the system. For instance, in addition to offering a selection of fundamental classes needed to fulfill a degree

at the community college level, if it is determined that a specific focus path or class dealing with new interests or technology is needed over future years, the educational center would be able to adjust to offer such programs to address the need. In contrast, a community college would typically offer a wide range of classes, providing instruction in number of academic areas, in addition to providing the prerequisites and classes needed to meet graduation requirements at the community college level, in order to allow students to progress to the university level if desired.

In addition, the proposed Palomar Community College North Education Center will require reduced administrative staff and space, due to the smaller range of classes and facilities, as compared to a community college. Similarly, maintenance staff and facilities needed to serve the Fallbrook site would be reduced as compared to that of a typical community college, as extensive maintenance needs are not anticipated for the Center.

Additionally, an educational center typically does not offer competitive, organized sports teams, unlike those typically established at a community college. The proposed Palomar Community College North Education Center will not offer such organized sports, although sports fields for recreational activities are proposed in the southern portion of the site. In contrast, the Palomar Community College at San Marcos currently offers organized sporting teams, with team members participating in organized, intercollegiate competitions.

Proposition M was proposed in 2006 to allow for the generation of funds for Palomar Community College "to better prepare Palomar College students for university transfer and high demand jobs" and to "repair/upgrade aging educational facilities, including classrooms for nursing, emergency medical, and public safety careers, science and high-tech computer labs, outdated plumbing, ventilating, roofing, energy, electrical and safety systems, acquire sites and equipment, and construct new educational facilities, by issuing a $694 million in bonds, at legal rates, with citizen oversight, mandatory audits, and no proceeds used for administrative salaries."[1] The bond measure was approved on November 7, 2006. Construction of Phase I of the proposed Palomar Community College North Education Center would be funded through this bond measure.

The Palomar Community College Master Plan 2022 (approved August 2003) provides guidance for anticipated improvements to existing educational facilities and assesses the need for additional facilities to serve the growing student population served by the District over the next several decades. The proposed North Education Center is the facility envisioned to serve the northern portion of the District, and would be constructed as an educational center versus a full-scale campus. Although the Master Plan states that the anticipated student population at the North Education Center would be approximately 10,000 to ~~18,000~~12,000 students, this number has since been reconsidered for the purposes of accurately evaluating the proposed project in the EIR. The actual number of students anticipated at full buildout of the North Education Center is estimated to be 8,500 enrolled students. ~~A total enrollment of 8,500 students equates to 2,388 full-time equivalent students (ftes). The full-time equivalent student approach takes into account the attendance patterns that typically occur with a community college, which varies from that of a student attending a university (i.e. number of hours per semester, number of times per week a student attends class, etc.).~~

1 Smart Voter organization. http://www.smartvoter.org/2006/11/07/ca/sd/prop/M/.

The project site was originally included as part of the 442-acre Sycamore Springs Specific Plan (SP-81-01); however, the development proposed in the Plan was never constructed. Subsequently, much of the land was acquired by the Hewlett-Packard corporation. The Hewlett-Packard Campus Park Specific Plan (SP-83-01) was prepared for development of the land, and proposed development of a 2.5-million square-foot research and development/manufacturing facility, a 10.5-acre commercial center, a 150-unit townhouse project, and a 336-unit mobile home park on approximately 323 acres. This project was also never constructed.

In June 1988, the County Board of Supervisors approved the Interstate 15/Highway Interchange Master Specific Plan (MSP) to implement the I-15 Corridor Subregional Plan for the Campus Park area, which included the Hewlett-Packard property. To address future development within this area, the County General Plan Regional Land Use Element was revised to designate the MSP area as a Special Study Area (SSA) to require that lands within the MSP be developed through preparation of individual specific plans.

The proposed Campus Park project, located adjacent to the north, east, and south of the Palomar property, is currently on file with the County of San Diego. The Campus Park project proposes an amendment to the Hewlett Packard Campus Park Specific Plan (SPA 03-008, TM 5338 RPL4, Log No. 03-02-059) to amend approximately 176 acres for development, and to exclude the Campus Park West property, as well as the proposed Palomar College site; refer to Figure 4.1.6-2. The current Campus Park project proposes development of a mixed-use residential project under the jurisdiction of the County of San Diego.

As stated previously, in June 2007, the Palomar Community College District purchased the proposed project site from the owners of the adjacent Campus Park project, and the site is no longer included as part of the Campus Park project. The proposed project will instead be developed as described and evaluated within this EIR, independently of the Campus Park project, and under jurisdiction of the District.

1.2 PROJECT OBJECTIVES

The fundamental reason the Palomar Community College District has initiated the process of locating a site for a future educational center is to provide additional facilities and educational programming to meet existing and future demand of community college students within its district. The objectives of the proposed project are as follows:

- Provide additional education facilities to allow the District to serve the projected ~~studied~~ student population of 47,500 students district wide by 2022.
- Provide additional educational facilities that allow the District to provide additional and enhanced services in the northern portion of the District boundaries.
- Develop an educational venue that is compatible with the existing and proposed land uses in the surrounding area.
- Develop an educational venue that would reduce the commute time of students within the District.

The Palomar Community College District Master Plan establishes a number of site selection criteria for the location of a new education center. To meet the future demand for learning

opportunities within the northern portion of the District over the next several decades, the following selection criteria serve as project objectives for developing the future Palomar Community College – North Education Center in this location:

- Affordable and useable without significant environmental limitations.
- Large-acreage (80-100 acres), preferably with a single landowner.
- Located in un-congested areas with convenient freeway/highway and transportation access.
- Located within a 20 to 30 minute drive time of enough potential students to support a center or campus or college.
- New sites should not detract from the growth of existing District campuses.
- New sites should not extend too far north towards the Riverside County Line because that would begin to impinge upon an adjacent college district.
- Specific objectives in the Master Plan for the North Education Center include the following minimum land requirements:

o Parking and Access Roads	25 acres
o Buildings	25 acres
o Temporary Buildings and Construction Staging	5 acres
o Outdoor P.E.	20 acres
o Setbacks and Miscellaneous Open Space	5 acres
Total	*80 acres*

1.3 INTENDED USES OF THE EIR

This document is identified as a "Program" Environmental Impact Report. Preparation of a Program EIR is appropriate for series of actions that can be considered as one larger project, that have geographical relation, and as logical parts in the chain of contemplated actions in connection with issuance of rules, regulations, or plans. This type of EIR is intended to allow for the consideration of effects and alternatives in greater depth than would be practical if individual landowners were to take separate action. In addition, cumulative impacts for an affected area can be addressed in a more cohesive manner.

This is an informational document that will inform public agency decision-makers and the public of significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. Under the provisions of CEQA, "the purpose of an environmental impact report is to identify the significant effect on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided" (Public Resource Code 21002.1(a)).

This EIR is an informational document for use by public agencies, the general public, and decision-makers. This EIR is intended to address the potential impacts of development on the project site and to analyze project alternatives. The discretionary actions associated with the project include approval and/or adoption of the Palomar Community College North

Educational Center EIR, as well as the additional discretionary approvals and permits identified in Table 1-1. More specifically, this EIR will be used by the Palomar Community College District Governing Board in assessing potential impacts resulting from the proposed project, and in deciding whether to certify the EIR and the proposed mitigation measures. The County of San Diego, the Wildlife Agencies, and other responsible agencies will consider the EIR in issuing subsequent permits.

1.4 MATRIX OF PROJECT APPROVALS AND PERMITS

Consistent with Sections 15050 and 15367 of the State CEQA Guidelines, the Palomar Community College District will act as the "lead agency." The lead agency is identified as "the public agency which has the principal responsibility for carrying out or approving a project." The Palomar Community College District Governing Board will act as the decision-making body for the proposed project, and will be responsible for certifying the EIR.

Although located in the County of San Diego, the College will be exempt from discretionary requirements of the County, per Section 53094 of the California Government Code. Permits for grading and improvement plans will be issued from the County of San Diego for offsite improvements, including Horse Ranch Creek Road. The County of San Diego will also serve as the lead agency for the roadway vacation. The realignment and vacation of the circulation element roadway easement will require approval from the County Board of Supervisors.

The County of San Diego will also serve as the lead agency for the HLP, which requires approval from the Director of the Department of Planning and Land Use. In addition, the College will be required to coordinate with the County Department of Public Works (and Caltrans) for the proposed offsite road and/or intersection improvements.

At the State or Federal level, implementation of the project would involve approval of such permits as a Section 401 Water Quality Certification, Section 404 Clean Water Act Permit, or Section 1602 Streambed Alteration Agreement, as applicable. Additional approvals may be required by a Responsible Agency or a Trustee Agency to allow for actions involved with development of the project site. A Responsible Agency includes "all public agencies other than the lead agency which have discretionary approval power over a project (Section 15382), such as the California Coastal Commission or U.S. Army Corps of Engineers." Similarly, Trustee Agencies may also give approval and include state agencies "having jurisdiction by law over natural resources affected by a project which are held in trust for people of the State of California" (Section 15386), such as the California Department of Fish and Game. Other agencies may include, but are not limited to the following:

- U.S. Army Corps of Engineers;
- California Dept. of Fish & Game;
- United State Fish & Wildlife Service; and,
- San Diego Regional Water Quality Control Board (RWQCB).

Table 1-1 lists the agencies from which approvals and permits are required. The permits and approvals have been listed in the approximate order in which they are expected to be obtained.

1.5 ENVIRONMENTAL SETTING

1.5.1 Existing Conditions

1.5.1.1 Regional Setting

The proposed site is located within Northern San Diego County, in the unincorporated area of the County, within the Fallbrook Community Planning Area; refer to Figures 1-1 and 1-2. The project site is located to the northeast of the intersection of I-15 and SR 76.

The project area is characterized by rolling hills flanking the north/south trending I-15 corridor and to the east/west-trending floodplain for the San Luis Rey River to the south, along the route of SR 76. This area has been historically used for agriculture (avocado and citrus orchards), estate residential housing, and open space. These land uses have generally affected the lower, flatter areas and more gently sloping hillsides within the valley. Large patches of native coastal sage scrub habitat still remain on the more steeply sloping hillsides in the surrounding areas; refer to Figure 1-3.

This area of northern San Diego County, similar to the rest of San Diego County's inland valley areas, is characterized by warm, dry summers and mild, wet winters. In the area of the proposed project site, the maximum and minimum average temperatures are 91° Fahrenheit (F) and 38° F, respectively. Precipitation in the area averages 16 inches annually, 90 percent of which falls between November and April.

Interstate 15 and SR 76 generally allow regional access to the project site. The junction of I-15 and SR 76 is located just southwest of the project site and provides freeway access for the property. Direct access to the project area would be primarily from SR 76 from the south, and from Old Highway 395 and Stewart Canyon Road/Canonita Drive to the north.

1.5.1.2 Local Setting

The proposed site was once part of a large ranch, dating back to a large land grant deeded in 1846; refer also to Section 3.2, Cultural Resources. The most recent owners of the ranch, the Pankey family, have been in possession of the property since 1946 with some parcels in the project area sold off (now known as the adjacent Passerelle/Campus Park and Pappas/Campus Park West parcels). Since that time, the project area has generally been used for agricultural and grazing purposes.

Currently, the property is utilized for non-commercial grazing. Several dirt roads traverse the site. A number of drainage channels associated with former agricultural activities are also present.

The project area can be described as being moderately flat with low, rolling hills occurring on the northeastern portion of the site. Elevation onsite ranges from approximately 270 feet to 365 feet above mean sea level (AMSL).

Horse Ranch Creek, a north-to-south trending unnamed blue-line drainage, occurs immediately west of the western boundary. Horse Ranch Creek is concrete-lined for a portion of its length that parallels I-15. As the creek continues south off the project site it widens and is no longer channelized. This drainage eventually flows into the San Luis Rey River. Two small, roughly southwest-trending seasonal drainages also occur in the southeastern portion of the project area. Both drain watersheds to the east that are currently in use as agriculture as orchards. Flows in these drainages may be increased as a result of irrigation of the orchards.

Eight soil series are reported from the project area including the Arlington, Grangeville, Ramona, Visalia, Vista, Placentia, Fallbrook, and Wyman series (USDA 2007). Nine vegetation communities were identified onsite, including coastal freshwater marsh, southern cottonwood-willow riparian forest, southern willow scrub, alkali meadow, Diegan coastal sage scrub, disturbed Diegan coastal sage scrub, coyote brush scrub, disturbed coyote brush scrub, and non-native grassland. Ornamental areas, agricultural areas, disturbed areas, and developed areas also occur within the project area; refer to Section 3.2 for additional discussion of biological resources. The majority of areas supporting non-native grassland onsite are currently used as pastureland.

1.5.1.3 Surrounding Land Uses

The surrounding area includes the unincorporated communities of Rainbow, Bonsall, and a portion of Fallbrook. Land immediately surrounding the project site is generally undeveloped or utilized for agricultural operations, such as cattle grazing and the cultivation of citrus crops (lemons and oranges). To the north of the site is largely undeveloped land with a single-family residence; to the east and southeast, a large-scale avocado grove is maintained; to the south is an undeveloped, largely undisturbed property supporting pastureland and southern riparian forest. Further to the south, and just to the south of SR 76, is the San Luis Rey River, which generally trends in an east-west direction across the valley floor in the vicinity of the site. Interstate 15 runs north-south to the west of the project site.

Several development projects are planned within the area surrounding the project site. The Meadowood Specific Planning Area (SPA), which currently supports cultivated citrus and avocado groves, occurs to the southeast of the project area, north of SR 76. The Campus Park project, which proposes single-family and multi-family residential uses, highway commercial fronting onto SR 76, several parks, dedicated open space, office professional uses, and Homeowners Association (HOA) recreational facilities, is located to the north, east, southeast, and south of the project site. The Campus Park West project is located further to the south of the project site, just northeast of the intersection of SR 76 and I-15. Additionally, several residential and resort-type uses are proposed to the west of the project site, across I-15, and include Pala Mesa Highlands and Pala Mesa Condominiums, and the Pala Mesa Shopping Center.

1.6 CONSISTENCY WITH APPLICABLE REGIONAL AND GENERAL PLANS

As stated previously, the site is currently owned by the Palomar Community College District, and would be developed under the jurisdiction of the District. Per Section 53094 of the California Government Code, the proposed project would not be subject to the goals, policies, and guidelines set forth in the County of San Diego General Plan and Zoning Ordinance, Interstate 15 Corridor Plan, or the Fallbrook Community Plan, as well as such ordinances as the County Resource Protection Ordinance or County Light Pollution Code. However, the project will be required to process a General Plan Amendment to the County of San Diego's Circulation Element. The General Plan Amendment will be required prior to approval of grading and improvement plans for Horse Ranch Creek Road. The potential environmental effects associated with the General Plan Amendment are included in this EIR.

Project development and proposed mitigation would however be consistent with applicable State and Federal regulations such as the San Diego Air Pollution Control District rules and regulations, the Regional Air Quality Plans and Strategies (RAQs), and the State

Implementation Plan (SIP) for air quality control; Natural Community Conservation Plan (NCCP); Congestion Management Plan (CMP); applicable regional transportation plans, County Roadway Design Standards; Regional Water Quality Control Board Basin Plans; and all other plans, regulations, or policies, as applicable.

1.7 LIST OF PAST, PRESENT, AND REASONABLY ANTICIPATED FUTURE PROJECTS IN THE PROJECT AREA

Sections 15130 and 15065(c) of the *CEQA Guidelines* require the discussion of cumulative impacts when they are significant. The EIR is required to identify and discuss cumulative impacts that may result from the proposed project when considered with other closely related projects and reasonably foreseeable future projects.

The *CEQA Guidelines* define cumulative effects as "two or more individual effects that, when considered together are considerable, or which compound or increase other environmental impacts." The Guidelines further state that the individual effects can be the various changes related to a single project or the change involved in a number of other closely related past, present, and reasonably foreseeable future projects (*CEQA Guidelines* Section 15355). The Guidelines allow the use of two alternative methods to determine the scope of projects for the cumulative impact analysis:

List Method – A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the lead agency.

General Plan Projection Method – A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact (*CEQA Guidelines* Section 15130).

For purposes of this EIR, the List Method has been used; refer to Table 1-2 and Figure 1-10. A specific study area has been defined for individual issue areas (e.g., traffic and circulation, noise, air quality, etc.) as applicable, to allow for issue-specific analyses of potential project-related cumulative impacts. Existing and reasonably anticipated projects within each study area have been identified and are discussed in greater detail in terms of their potential to contribute to significant cumulative impacts, as part of the subject-based analysis in Chapter 6.0. Refer to Chapter 6.0 for additional details regarding the cumulative impact analysis.

1.8 GROWTH INDUCING IMPACTS

This section of the EIR considers the way implementation of the proposed project could directly or indirectly encourage economic or population growth in the region. CEQA refers to growth inducement as, "…ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

Induced growth is any growth that exceeds planned growth and results from new development that would not have taken place without the implementation of the proposed project. Typically, a project would be considered growth inducing if it results in growth or population concentration that exceeds those assumptions included in pertinent master plans, land use plans, or projections made by regional planning authorities.

Implementation of the proposed project would not remove any barriers to growth that would otherwise preclude development if the project were not to be developed. All necessary public facilities to serve the project would be constructed in conjunction with the proposed development, and development of the property would be managed to prevent future negative impacts on existing services or infrastructure. The proposed project would occur in an area where adequate services and infrastructure exist (or would be provided) to support the development.

1.8.1 Public Utilities and Services

1.8.1.1 Water Distribution Facilities

As described previously, the Rainbow Municipal Water District would provide water service to the project site. Water service would be extended to the site through an existing 16-inch water line within Pankey Road to the north, south along Horse Ranch Creek Road, west on SR 76 to Pankey Road, with a connection to an existing 16-inch water line just south of SR 76. The District has indicated that it can adequately provide water service to the Palomar North Education Center, both in the interim period as the center develops over future years, as well as at full anticipated buildout. In an agreement arranged with the proposed Campus Park development located to the east across Horse Ranch Creek Road (currently being processed through the County of San Diego), the College has purchased water rights from the District to serve a number of equivalent dwelling units (EDUs). The EDUs were actually purchased by the District from the Campus Park developer when the land was acquired.

The proposed extension of the water line from Stewart Canyon Road would not foster economic or population growth, or the construction of additional housing in the surrounding environment, as water service is already present in the area surrounding the project and currently serves nearby development. Extending the water line along Horse Ranch Creek Road would not require the construction of new community service facilities. No potential activities that would encourage or facilitate other impacts to the environment would occur as a result of extending the water line onsite. There is no evidence that development in the area has been hindered by a lack of public water service. Therefore, potential impacts from the extension of the proposed water line are considered less than significant. Implementation of the proposed project would not remove any barriers to growth that would otherwise preclude development if the project were not to be developed, and the project is not considered to result in direct or indirect growth-inducing impacts.

1.8.1.2 Sewer Facilities

Sewer service to the site would also be provided by the RMWD. An existing 10” sewer line runs along the western boundary of the project site and currently has capacity to serve the proposed project. This sewer connection would be used until the main trunk line is installed along Horse Ranch Creek Road, which is proposed with the adjacent Campus Park project. Once the trunk line is installed, the College may be required to route their sewer to the trunk line. If the main line is not installed with the Campus Park project, additional sewerage facilities may be required to service the College, at the time such demand is identified.

The RMWD has indicated that it can adequately serve the project site, and the District has purchased 100 EDU’s from the RMWD for future sewer service. As such, sewer service to the project site would be adequate both in the interim, as well as at full buildout of the site.

The proposed extension of the existing sewer line into the project site would not subsequently allow development in the surrounding area that is currently infeasible due to a lack of sewer infrastructure, thereby inducing growth. Sewer service is presently available in the project area and serves other existing nearby development. As such, the proposed project would not create a mechanism for surrounding property owners to further subdivide their property or intensify their existing land uses as a result of the proposed project. Potential future development of surrounding properties that are not currently served by the RMWD would require an extension of the existing water line. Each applicant would be required to make the improvements necessary to provide sewer service and to allow for subdivision of property. The expanded capacity of the sewer line would serve the proposed project as well as other planned development in the immediate area, including Campus Park and Meadowood. Similar sewerage improvements are proposed with these development projects as well. Therefore, an extension of the existing sewer line to serve the project site would not remove any known barriers to growth and is not considered to be growth inducing.

1.8.1.3 Fire Protection

The project site is located within and served by the North County Fire Protection District (NCFPD), which maintains a full-time fire station and administrative offices located at 4375 Pala Mesa Drive, west of the project site, across I-15. The station is located approximately ~~2.75~~2.5 miles from the ~~southern~~ northern portion of the site from existing roads. The project would not directly result in the expansion of area fire protection services, and therefore, would not result in growth inducing impacts. Refer also to Section 4.1.4.

1.8.1.4 Law Enforcement

The Palomar Community College District maintains its own personnel for security purposes. Such staff would be employed at the North Education Center as necessary to provide a safe environment for students and faculty.

In addition, the San Diego County Sheriff's Department (Fallbrook Substation) could provide additional law enforcement and protection at the Palomar College North Education Center as needed. The substation is located at 388 East Alvarado Street in Fallbrook, approximately 10 miles northwest of the project site. The proposed project would not result in substantial, adverse impacts associated with the provision of new law enforcement services or require service expansion in order to maintain acceptable service ratios or response times. Therefore, the project would not result in growth related impacts with respect to law enforcement.

1.8.1.5 Schools

The project site is within the Fallbrook Union High School District and Bonsall Union School District. It is not anticipated that the project would directly or indirectly generate additional school-aged population that would demand educational services from these school districts. Instead, students of the appropriate age and educational level would utilize the proposed Educational Center and would not create the need for additional educational services within the existing school districts. Therefore, no growth inducing impacts would occur.

1.8.1.6 Recreational Facilities

The proposed project would include construction of a turf field, tennis courts, and two ball fields (baseball or softball) in the southern portion of the development area as appropriate

with the growth of the student population. With the availability of these facilities, combined with the fact that students would not live onsite and no student housing is proposed, it is anticipated that students and faculty would not create a demand for additional recreational facilities in the area. In addition, a trail would be constructed along the western side of Horse Ranch Creek Road along the improved project frontage, thereby providing a future connection to the County's trail way system. The project would therefore not result in growth inducing impacts as the result of demand for additional recreational resources in the Fallbrook community.

The proposed project would not result in the need for significant new distribution systems or substantial alterations to existing utility systems or public services The existing utility systems and public services are available and adequate able to serve the proposed project; refer also to Section 4.9, Utilities and Public Services. For these reasons, the Palomar College North Education Center is not anticipated to result in growth inducing impacts.

1.8.2 Land Uses

Implementation of the proposed project would not remove any barriers to growth that would otherwise preclude development if the project were not to be developed. The project site was formally included in the Hewlett Packard Campus Park Specific Plan (SP-83-01), which designated the area for future development. Although the Specific Plan no longer applies to the subject site, as it is now under ownership of the Palomar Community College District, the former inclusion of the land within an approved Specific Plan indicates that the land is intended by the County for future development and not as undeveloped or preserved open space.

In addition, the proposed project would be compatible with existing land uses in the surrounding area, which presently generally include undeveloped lands or agricultural uses, as well as residential uses. As several large-scale residential projects are anticipated on lands to the west, east, and south/southeast of the proposed project in the future (refer to Section 1.4 above), the proposed land use as a community college would not represent a conflict with such uses, and would create additional opportunities for education or employment for area residents, as well as other residents within Northern San Diego County. As such, the proposed project would not require changes to the existing zoning or land use designations, nor would it propose changes or amendments that would set a precedent for change to such designations on surrounding lands that would encourage or induce development that would not otherwise have occurred.

1.8.3 Growth Inducement Due to Construction of Housing

The proposed project would result in development of the project site with a new North Education Center in the northern portion of the Palomar Community College District. The project does not propose temporary or permanent housing as part of the facilities. Therefore, the project would not directly foster population growth within the Fallbrook area or encourage agency approval of other proposed housing developments in the surrounding area. As students or faculty would not be housed onsite, a significant increase in the demand for goods and services to support new residents onsite would not occur. Therefore, the proposed project is not considered to result in growth inducing impacts relative to the construction of housing.

1.8.4 Population and Housing Demand

The proposed project would generate short-term employment opportunities during the construction phase. As such activities would be short-term and would occur at varied times over the next several decades, a significant increase in housing demand during site development is not anticipated. Project construction would not directly contribute to an incremental growth in population by providing additional housing in the area, as no onsite housing is proposed.

The proposed project would indirectly contribute to economic growth in the area, as new jobs would be created by the College, both in the short-term (construction) and the long-term (employment). At full buildout, the total student population is anticipated to be approximately 8,500 students (total number of students enrolled). However, as development of the site would occur over the next several decades, consistent with the rate of growth and demand of the student population, the incremental addition of students or employees associated with the College is not anticipated to significantly increase the demand for housing in the area, or to directly or indirectly result in a significant rate of growth in the surrounding community.

1.8.5 Roadway Improvements

The proposed project would require improvements at several offsite intersections to reduce the project's contribution to significant traffic impacts. Such improvements would be considered growth inducing if they would result in significantly improved accessibility to underdeveloped or underdeveloped sites or would remove an obstacle to development by providing greater roadway capacity than is needed to serve existing and cumulative development.

In addition, the proposed project would result in the construction of Horse Ranch Creek Road, which would be an improved public roadway and would provide adequate emergency access to and from the site. Although the construction of this new roadway would be required for access to the site, a similar connection is envisioned by the County General Plan Circulation Element, which anticipates the connection of the existing northern and southern segments of Pankey Road to create a north-south connection from Stewart Canyon Road/Canonita Drive to SR 76 in the project area. Therefore, the construction of Horse Ranch Creek Road is not anticipated to result in growth-inducing impacts or to remove any barriers to growth that would otherwise preclude development if the project were not to be developed.

In addition, improvements are planned to expand and realign SR 76 to reduce existing and anticipated traffic congestion along the roadway and to address regional traffic demands in the SR 76/I-15 area. These improvements are to be constructed by Granite Construction and would not occur as part of the proposed project. It is anticipated that these improvements would be started by late 2007 and completed within approximately one year. Although the proposed project would contribute to future traffic along this roadway, the improvements to SR 76 would occur regardless of construction of the Palomar North Education Center. Therefore, the proposed project is not considered to be growth inducing relative to the planned expansion of SR 76.

As the result of the above-described conditions, project implementation is not anticipated to directly or indirectly encourage economic or population growth in the region, or remove any barriers to growth that would otherwise preclude development if the project were not to be developed. Therefore, the proposed project is not anticipated to result in growth inducing impacts.

TABLE 1-1
MATRIX OF REQUIRED PROJECT APPROVALS AND PERMITS

Discretionary Approval or Permit	Approving Agency	Agency Designation
Certification of EIR	Palomar Community College District Board of Trustees	Lead Agency
General Plan Amendment ~~(if necessary)~~	County of San Diego	Lead Agency
Road Vacation	County of San Diego	Lead Agency
Habitat Loss Permit	County of San Diego	Lead Agency
Grading Permit(s)	County of San Diego – Department of Public Works	Lead Agency
Improvement Plans	County of San Diego – Department of Public Works	Lead Agency
Execution of Irrevocable Offer of Dedication	County of San Diego – Department of Public Works	Responsible Agency
State Right-of-Way Encroachment Permits	California Department of Transportation (CALTRANS)	Responsible Agency
Water and Sewer District Approvals	Rainbow Municipal Water District	Responsible Agency
General Construction Storm Water Permit	San Diego Regional Water Quality Control Board (RWQCB)	Responsible Agency
Section 401 Water Quality Certification	San Diego Regional Water Quality Control Board (RWQCB)	Responsible Agency
1602 Streambed Alteration Agreement	California Department of Fish and Game (CDFG)	Trustee Agency
404 ~~Nationwide~~ Permit	U.S. Army Corp of Engineers (ACoE)	Responsible Agency
Section 7 Consultation or Section 10a Permit – Incidental Take	U.S. Fish and Wildlife Service (USFWS)	Responsible Agency

TABLE 1-2
CUMULATIVE PROJECTS LIST

Project # on Figure 1-10	Project Name	Project #'s	Description*
1	Pala Mesa Resort	SPA 03-005; R 00-000, MUP 00-000, P 74-120W[1], P 74-121M[10]	SPA for addition of 186 resort rooms, wedding facility, and recreational/resort facilities. Expansion of the resort by 6 acres.
2	Reeve TPM	TPM 20411 Log No. 98-02-031	Minor residential subdivision, 3 SFR lots.
3	Yew Tree Springs Water Corporation	TPM 20503	Minor subdivision of 7.4 acres into 3 residential lots ranging from 2.0 to 2.8 acres. MND prepared October 22, 2003.
4	Evans TPM	TPM 20491	Minor subdivision into 2 residential/agricultural parcels. Private septic system.
5	Brookhills 1&2	TM 4908	Subdivision of 281 acres into 129 lots consisting of 109 residential, 3 open space, and 15 road lots.
6	Grimm-Linda Vista	TPM 20714	Minor subdivision of 8.5 acres into 4 lots ranging from approximately 2.0 to 2.2 acres
7	Cameron TPM	TPM 20587	Minor subdivision of 4.2 acres into one 2.1-acre lot and one 2.2-acre lot.
8	Janikowski SFR	S 03-014	Two-story single-family residential unit with attached garage.
9	Janikowski SFR	S 03-024	3,200 s.f. SFR
10	Monserate LDS Church	P02-011	Construction of a 16,674 square-foot single story church meeting house and associated parking lot consisting of 184 spaces.
11	White/Roden Pala Mesa	TM 5231	Subdivision of 30.5 acres into 39 lots.
12	Pala Mesa Shopping Center	S 02-061	Addition of five commercial buildings to an existing commercial site with grocery store.
13	Sycamore Ranch	MUP 97-004W1	113-acre golf course with a clubhouse and 10 casitas.

TABLE 1-2, CONTINUED

Project # on Figure 1-10	Project Name	Project #'s	Description*
14	Surf Properties	TM 4971	A subdivision of 48.7 acres into 15 lots ranging from 2.0 to 4.5 acres. Negative Declaration prepared for the project January 21, 1992.
15	Valle de Monstrate	TM 3734	Subdivision of 188 acres into 88 lots with 87 SFR units.
16	Tedder TM	TM 4729	Split lot into 13 SFR lots, ranging from 1.0 to 6.4 net acres in size.
17	Sokol	TPM 20461	Minor subdivision of approximately 4.5 acres into two SFR lots.
18	Passerelle / Campus Park	TM 5338 RPL4, SPA 03-008, GPA 03-04, R03-014, LOG No. 03-02-059, SCH# 2005011092	Mixed-use community including a total of 996 SFR and MFR highway commercial uses including public active sports park, 2 neighborhood parks, recreational facilities, office professional use, town center, dedicated open space, biological open space preserves, and an onsite sewer pump station
19	Meadowood	TM 5354, SP 04-01, GPA 04-02, R 04-04, S 04-007	Residential development, including: 367 SFR detached and 500 MFR, with densities from 2.8 to 9.6 DU/acre, an elementary school, a neighborhood park, 2.8 miles of trails, community facilities and infrastructure, and 130.7 acres of open space.
20	Rancho Corrido/Carlton Oaks	MUP 67-062	Expansion of various facilities at existing golf course. Addition of a 42-unit hotel, expansion of office, dining room, cocktail lounge, tennis courts, and swimming pool.
21	Prominence at Pala	TM 5321	DPLU CEQA Initial Study – Environmental Checklist Form dated April 10, 2006.
22	Borrow Pit	MUP 74-088W2	Use permit for sand extraction plant.

TABLE 1-2, CONTINUED

Project # on Figure 1-10	Project Name	Project #'s	Description*
23	Rosemary's Mountain / Palomar Aggregates Quarry	MUP 87-021 RPL2, REZ P87-001 RPL2	Aggregate rock quarry and processing plant for asphalt and concrete. Projected to mix over 22 million tons of rock over the next two decades. Realignment of SR 76 from the site to intersection with I-15. After mining activities cease, lower portion of site to serve as water storage reservoir.
24	Campus Park West	TM 5424, S 05-014, SPA 05-001, GPA 05-003, REZ 05-005	Mixed-use development to include 457 MFR and 109 SFR units. Approximately 150,000 s.f. General Commercial; 10 acres Highway Commercial, including 110-room hotel, gas station; 8 acres Office Professional (or alternatively, 87 MFR units); and 23 acres of open space, including a 4-acre park. Maximum number of dwelling units is 566 at a density of 5 DU's per acre.
25	Lake Rancho Viejo	S 90-034; MUP 81-023	Administrative deviations from original plot plan.
26	Hauge	TPM 20610	Minor subdivision of 8.74 acres into 4 SFR units ranging from 2.0 to 2.37 acres.
27	Brown Minor Subdivision	TPM 20803	Minor subdivision of 5 acres into 2 lots.
28	Pala Mesa Highlands	TM 5187RPL11; SPA 99-005; R99-020; P02-024; Log No. 89-08-026A; SCH No. 2000091304.	124 SFR units on 85 acres, two parks totaling 6.3 acres, and 36 acres of open space.

* All acreage and square footage given is approximate
SPA = Specific Plan Amendment
SFR = Single-Family Residential
MFR = Multi-Family Residential
SPA = Specific Plan Amendment
DU = Dwelling Unit
TM = Tentative Map
TPM = Tentative Parcel Map
DPLU = (San Diego County) Department of Planning and Land Use
sq = square feet
MUP = Major Use Permit
MND = Mitigated Negative Declaration
S = Site Plan
SP = Specific Plan
SPA – Specific Plan Amendment

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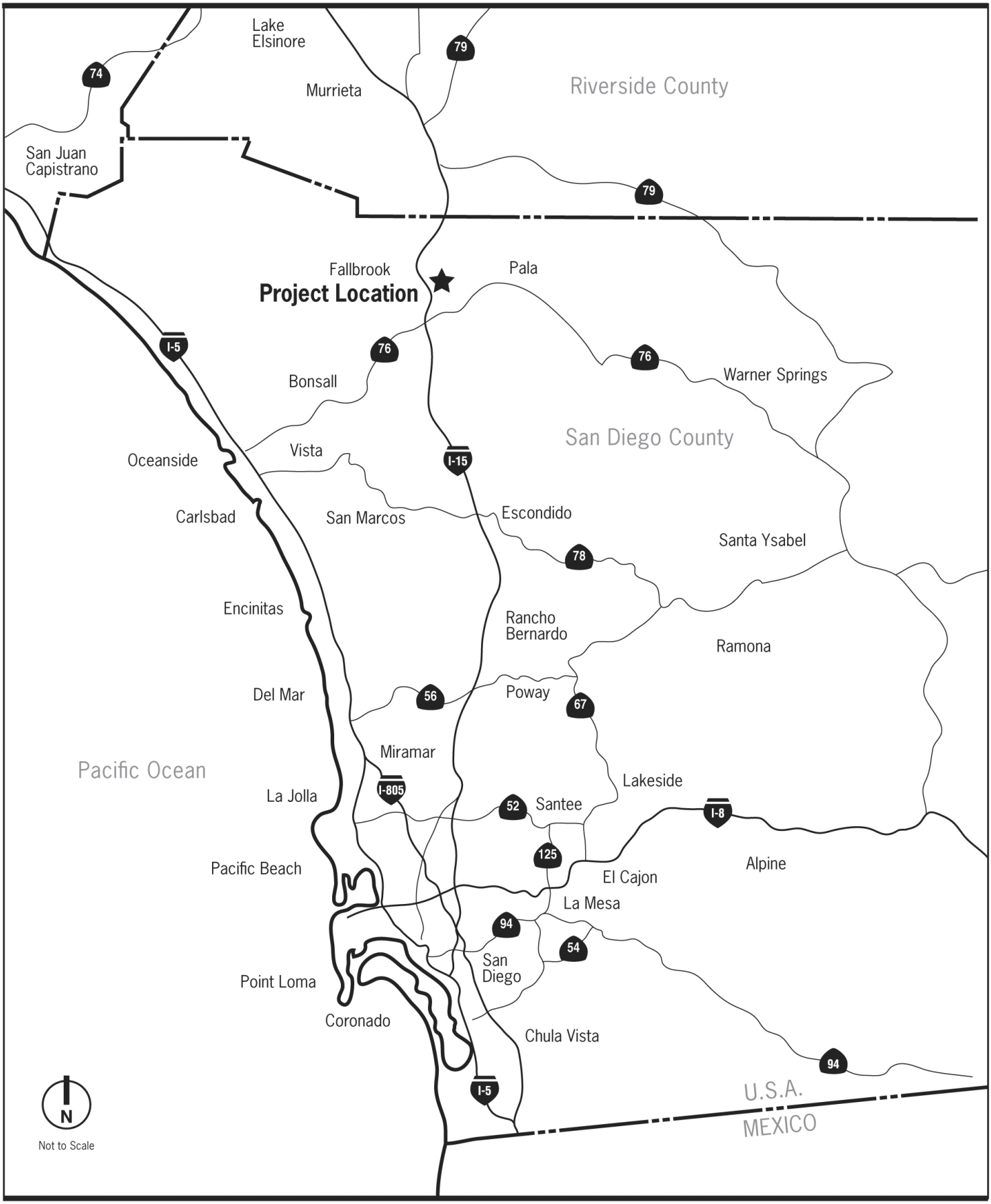

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Regional Location Map

Palomar Community College - North Education Center EIR

Figure 1-1

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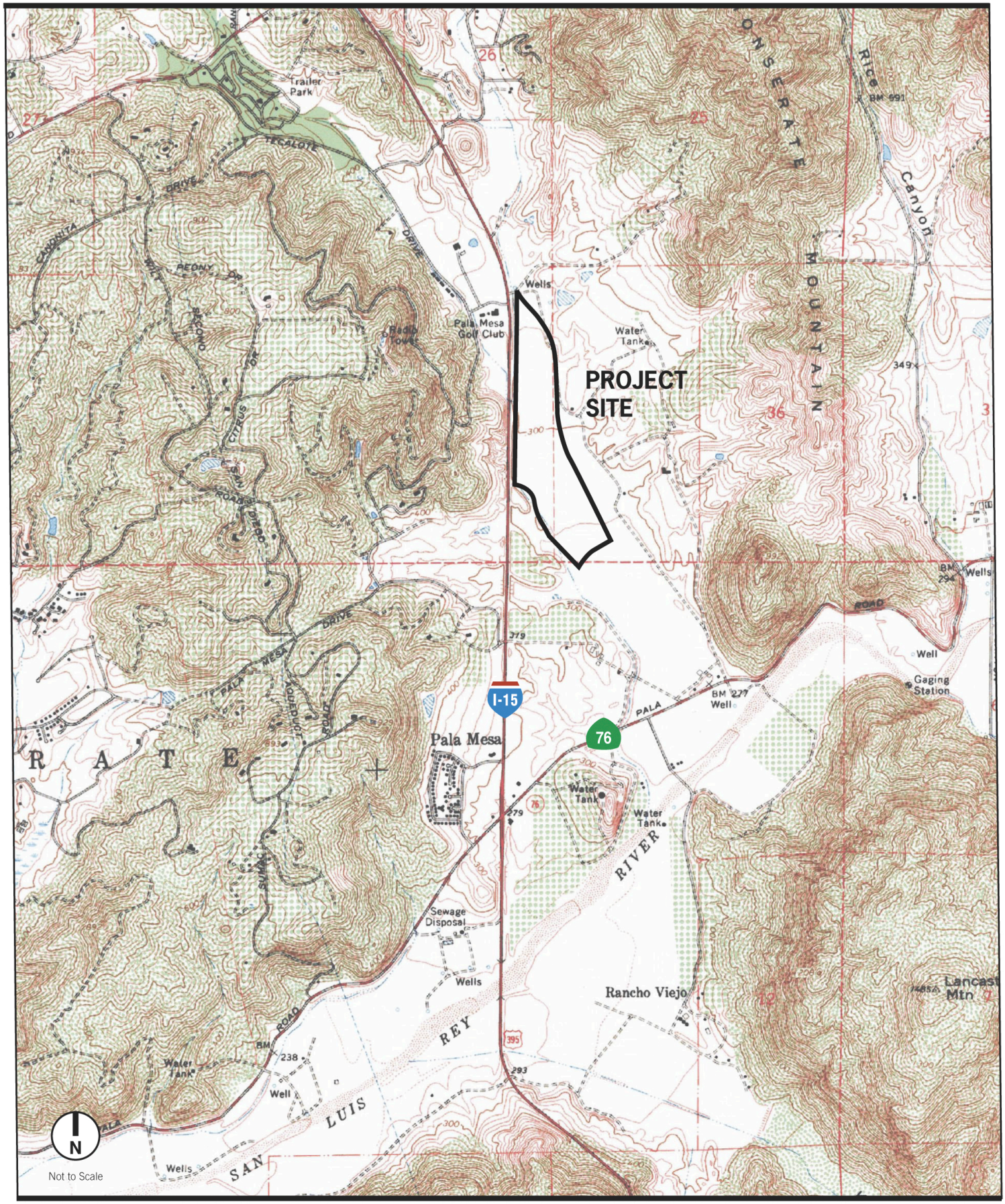

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Vicinity Map

Palomar Community College - North Education Center EIR

Figure 1-2

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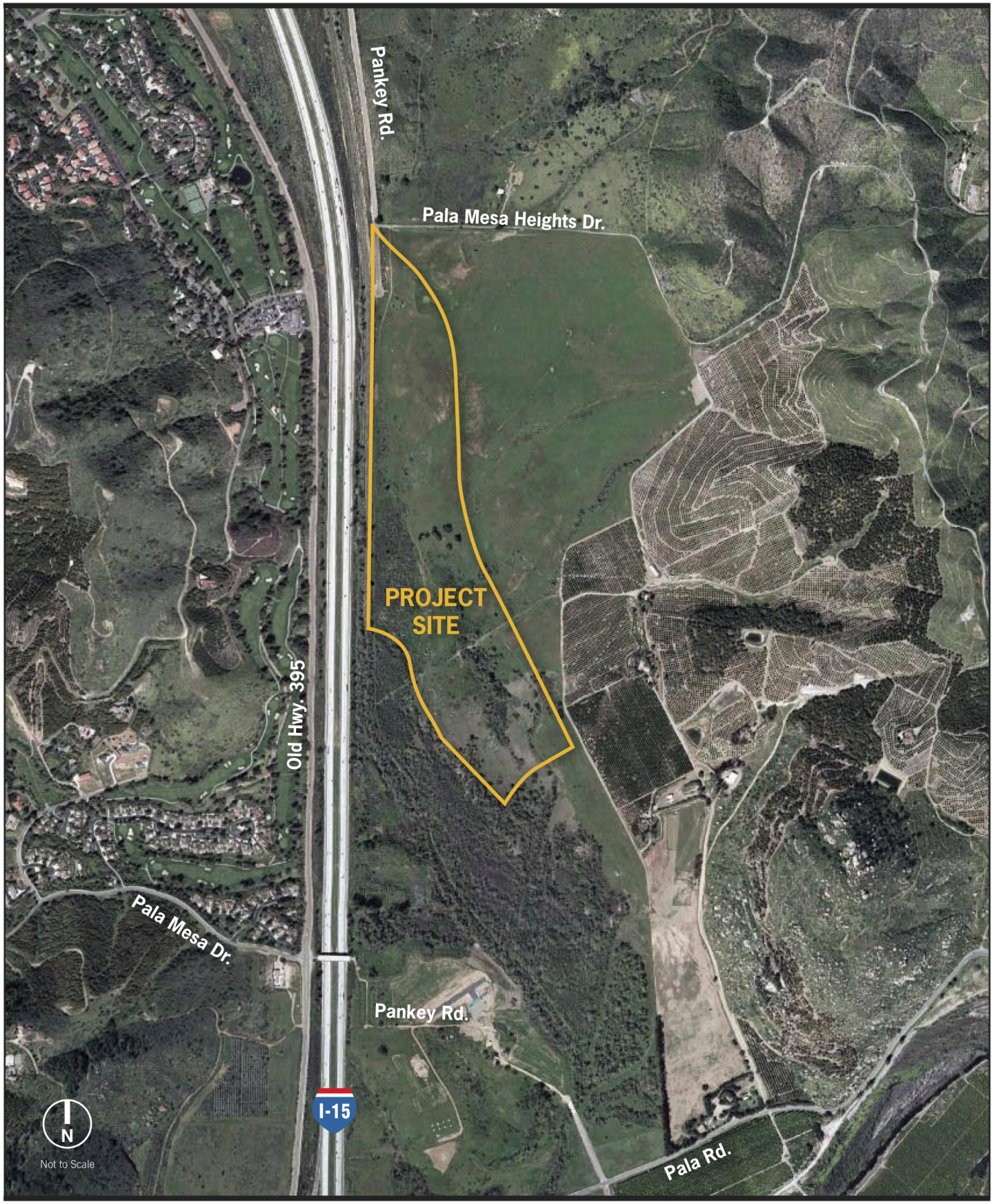

Image: 2006 Google Earth - 2006 TerraMetrics, 2006 NASA

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Aerial Photograph

Palomar Community College - North Education Center EIR

Figure 1-3

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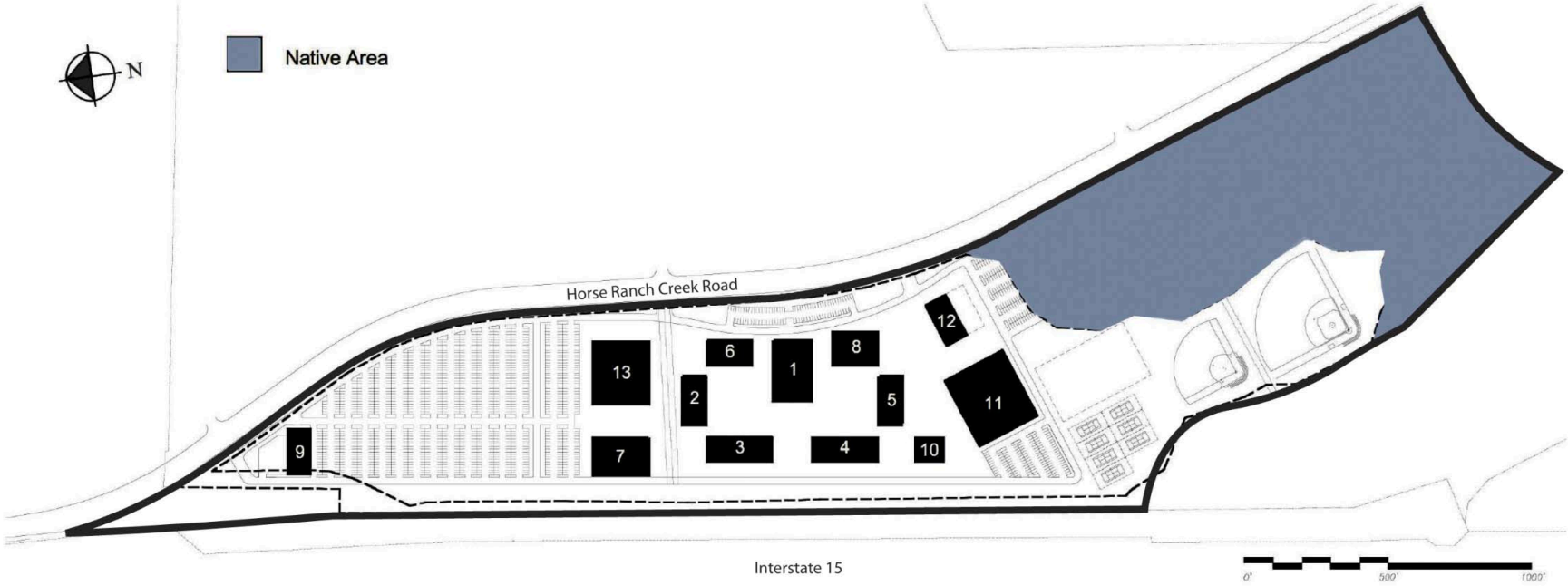

BUILDING KEY

1	LRC / LAC	93,210 sq.ft.	(2 Story)	8	Student Services Center	36,660 sq.ft.	(2 Story)
2	Humanities	28,990 sq.ft.	(2 Story)	9	Central Plant / M&O	13,000 sq.ft.	(1 Story)
3	Science	38,350 sq.ft.	(2 Story)	10	Business Technologies	16,900 sq.ft.	(2 Story)
4	Math	38,350 sq.ft.	(2 Story)	11	P.E. Facilities	60,775 sq.ft.	(1 Story)
5	Health Sciences	27,950 sq.ft.	(2 Story)	12	Child Development Center	13,715 sq.ft.	(1 Story)
6	Administration / Records	26,260 sq.ft.	(2 Story)	13	Performing Arts	26,390 sq.ft.	(1 Story)
7	Vocational Tech	42,510 sq.ft.	(2 Story)				

Source: LPA Architects

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Not to Scale

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/2230ex12.ai

Conceptual Site Master Plan

Palomar Community College - North Education Center EIR

Figure 1-4

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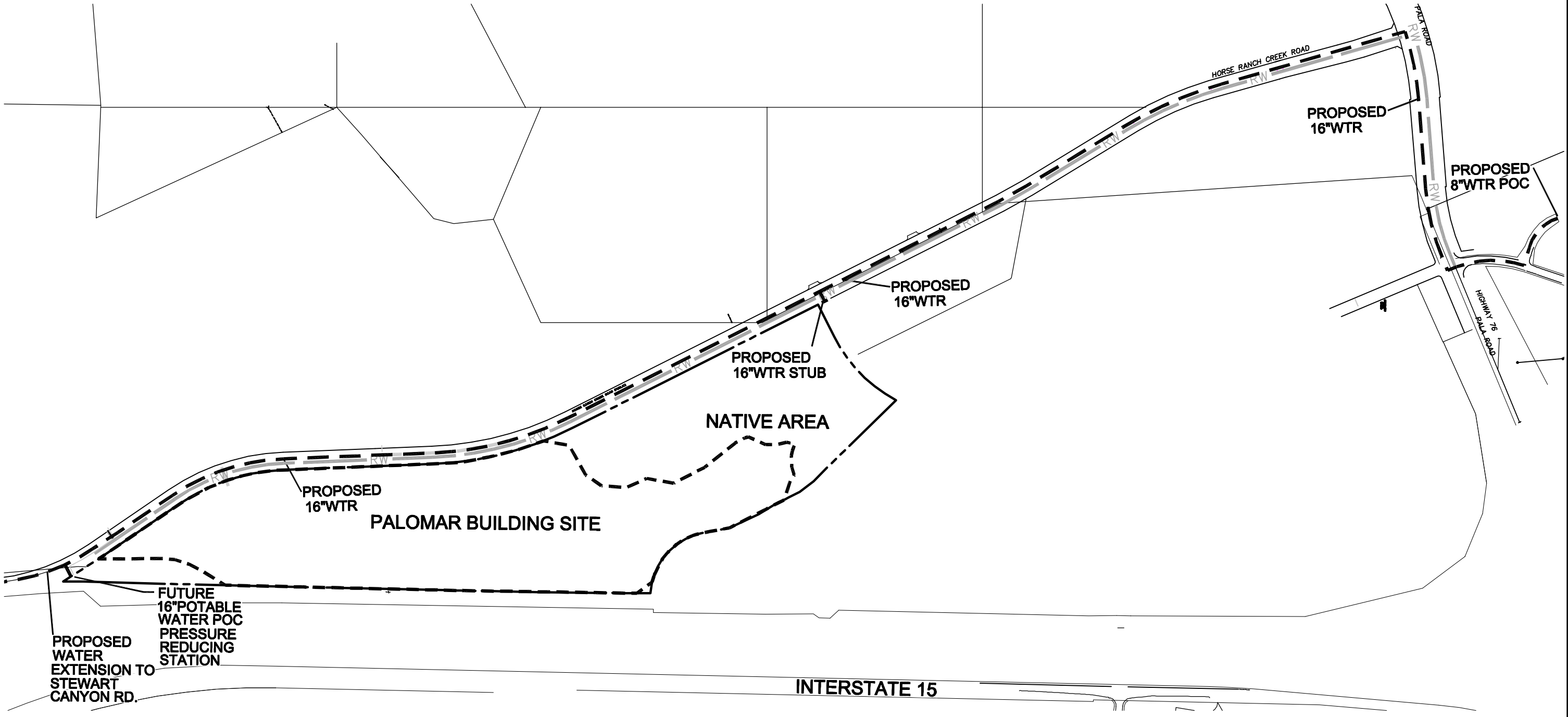
SCALE: 1"=600'

600 0 600 1200 1800

SCALE: 1"=600'

PALOMAR COMMUNITY COLLEGE
NORTH EDUCATION CENTER
PROPOSED HORSE RANCH CREEK ROAD
CONCEPTUAL WATER PLAN



LEGEND

POC = POINT OF CONNECTION

= PROPERTY BOUNDARY

FIGURE 1-5

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SCALE: 1"=600'

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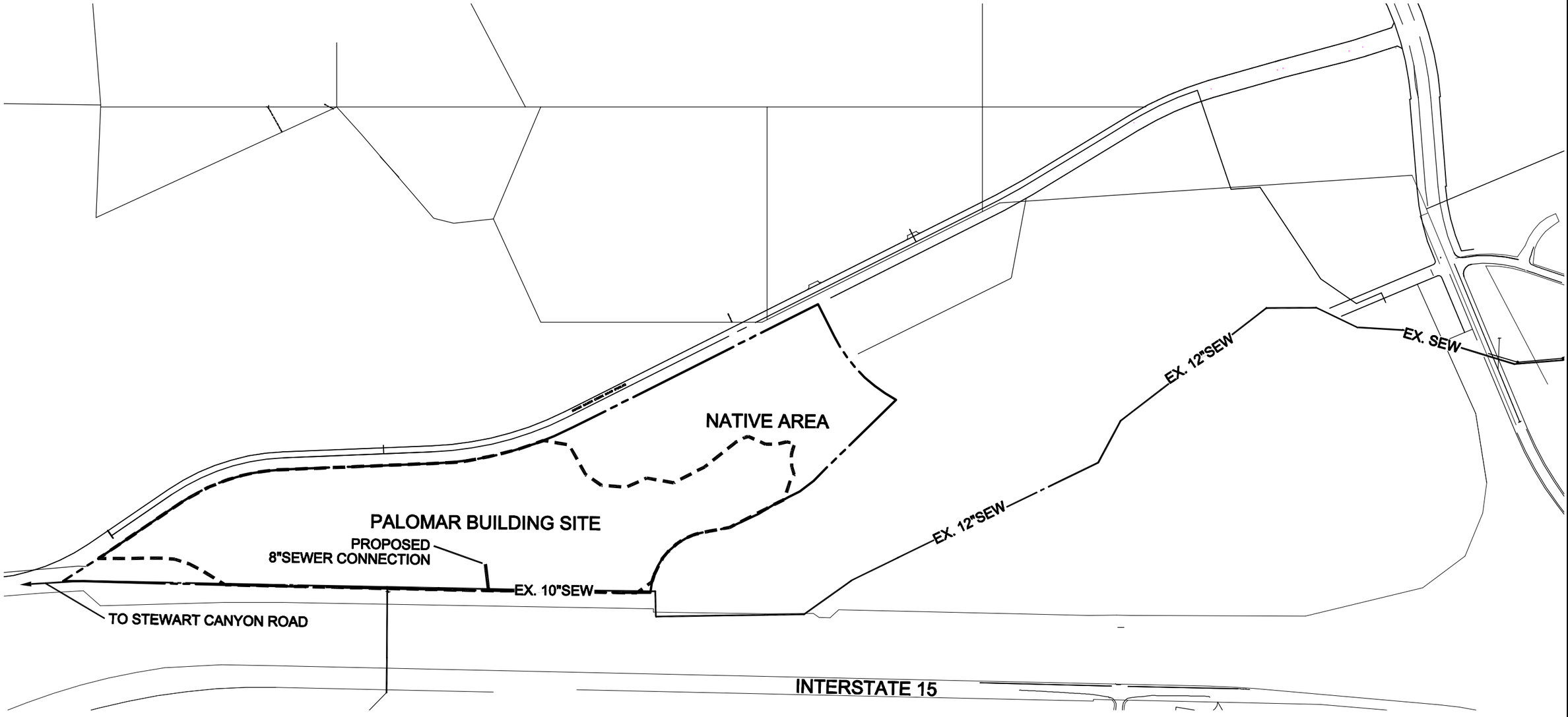
SCALE: 1"=600'

PALOMAR COMMUNITY COLLEGE
NORTH EDUCATION CENTER
PROPOSED HORSE RANCH CREEK ROAD
CONCEPTUAL SEWER PLAN



LEGEND

= PROPERTY BOUNDARY

FIGURE 1-6

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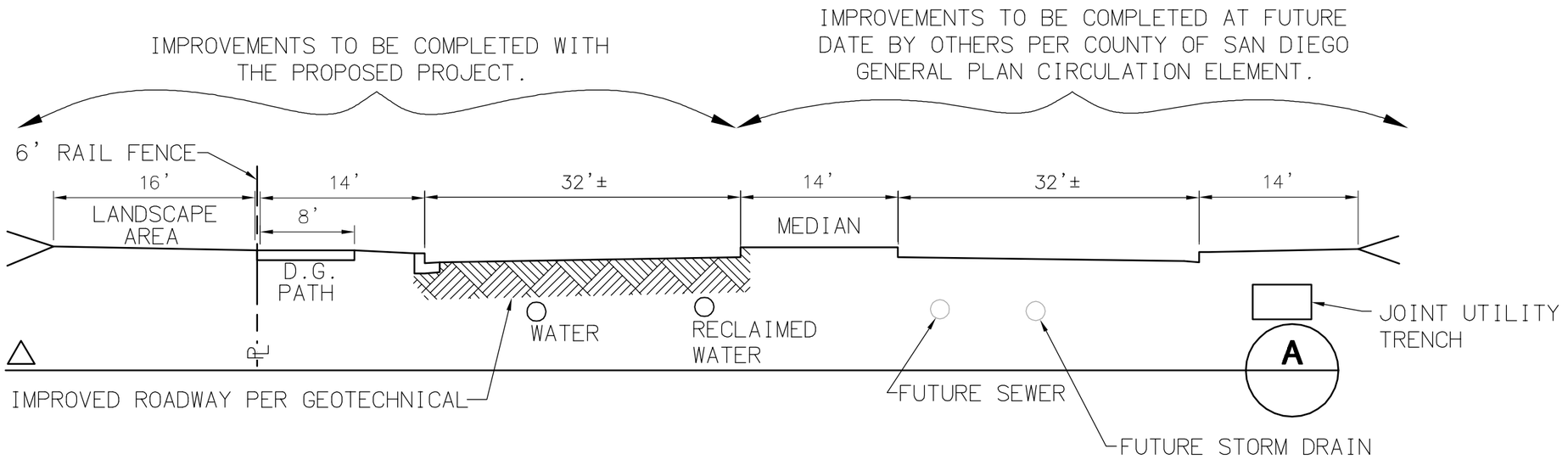
PALOMAR COMMUNITY COLLEGE
NORTH EDUCATION CENTER
PROPOSED HORSE RANCH CREEK ROAD
ROADWAY CROSS-SECTION



DETAIL

FIGURE 1-7
NOT TO SCALE

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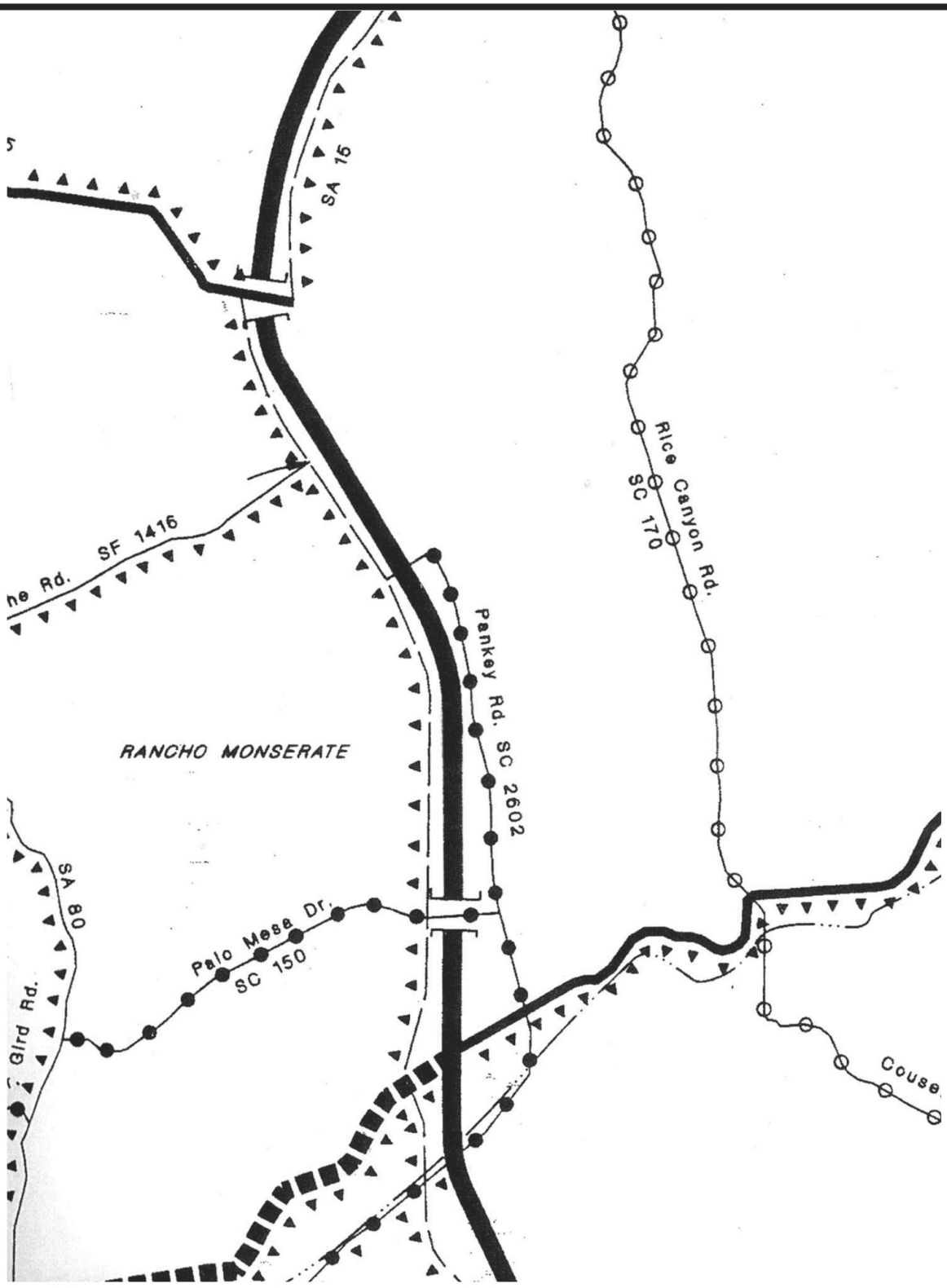

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Existing General Plan Circulation Element

Palomar Community College - North Education Center EIR

Figure 1-8A

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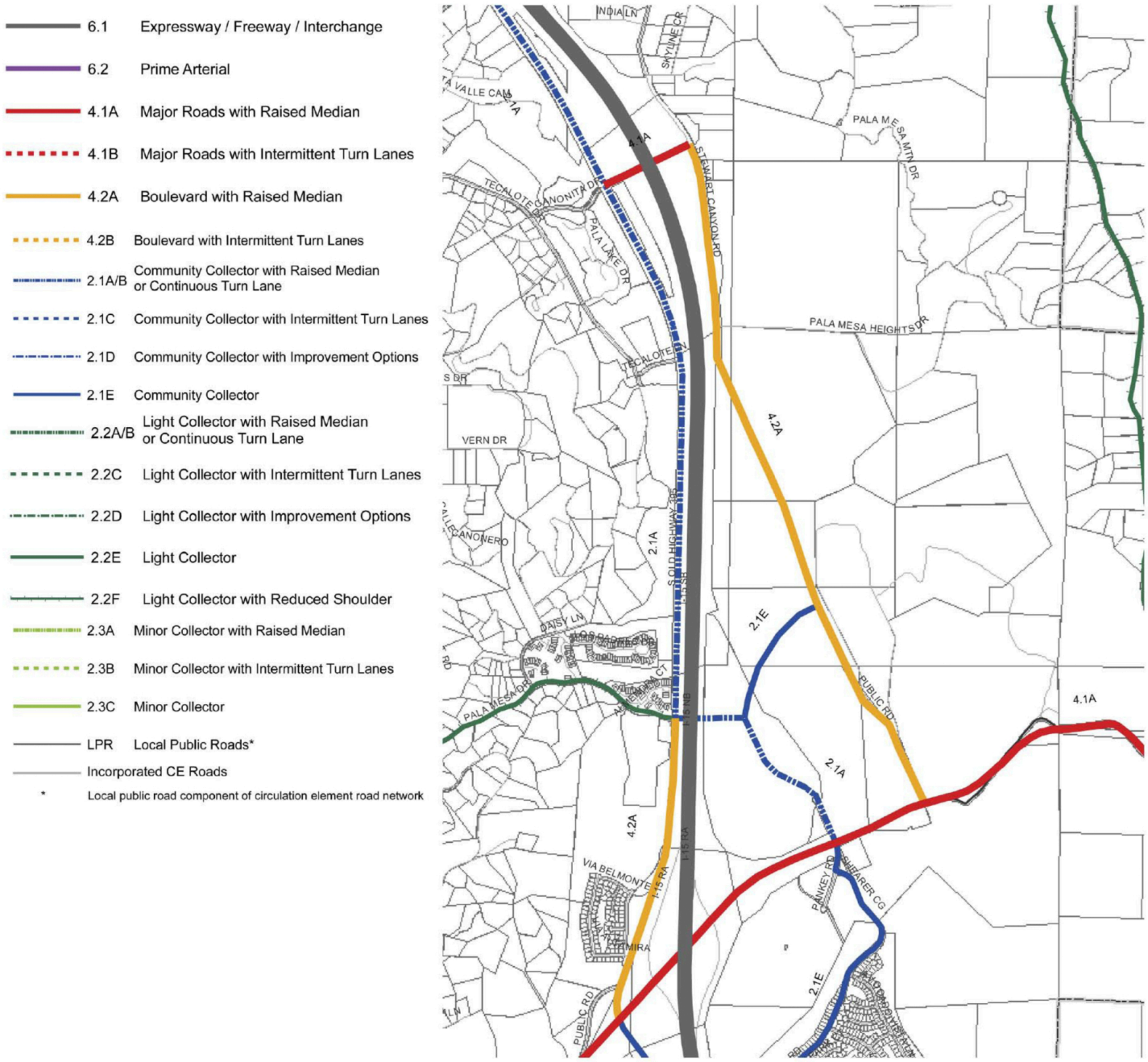

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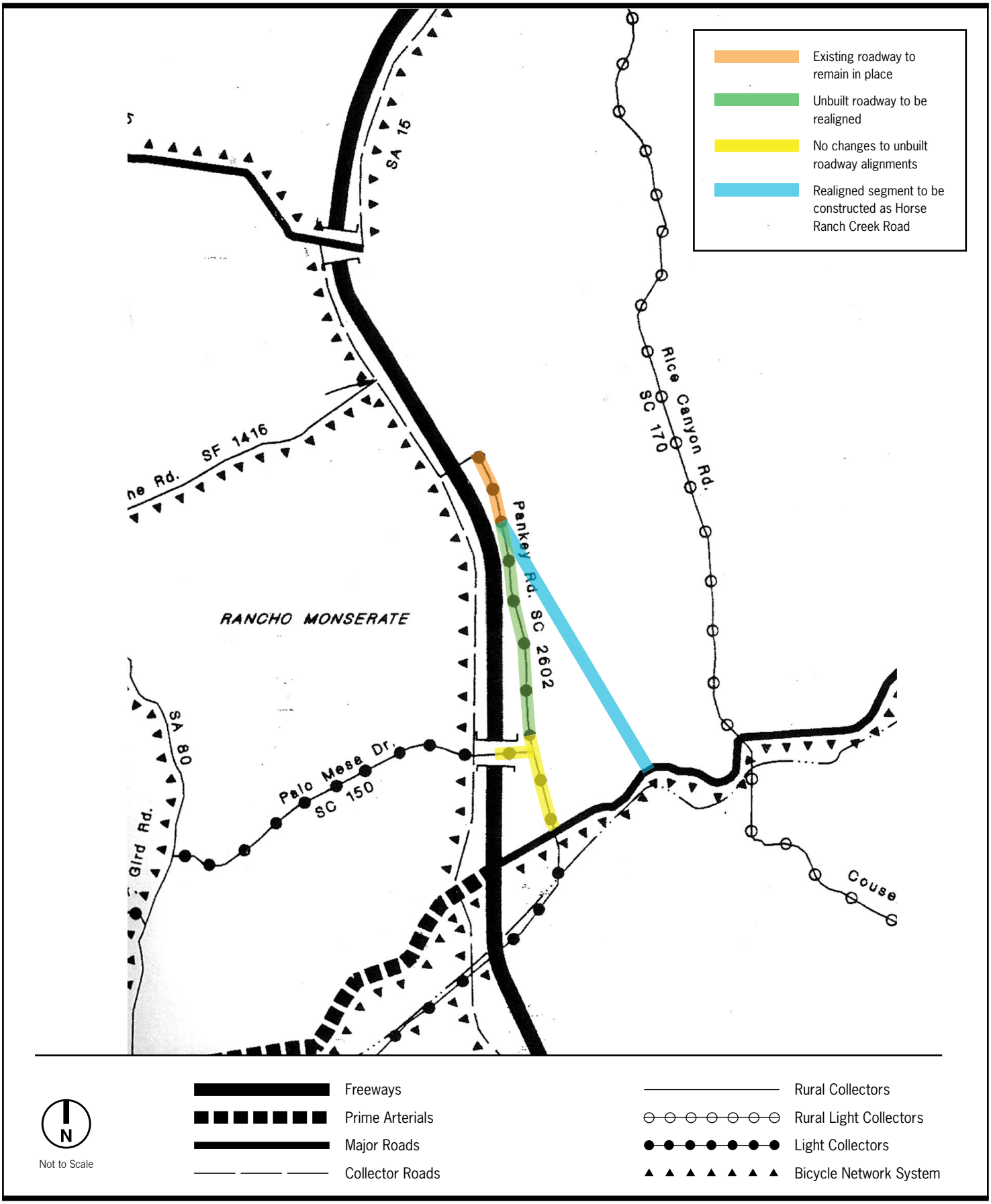
General Plan 2020 Circulation Element Road

Palomar Community College - North Education Center EIR

Figure 1-8B



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Proposed Circulation Element Road Realignment

Palomar Community College - North Education Center EIR

Figure 1-8C

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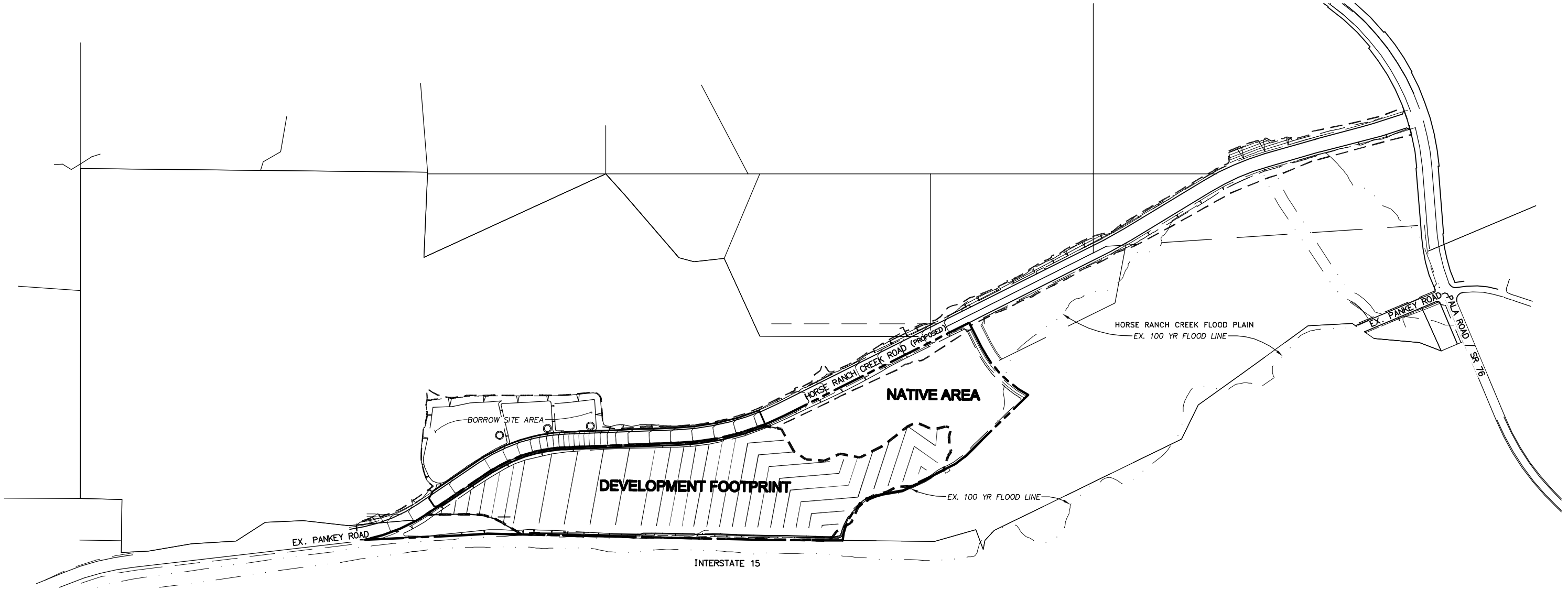
PALOMAR COMMUNITY COLLEGE
NORTH EDUCATION CENTER
CONCEPT GRADING AND IMPROVEMENT PLAN



SCALE: 1"=800'

PROJECT BOUNDARY

DEVELOPMENT FOOTPRINT

LIMITS OF OFFSITE DISTURBANCE

JUNE 11, 2008

FIGURE 1-9

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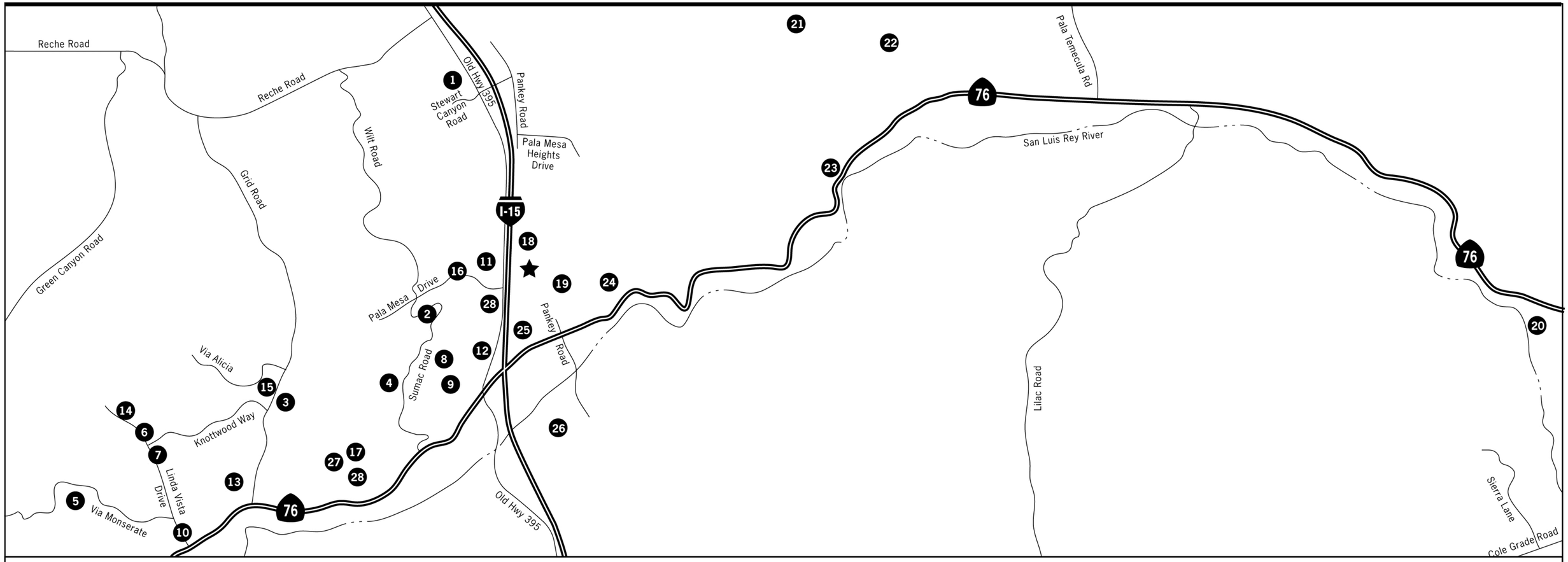

LEGEND:

★ Project Site

1 SPA 03-005 Pala Mesa Resort
2 TPM 20411
3 TPM 20503
4 TPM 20491
5 TM 4908 Brookhills 1&2
6 TPM 20714
7 TPM 20587
8 STP 03-014
9 STP 03-024
10 P02-011 Monserate LDS Church
11 TM 5231 Pala Mesa Condos
12 STP 02-061 Pala Mesa Shopping Center
13 MUP 97-004W1 Sycamore Ranch
14 TM 4971
15 TM 3734
16 TM 4729
17 TPM 20461
18 TM 5338 Passarelle / Campus Park
19 TM 5354 Meadowood
20 MUP 67-062 Rancho Corrido
21 TM 5321 Prominence at Pala
22 MUP 74-088W2 Borrow Pit
23 P 87-021 Rosemary's Mountain / Palomar Aggregates Quarry
24 TM 5424 Campus Park West
25 S 90-034 Lake Rancho Viejo
26 TPM 20610
27 TPM 20803
28 TM 5187Pala Mesa Highlands

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Not to Scale

SDMac:25102230.001/001Fallbrook/EIR/2230ex08.ai

Cumulative Projects

Palomar Community College - North Education Center EIR

Figure 1-10

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2.0 SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

CEQA Section 21100(b)(2)(A) and CEQA Guidelines Sections 15126(b) and 15126.2(b) require that an EIR analyze the significant adverse environmental impacts that cannot be avoided if the proposed project is implemented. Significant impacts, which include those impacts that can be mitigated, but not reduced to a level that is less than significant, are discussed in this section of the EIR. For all impacts that occur that cannot be alleviated without imposing an alternative design, implications and reasons as to why the project is being proposed, notwithstanding their effect, are described.

In Sections 2.0 through 4.0 of this EIR, issue areas were analyzed to determine whether project implementation would result in a significant adverse environmental impact. Based on the analyses given in these sections, it was determined that potentially significant and unmitigable impacts relative to aesthetics and traffic and circulation would occur with implementation of the proposed project. Impacts relative to biology, cultural resources, noise and paleontology can be reduced to a level of less than significant with mitigation; refer to Table S-1, Summary of Significant Environmental Impacts and Mitigation. All other issue areas were determined to have less than significant impacts. Unavoidable impacts to aesthetics and traffic and circulation are described in greater detail within this section.

2.1 AESTHETICS

2.1.1 Existing Conditions

2.1.1.1 Landforms and Topography

The area is characterized by rolling hills flanking the north/south-trending I-15 corridor and to the east/west-trending floodplain for the San Luis Rey River to the south along the route of SR 76. Topography onsite is characterized by generally level alluvial areas associated with a broad canyon in much of the southern and central portions of the property, with these areas flanked by moderately to steeply sloping hills to the north and east. Onsite elevations range from approximately 270 feet above mean sea level (AMSL) in the low-lying alluvial areas characterizing the southern portion of the site, to approximately 360 feet AMSL in the moderately sloping northeastern site corner. Surface drainage within the site moves predominantly west or southwest, primarily south to the San Luis Rey River.

2.1.1.2 Site Conditions

The site is currently undeveloped, with no structures or other visible improvements. Several dirt roadways and trails are present onsite and are utilized for property maintenance and to support onsite agricultural activities; refer to Figure 1-3 for an aerial photograph. The parcels of land upon which the project is proposed have previously been disturbed by former activities associated with agricultural activities (crop production), and livestock grazing. Presently, a portion of the site is used for the non-commercial grazing of cattle.

2.1.1.3 Surrounding Land Uses

The surrounding area includes the unincorporated communities of Rainbow, Bonsall, and a portion of Fallbrook. Land immediately surrounding the project site is generally undeveloped or utilized for agricultural operations, such as cattle grazing and the cultivation of citrus

crops (lemons and oranges). To the north of the site is largely undeveloped land with a single-family residence; to the east and southeast, a large-scale avocado grove is maintained; to the south is an undeveloped, largely undisturbed property supporting pastureland and southern riparian forest. Further to the south, and just to the south of SR 76, is the San Luis Rey River, which generally trends in an east-west direction across the valley floor in the vicinity of the site. Interstate 15 runs north-south to the west of the project site.

Several development projects are planned within the area surrounding the project site. The Meadowood Specific Planning Area (SPA), which currently supports cultivated citrus and avocado groves, occurs to the southeast of the project area, north of SR 76. The Meadowood SPA proposes residential development. The Campus Park project, which proposes single-family and multi-family residential uses, highway commercial fronting onto SR 76, several parks, dedicated open space, office professional uses, and Homeowners Association (HOA) recreational facilities, is located to the north, east, southeast, and south of the project site. The Campus Park West project is located further to the southwest of the project site, just northeast of the intersection of SR 76 and I-15. Additionally, several residential and resort-type uses are proposed to the west of the project site, across I-15, and include Pala Mesa Highlands and Pala Mesa Condominiums, and the Pala Mesa Shopping Center.

No public parks or public recreational areas are located within proximity of the project site. One public trail, located along Monserate Mountain, exists to the north/northeast of the site to the east of I-15.

2.1.1.4 Views from Surrounding Public Vantage Points

Photographs of the project site were taken from several offsite locations to illustrate the existing visual environment both onsite and in the surrounding area. Figures 2.1-1 through 2.1-4 provide existing views of the project site; refer to the photograph location map provided on each exhibit for the vantage point location each photograph represents.

Views from the I-15 corridor to the project site are generally from the northbound and southbound lanes of I-15. The longest views to the project site are from the south along northbound I-15, and generally occur from elevations higher than the project site; however, views to the site are generally obscured from a distance, due to intervening topography and elevation differences between the site and the interstate. The site is generally obscured from view along southbound I-15 at a distance from the site, due to the configuration of I-15 and existing area topography. Views are afforded from southbound I-15 in the proximity of the site, looking east and south to the site across the I-15 northbound lanes.

Views across the site would also occur from the south, east, and lands further to the north; however, these lands are generally vacant or support agricultural uses. Future residential development on these properties, particularly to the east on along the sloping hillsides, would have views across the project site to the west towards I-15.

Views to the site from east- and westbound SR 76 south of the site are generally screened from view, due to intervening topography and differences in elevation.

The project site is also visible from points along Old Highway 395, which runs north-south relatively parallel to I-15 in the vicinity of the site. Views of the project site are possible from varying vantage points along Old Highway 395, but are also screened at times, due to existing vegetation.

2.1.2 Thresholds for Determining Significance

Appendix G, of the CEQA Guidelines contains analysis guidelines related to the assessment of aesthetic impacts. These guidelines have been utilized as thresholds of significance for this analysis. As stated in Appendix G, the proposed project would result in a significant impact if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or,
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

2.1.3 Environmental Impact

The proposed project would result in development of approximately 56.5 acres of the approximately 85-acre site. Facilities anticipated would include instructional space (lecture and laboratory), administrative services, a library, offices, a student services center, food services, maintenance/operations, and other support services. Surface parking areas would generally be provided in the northern and southern portions of the property. Open space athletic fields are also envisioned as part future development of the educational center in the southern portion of the site in the future; refer to Figure 1-4 for a Conceptual Site Plan. Development of the project site would be phased over several decades, with an estimated total building square footage of approximately 380,000 to 533,000 square feet (s.f.) at ultimate buildout, which is anticipated around the year 2030. Initial development would consist of approximately ~~100,000~~75,000 to 150,000 square feet of development and related parking. All future development would occur with an approximately 56.5-acre development footprint; refer to Figure 1-4. All future development onsite would be consistent with applicable requirements (i.e. height limits) of the North County Fire Protection District.

Visual simulations are shown in Figures 2.1-5 through 2.1-8 of this EIR. Evaluation of potential visual impacts on the existing viewshed considers views from public vantage points or public roadways, as well as from surrounding established uses, such as residential neighborhoods, which may be affected by implementation of the proposed project. The photographs provide visual analysis of public views of the site within the project viewshed from four general viewpoints:

- Views traveling southbound along I-15;
- Views east and southeast from Old Highway 395;
- Views northeast traveling northbound along I-15; and,
- Views north across the valley, traveling northbound along I-15.

2.1.3.1 Photo Simulation Viewpoint 1

Photo Simulation Viewpoint 1 (Figure 2.1-5) represents views looking southeast to the project site, traveling southbound along I-15. The view is looking across I-15 to the project

site. Views from this location are meant to assess views of the site that passengers traveling southbound along I-15 would experience.

The addition of the proposed project's impact on the existing visual quality of the area as viewed from the Viewpoint 1 along southbound I-15, is considered a less than significant impact because only a limited number of structures would be seen, as shown in the photo simulation on Figure 2.1-5. A number of buildings would be visible from the roadway. Viewers would have partial views of the upper stories and rooftops of the proposed facilities that would appear above the canopy of the treetops of both existing landscaping and that planted as part of future development of the site. Traffic traveling along northbound I-15 would generally interfere with views to the site, dependent upon traffic congestion levels. The posted travel speed limit along I-15 is 70 miles per hour (mph). As such, views into the site from southbound I-15 in the vicinity of the site would be brief and intermittent, due to travel speeds and intervening vegetation. Additional landscape screening materials, planted to reflect the natural, rural vegetation patterns in the surrounding area, would be provided in the northern and western areas of the site to reduce views into the site from vehicles traveling along the roadway. Expansive views of the ridgeline backdrop would remain unobstructed generally and unaffected by implementation of the proposed project. Thus, views of the proposed development from this location would be reduced by distance from the project site, travel speeds, and project landscape screening materials, as well as existing vegetation. Development of the facilities on the project site would contribute to an adverse but less than significant impact, due to the compositional change in the visual landscape.

2.1.3.2 Photo Simulation Viewpoints 2a and 2b

Photo Simulation Viewpoints 2a and 2b (Figures 2.1-6a and 2.1-6b) show the view into the site from Old Highway 395, across I-15. Figure 2.1-6a shows views looking generally east across I-15 into the central portion of the project site. Views from this vantage point would be of structures proposed in the northern portion of the "campus core" (i.e. vocational tech and sciences). Parking area to the north of the campus core would generally not be visible from this vantage point. Views from this location would generally be reduced by intervening landscaping as well as landscape screening materials that would be planted with the proposed project. ~~For purposes of mitigating potential noise impacts from the interstate, a six-foot high noise wall is proposed along a portion of the western site boundary of the site; refer to Figure 3.1.3-4. This wall would be visible from this location point; however, as the wall would be limited in height, and landscape screening materials would be provided onsite in the western portion of the site, views of the wall from offsite locations would be reduced. Selection of building materials and colors for the wall that reflect the rural landscape would also potentially help to reduce visibility~~.

From this vantage point, the slopes to the east of the project site would be visible. These foothills would not be affected by the proposed project, and views to the existing orchards would generally not be obscured by development of the site. However, these slopes would be potentially affected by the Campus Park and Meadowood projects if they are constructed. As such, future views from this vantage point would generally be of single-family and multi-family housing, as may include portions of the town center and sports complex uses. Refer to Section 2.1.4 for discussion of cumulative effects on the visual environment.

Figure 2.1-6b shows a similar view of the site from Old Highway 395 across I-15, looking further to the south and east. This view is of the onsite area where the majority of facilities are proposed within the development footprint; refer also to Figure 1-4. Similar to views from Viewpoint 2a, the proposed structures would be visible from this vantage point with landscape screening provided along the westerly boundary to reduce visibility of the structures from the roadway and visual blend them into the rural landscape. As shown on the Conceptual Site Master Plan, the planned educational facilities would be concentrated in the central portion of the site, with parking and recreational amenities located in the northern and southern portions of the property. Individual buildings housing one (or several) disciplines would be grouped onsite to create a central "core" with open areas and plazas between the structures. This ~~site~~ approach to site design would allow potential views across the site to remain to some degree, as shown in Photo Simulation Viewpoint 2b, rather than creating several large-scale structures that would have the potential to block views to the east by creating a visual "wall" of development along the I-15 frontage.

The slopes adjacent to the east of the proposed project would also be visible from this vantage point, and views of the existing citrus and avocado groves would generally occur, as seen in Figure 2.1-6b. However, as noted above, the proposed Campus Park and Meadowood projects would be visible along these slopes if the projects are constructed in the future. Refer to Section 2.1.4 for discussion of cumulative effects on the visual environment.

2.1.3.3 Photo Simulation Viewpoint 3

Photo Simulation Viewpoint 3 (Figure 2.1-7) shows the view of the site looking north and east from northbound I-15 at a location just to the southwest of the site. Views from this vantage point would be largely of the southerly portion of the development area where the Native Area is proposed, with limited views to the area where the recreational facilities would be located. From this vantage point, views into the site would ~~be~~ largely be reduced by existing onsite vegetation that consists of coyote brush scrub and disturbed coyote brush scrub.

The visual impact of the development on the existing visual quality of the surrounding area as viewed from I-15 northbound from this vantage point would be less than significant because views to the site would be largely reduced due to distance, travel speeds, intervening vegetation, and proposed site design. Project landscaping would further reduce views of the proposed structures, and would blend the development into the surrounding rural landscape.

Similar to Viewpoints 2a and 2b, views of the slopes adjacent to the east of the proposed project would be visible from this vantage point, and would be of the existing citrus and avocado groves currently cultivated on these lands. As noted above, the proposed Campus Park and Meadowood projects would be visible along these slopes if the projects are constructed. Refer to Section 2.1.4 for discussion of cumulative effects on the visual environment.

2.1.3.4 Photo Simulation Viewpoint 4

Photo Simulation Viewpoint 4 (Figure 2.1-8) shows the view of the site looking north and east from northbound I-15, from a point approximately three miles to the southeast of the project site. From this vantage point, views would occur across the valley from a higher elevation than the project site.

Views of the site from this location would be limited and would generally be of landscaping proposed with the project that would blend the development into the surrounding landscape. Topography within the area would largely restrict views of the site, and views of the structures would be minimal. In addition, the project site would represent a limited area within the larger expansive view afforded of the valley from this vantage point. Although limited components of the proposed project would be visible from this location, such elements would not be considered to substantially alter the visual character of the area, or have a substantial effect on a scenic vista. Impacts would be less than significant.

2.1.3.5 Short-term Aesthetic Impacts

Short-term visual impacts may potentially occur during site improvement activities, such as grading or excavation, as well as the construction of individual structures on the site in the future. The extension of utilities to the site, as well as offsite roadway improvements, may also result in a temporary visual change in the existing landscape.

Construction Activities

As the proposed facilities would be constructed over the next several decades as the student population continues to grow, development would occur in specific, localized areas at a time, rather than affecting the entire footprint at one time. As such, as individual projects are undertaken on the project site, the remaining acreage of the site would ~~not be~~ generally not be affected at that time, thereby minimizing potential visual impacts caused by the presence of construction vehicles, vehicle staging areas, and other construction activities. Although construction activities may be visible from offsite ~~vantage~~ public vantage points, such activities would be short-term and temporary, and would be localized onsite within the development footprint. As such, visual impacts relative to construction activities would be less than significant.

Grading/Landform Modification

The entire proposed 56.5-acre development area would be graded at one time in preparation for future development; refer to Figure 1-9. Visual impacts could potentially result from large areas of exposed soils and from manufactured cut or fill slopes with sharp angles within the landscape.

Grading would occur as part of road and infrastructure construction, rather than on a building-specific basis. Onsite grading would amount to approximately ~~485~~385,000 cubic yards (c.y.) of cut and ~~385~~485,000 c.y. of fill. As such, an additional 100,000 c.y. of fill would be required from offsite locations. An offsite borrow area, capable of providing approximately 371,000 c.y. of fill, is proposed near the northeastern property boundary, across Horse Ranch Creek Road.

At the time when grading occurs, all of the existing vegetation within the proposed development area would be removed. Following completion of onsite grading, the graded areas would be covered with a hydroseed mix until the time that development would occur. The site would be graded to provide a relatively level building pad for future development of the proposed facilities. Although the topography of the site would be permanently changed with the proposed project, all manufactured slopes would be blended into the existing topography to reduce their visibility and reflect the natural landscape. All resulting cut or fill slopes would be required to be permanently landscaped to reduce their visual appearance

from public offsite vantage points. As such, site improvement activities would not substantially degrade the existing visual character or quality of the site and its surroundings, and impacts would be less than significant.

2.1.3.6 Long-term Aesthetic Impacts

Incompatible Change in the Composition of the Visual Environment

Lands surrounding the project site are generally vacant or support agricultural-related uses. Across San Luis Rey River to the south is the Lake Rancho Viejo residential development off of Dulin Road. Residential, resort and commercial uses are present across I-15 to the west of the site. Although development is present within the area surrounding the project site, potential visual impacts would result from a perceived change to existing views to the subject property based on implementation of the proposed project from public offsite viewpoints.

Implementation of the project would result in permanent visual changes to the existing landscape within the viewshed, as development of the proposed educational center would change the land from undeveloped to developed land. Views of the site from surrounding public vantage points would be permanently changed as a result.

However, as seen from the visual simulations prepared for the project (see Figures 2.1-5 through 2.1-8), the degree to which views to the site would vary from different vantage points within the viewshed. The site would be located adjacent to I-15, and would be more visible from vantage points along the roadway than if the property were situated further to the east away from the roadway. However, the addition of the proposed visible elements within the landscape is not considered to significant result in an incompatible change in the composition of the visual environment. Buildings onsite would be constructed to form a central "core," thereby concentrating the structures within a focused area of the site and allowing the remainder to support landscaped common areas, parking, and recreational uses, as well as the approximately 25-acre Native Area. Surface parking would be located in the northern and southern portions of the site and would be landscaped to reduce views into these areas. In addition, as the surface parking areas and recreational areas would be flat, these areas would not generally be visible from areas at a lower elevation than the project site. Design of the site and future facilities would consider the rural location of the property in terms of landscaping, building materials and colors, and architectural details. In addition, offsite roadway improvements would be designed to County standards and would therefore be consistent with roadway design intended for this area of the County.

Therefore, an adverse but less than significant impact would occur with regards to incompatibility with the existing visual character, which is generally rural and undeveloped in nature. Impacts to visual resources with respect to this change would be less than significant.

Degrade the Quality of an Identified Visual Resource

The majority of vegetation onsite is non-native grassland and pasturelands that have been previously disturbed. A portion of the site is currently utilized for grazing of cattle for non-commercial purposes. Such potentially scenic resources such as woodland habitat, streams, steep hillsides, rock outcroppings, or other prominently visual features are not present onsite.

Horse Ranch Creek, a north-to-south trending unnamed blue-line drainage, occurs immediately west of the western boundary. Horse Ranch Creek is concrete-lined for a portion

of its length that parallels I-15. As the creek continues south off the project site it widens and is no longer channelized. This drainage eventually flows into the San Luis Rey River. Two small, roughly southwest-trending seasonal drainages also occur in the southeastern portion of the project area. These features are not considered to be significant visual resources.

In addition, the proposed project would not degrade the quality of an identified visual resource. Although the project would require onsite grading of the proposed 56.5-acre development area, as well as the roadbed for Horse Ranch Creek Road, measures would be taken to reduce potential visual impacts relative to such improvements. Although all vegetation would be removed during the grading of the 56.5-acre development area, the area would be covered with hydroseed to reduce potential impacts caused by exposed soils or disturbed areas.

In addition, project design includes the designation of approximately 25 acres onsite as a Native Area (which contains wetland resources and other native habitat) that would not be developed as part of the proposed project. This area would remain in its natural state with implementation of the proposed project.

Views across the site would potentially occur from lands to the north, east, and south of the project site where residential uses exist or are anticipated in the future; however, such views to the site would vary due to topography, elevational differences, and intervening landscaping. Views from these locations would include final topography of the site following grading activities. Grading onsite would be contoured to blend any manufactured slopes into the existing topography to reduce the potential for visual impacts caused by resultant cut or fill slopes.

Development of the site with the proposed project would not substantially degrade the quality of an identified visual resource. Therefore, impacts relative to visual resources would be less than significant.

Change the Visual Environment of a Designated Scenic Highway or Scenic Vista

The I-15 corridor extends approximately 20 miles from the Escondido city limits to the Riverside County line and contains the one-half-acre to two-mile “viewshed” area on either side of the freeway. The viewshed comprises the area that can generally be seen while driving along the corridor.

The I-15 Corridor Plan does not replace the Fallbrook Community Plan, but is implemented through amendments to the community plan as appropriate. Due to its location within the I-15 Corridor Study Area, the proposed project would typically be subject to the Scenic Preservation Guidelines which have been incorporated into the Fallbrook Community Plan to address development within the I-15 corridor. The Scenic Preservation Guidelines include standards for site and architectural design, including site planning, parking and circulation, site lighting, landscape design, public utilities and safety, and development for steep topography and natural features.

However, the proposed project would not be subject to the County’s Scenic Preservation Guidelines, as development of the site would be subject to the California Government Code, Section 53094 which would supercede County development regulations. As such, the provisions of the I-15 Scenic Corridor Guidelines would not apply to development of the project site. However, future design of the individual structures and other improvements on

the site (i.e. surface parking areas, utility improvements, etc.) would take into consideration the existing surrounding landscape and rural character of the Fallbrook community. Building materials and colors, as well as building scale and massing, would be considered in future design of facilities for the proposed site to reduce the potential for visual impacts on the existing viewshed. Landscaping would be incorporated into the site design to reduce views into the site and screen buildings from view from offsite vantage points. In addition, the project design includes a large Native Area in the southern portion of the site on which no development is proposed with the proposed project, thereby allowing it to remain in its natural state; refer to Figure 1-4. Although the proposed project would result in a change to the existing landscape, as the property would be changed from undeveloped to developed, design measures would be utilized to reduce the visibility of the proposed facilities within the surrounding viewshed. The proposed project would not significantly change the visual environment of a designated scenic highway or scenic vista and impacts would be less than significant.

Create a New Source of Substantial Light or Glare, Which Would Adversely Affect Day or Nighttime Views in the Area

The proposed project would include lighting onsite for security and safety of the students and faculty. Outdoor lighting would consist of low-impact, shielded lighting around buildings and walkways. Parking areas would also have lighting for security and safety. Where feasible, lighting bollards would be used to minimize light spillover and visibility from offsite areas. No lighting is proposed for the athletic fields with the project. Any lighting required adjacent to the Native Area would be shielded and directed away from the area to reduce potential conflicts with wildlife or adjacent land uses. With implementation of these measures, the proposed project would not create a new source of substantial light or glare that would potentially adversely affect day or nighttime views in the area. Implementation of these measures would reduce potential impacts resulting from project lighting to less than significant.

2.1.4 Cumulative Impact Analysis

When analyzed in conjunction with other projects in the cumulative study area (see Figure 1-10 and Table 1-2), the proposed project would create a cumulatively considerable change in the visual composition of the area. Implementation of design features would reduce the project's potential to contribute to a cumulatively significant effect on regional visual amenities and resources or unique landform features; however, as the project would change the current undeveloped land to developed property with educational facilities and supporting infrastructure, the project would contribute to a cumulative change to the visual landscape in this portion of the County.

Views of the site from surrounding public vantage points would be permanently changed as a result of project implementation. Similarly, past, present, and future development on lands within the surrounding area would also result in permanent visual change to the existing landscape. As development continues to occur over future years, lands within the I-15 corridor will change from largely undeveloped (or agricultural) lands to developed, thereby permanently changing the visual composition.

Future planned development within the area surrounding the project site includes several large-scale residential and mixed-use development projects. As these projects are located

within the area immediately surrounding the project site, they would have the greatest potential to contribute to significant visual impacts when considered with the proposed project. These projects include the Pala Mesa Highlands project, located to the west of the project site, across I-15. The other projects include the Passerelle/Campus Park project, located to the north, east, and south of the project site; the Pappas/Campus Park West project to the southwest of the site, just northeast of SR 76/I-15; Meadowood, located to the southeast of the site; and Rosemary's Mountain, located to the southeast of the site. The majority of the other projects within the surrounding viewshed are generally smaller in scale and would consist mainly of 2-4 lot subdivisions, or smaller scale commercial uses. Refer to Table 1-2 for a description of these projects. Figure 1-10 shows the specific location of these projects.

The visual environment within the I-15 corridor would be permanently altered with implementation of these and other projects. The overall visual composition of lands within the corridor would be incrementally changed as each of these developments, including the proposed project, is constructed. Permanent impacts resulting from vegetation removal, grading of slopes, changes to existing topography, installation of outdoor lighting, as well as infrastructure improvements such as utility lines and roadway improvements would occur. In addition, with implementation of these projects, vertical structures such as residential units, commercial uses, and mixed-use development would be placed within the existing landscape, thereby creating the potential for the obstruction of existing views across existing lands, as well as for shading impacts. Figure 2.1-9 shows the view with buildout of the Palomar Community College North Education Center and the adjacent Campus Park project (based on development plans available at the time this EIR was prepared).

Development of Pala Mesa Highlands across I-15 would occur in an area that presently supports development. Residential development currently exists to the north and south of the proposed site, and development on the Pala Mesa Highlands site would therefore have less of an impact on the visual environment than would development on the proposed project site when considered cumulatively. Development of the listed projects on the east side of I-15 would have a greater visual effect when considered on a cumulative level, as lands are largely undeveloped and generally support grasslands, or are currently used for agricultural purposes. As such, the introduction of the built element into this landscape would have a greater effect than if development were proposed in an area that currently supported an improved environment.

On an individual basis, these projects would integrate design features that would reduce potential visual impacts and their potential to considerably alter the visual composition of the landscape. Such elements as landscape screening, selection of building materials and colors, and architectural elements to reflect the rural landscape, minimal and shielded night lighting, rural roadway design features, and contoured grading may be utilized to reduce potential the visibility of these projects within the viewshed.

However, on a cumulative basis, the visual environment of the I-15 corridor within the area of the proposed project would still be permanently affected by the change in visual composition that would result from the development of future projects. Such a change would result in incompatible effects to the existing visual composition. Therefore, impacts would be significant and mitigation cannot be proposed to reduce such impacts to less than significant. Impacts would remain significant and unmitigable.

2.1.5 Mitigation Measures

The proposed project would be located within the I-15 view corridor. Implementation of the proposed project would result in incremental development of the site over the next several decades. As such, the site would be permanently changed from undeveloped to developed land over time. ~~Design measures such as landscaping, landscape screening, lighting effects, building setbacks, and architectural details would help to reduce the project's overall visibility within the landscape thereby reducing the potential for significant visual impacts to occur.~~

~~When considered on a cumulative level with other existing and planned projects in the area, the project would contribute to an overall permanent change in the visual character of the existing viewshed. The visual composition of the valley would change with the combined implementation of these projects, as lands within the valley, and within close proximity to the site, would change views of the land from (largely) undeveloped to developed. Implementation of these projects would result in a permanent change in the composition of the visual environment through the construction of housing, mixed-use and commercial uses, as well as improved open space, parking areas and roadways, the removal of natural vegetation, and installation of nighttime lighting. Although design features for individual projects would be applied in the design and construction phases of these and other future projects, the effects of introducing these elements into the landscape when considered together would result in a permanent change to the visual environment that cannot be fully mitigated. Therefore, impacts would remain significant and unmitigable.~~ The project design shall incorporate measures such as landscaping, landscape screening, lighting effects, building setbacks, and architectural details to reduce the project's overall visibility from offsite vantage points, to the extent feasible.

2.1.6 Impact After Mitigation

~~Impacts resulting from construction would be short-term and would cease when construction or related infrastructure improvements are completed on varying locations within the proposed development footprint. Therefore, impacts relative to construction would be less than significant.~~

Design of the facilities on the project site would integrate ~~certain~~ elements to reduce potential cumulatively significant visual effects of the development within the existing landscape. Such design features as landscape screening, building setbacks, building height and color, selection of building materials and architectural detailing would reduce the visual appearance of the development from offsite public vantage points. In addition, landscape screening would be installed as appropriate as future development of the site occurs to reduce potential visual impacts resulting from development of the property. ~~Development of the facilities on the project site would contribute to an adverse but less than significant impact, due to the compositional change in the visual landscape.~~ With implementation of this mitigation measure, the project will not have any direct significant adverse aesthetic impacts from offsite public vantage points. Even with this mitigation, however, ~~However,~~ when considered with other existing and future planned projects in the area, the proposed project would contribute to a cumulatively considerable impact on the composition of the visual environmental. ~~Impacts~~ Such impacts would be cumulatively considerable and unmitigable.

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Photo A: View looking northeast to southeast across project site from western property boundary.

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Site Photographs

Palomar Community College - North Education Center EIR

Figure 2.1-1

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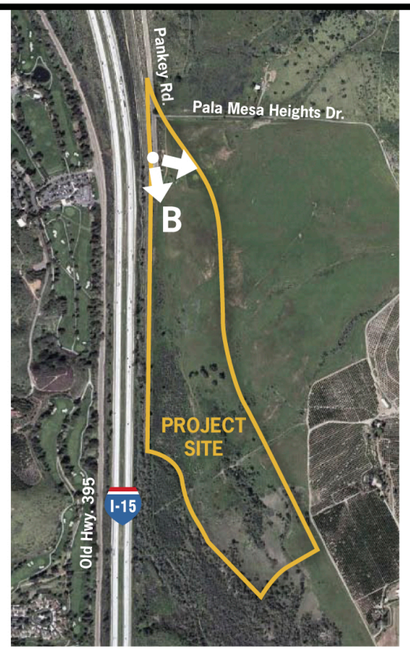

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Not to Scale

Photo B: View looking south / southeast across project site from northwest property boundary.

RBF CONSULTING

SDMac:25102230.001/001 Fallbrook/2230ex09.ai

Site Photographs

Palomar Community College - North Education Center EIR

Figure 2.1-2

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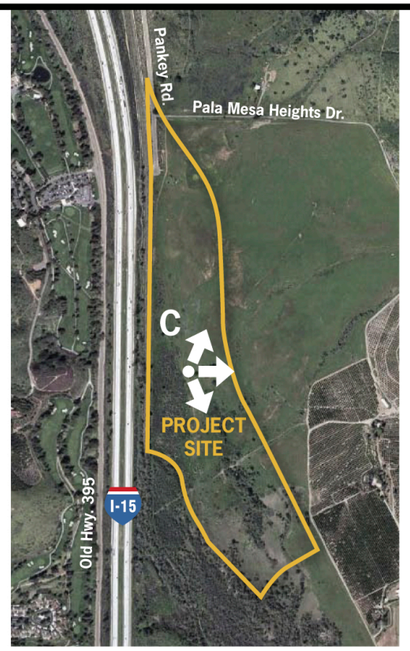

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Photo C: Onsite view looking northeast to southeast from central portion of the project site.

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Site Photographs

Palomar Community College - North Education Center EIR

Figure 2.1-3

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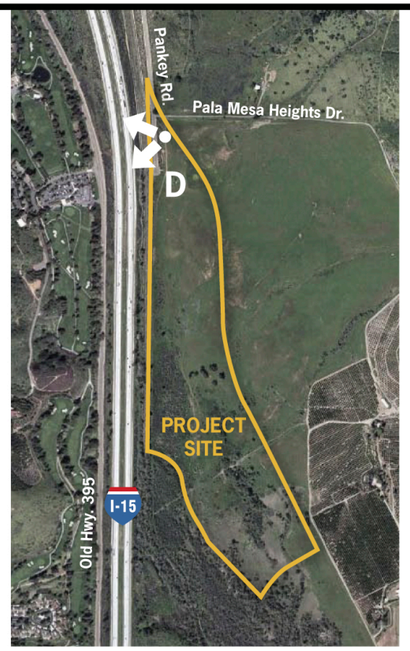

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Photo D: View looking southwest to northwest across I-15 from northwest property boundary.

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Site Photographs

Palomar Community College - North Education Center EIR

Figure 2.1-4

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Existing Condition

Simulation - Viewpoint 1

Key Map
no scale

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N

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Photo Simulation Viewpoint 1

Palomar Community College - North Education Center EIR

Figure 2.1-5

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Existing Condition

Simulation - Viewpoint 2a

Key Map
no scale

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Photo Simulation Viewpoint 2a

Palomar Community College - North Education Center EIR

Figure 2.1-6a

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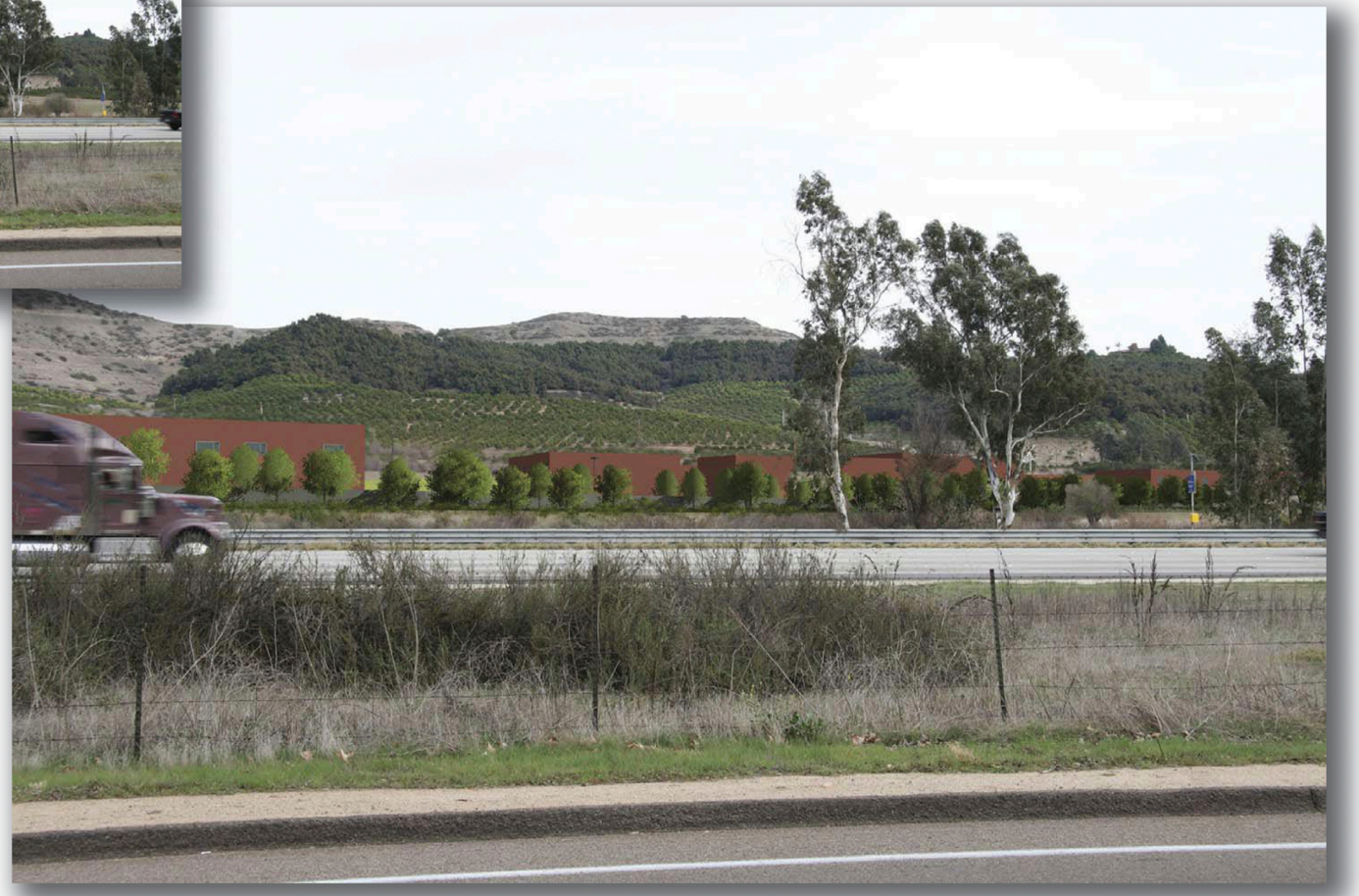
Existing Condition



Simulation - Viewpoint 2b

Key Map
no scale

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Photo Simulation Viewpoint 2b

Palomar Community College - North Education Center EIR

Figure 2.1-6b

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Existing Condition

Simulation - Viewpoint 3

Key Map
no scale

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Photo Simulation Viewpoint 3

Palomar Community College - North Education Center EIR

Figure 2.1-7

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Existing Condition

Simulation - Viewpoint 4

Key Map
no scale

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Not to Scale

Photo Simulation Viewpoint 4

Palomar Community College - North Education Center EIR

Figure 2.1-8

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Existing Condition

Simulation - Viewpoint 2a (Cumulative View with Campus Park and Meadowood Projects)

Key Map
no scale

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SDMac:25102230.001/001Fallbrook/EIR/2230ex13.ai

Not to Scale

Photo Simulation Viewpoint 2a (Cumulative)

Palomar Community College - North Education Center EIR

Figure 2.1-9

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2.2 TRAFFIC AND CIRCULATION

The following section is based on the Traffic Analysis prepared by RBF Consulting dated August 2007 and revised in ~~2007~~June 2008. The analysis is included as Appendix B of this EIR. The traffic and circulation discussion is included in this EIR document to reflect traffic conditions and traffic analysis requirements. The purpose of the traffic study is to evaluate development of the North Education Center from a traffic circulation standpoint. The evaluation considers impacts to local roadways, intersections, regional facilities and ingress/egress locations onsite. ~~Mitigation~~ Where feasible, mitigation measures are recommended to avoid or lessen significant impacts. The District has not adopted standards for the analysis of traffic impacts in connection with development projects. ~~In accordance with the SANTEC/ITE and~~ As requested by the County of San Diego, therefore, the traffic analysis has been prepared in accordance with the County of San Diego Traffic Study Guidelines, San Diego County Congestion Management Plan (CMP) guidelines, and Caltrans Guidelines for the Preparation of Traffic Impact Studies.

The following ~~traffic impact study guidelines the analysis included the followings~~ study scenarios are included in the traffic analysis:

- **Existing Conditions** – Analysis of existing traffic count volumes, intersection geometry and existing roadway network.
- **Existing Plus Phase I ~~Project~~ Conditions (3,400 students)** – Analysis of existing traffic volumes overlaid with the forecast Phase I project-generated traffic. Existing intersection geometry and roadway network were assumed in this analysis in addition to the construction of Horse Ranch Creek Road.
- **Existing Plus Cumulative Conditions (Without Project)** – Analysis of existing traffic volumes overlaid with traffic associated with approved or pending projects anticipated to be constructed by the project-opening year. Roadway improvements such as the Horse Ranch Creek Road extension were included in the analysis.
- **Existing Plus Cumulative Conditions With ~~Project~~ Phase I (3,400 students)** – Analysis of existing traffic volumes overlaid with cumulative project traffic and traffic generated by ~~the~~ Phase I of the proposed project (3,400 students). The construction of Horse Ranch Creek Road was included in the analysis.
- **Horizon Year 2030 Conditions (Without Project)** – Analysis of Horizon Year 2030 conditions was conducted using the SANDAG Series 10 North San Diego County subarea traffic model. All build-out roadway improvements in the project study area were included in the analysis of Horizon Year 2030 Conditions.
- **Horizon Year 2030 Conditions With ~~Project~~ Phase I** – Analysis of Phase I for the Horizon Year 2030 conditions ~~with the proposed project~~ was conducted by overlaying the ~~forecast~~ Phase I project generated trips (3,400 students) over the "Without Project" 2030 traffic volumes ~~generated by the SANDAG traffic model.~~provided by Caltrans for the SR 76/I-15 corridor improvement project. ~~All build-out roadway improvements in the project study area are included in the analysis~~ Analysis of Horizon Year 2030 ~~Conditions~~conditions under Phase I assumes the existing conditions intersection and roadway segment geometry and Horse Ranch Creek Road.~~.~~

- **Horizon Year 2030 Conditions With Phase I and Phase II** – To assess the impacts of Phase II of the proposed project on the Horizon Year 2030 conditions, Phase II project generated traffic (5,100 students) was overlaid on the 2030 with Phase I (3,400 students) traffic volumes. SR 76 volumes used in this analysis were provided by Caltrans for the SR 76/I-15 corridor improvement project. All improvements included in the SANDAG "reasonably expected" Regional Transportation Plan (RTP) within the study area are included in the analysis of Horizon Year 2030 Conditions, at the request of Caltrans and the County.

2.2.1 Existing Conditions

2.2.1.1 Roadway Network

A description of existing roadways potentially affected by the proposed project is provided below. Existing intersection geometry and traffic signal control is shown in Figure 2.2-1.

State Route 76 (SR 76) provides regional access to the east San Diego County area as a major freeway facility, generally oriented in an east-west direction with a posted speed limit of 55 miles per hour. This roadway is classified as a Major Road in the current County General Plan Circulation Element (CE) and in the proposed General Plan Update. Regional project access is provided at the I-15 and Pankey Road ramps.

Old Highway 395 is a two-lane road oriented in a north-south direction and runs parallel to I-15 from Escondido to the northern county limits. Old Highway 395 is classified as a Rural Light Collector in the County General Plan CE and as a Light Collector in the proposed General Plan Update.

Dulin Road is currently a two-lane ~~collector~~ road and in generally oriented in an east/west direction. Dulin Road extends from the Old Highway 395 south of Pala Road (SR 76) to Pankey Road. This road is classified as a Rural Light Collector in the County General Plan CE and as a Light Collector in the proposed General Plan Update.

Reche Road is constructed as a two-lane ~~collector~~ road and is generally oriented in an east-west direction. Reche Road connects to Gird Road, Wilt Road, and Tecalote Road. Reche Road is classified as a Town Collector in the County General Plan CE and as a Light Collector in the proposed General Plan Update.

Pankey Road is constructed as a two-lane ~~collector~~ road and is generally oriented in a north-south direction. Pankey Road currently extends from Pala Road (SR 76) and ends south of the Dulin Road. Pankey Road is classified as a Town Collector in the County General Plan CE and as a Light Collector in the proposed General Plan Update.

Horse Ranch Creek Road is planned as a future north-south roadway located east of Pankey Road, extending from SR 76 to Stewart Canyon Road. Horse Ranch Creek Road will serve as the primary access road into the Palomar College North Education Center and the (future) Campus Park development adjacent to the project. The project will construct two lanes of the roadway between SR 76 and the existing northern terminus of Pankey Road consistent with existing County road standards, which will provide a connection with Stewart Canyon Road to the north. The alignment of the proposed road is east of the alignment as shown in the adopted Circulation Element. The proposed General Plan Update alignment of Horse Ranch Creek Road is consistent with the alignment proposed with this project, which is aligned as such to avoid known environmentally sensitive areas. For all intents and purposes, the

function, classification, and connectivity of the road is consistent with the intent of the Circulation Element. However, because the proposed road alignment is more than 1,500 feet from the existing circulation element alignment, a General Plan Amendment is required.

However, future projects, such as the proposed Campus Park and Meadowood projects, will be required to further improve the road to allow for the additional capacity needed to serve those projects. Future projects will likely be required to construct Horse Ranch Creek Road to the Boulevard standard as identified in the proposed General Plan Update Circulation Element.

2.2.1.2 Study Area

The project study area was defined based on the distribution of project-generated trips on the roadway network. Based on Caltrans and SANTEC/ITE traffic impact study guidelines, intersections with a minimum of 20 project-generated peak hour trips for state-owned facilities and 50 project-generated peak hour for all other facilities were included in the analysis. Furthermore, in accordance with the County of San Diego traffic impact study guidelines, all intersections that currently operate at LOS E or F with 25 or more peak hour project trips were also included in the study area. Study intersections and roadway segments are illustrated in Figure 2.2-2.

The study area consists of the following intersections:

- Pala Road (SR 76) / Via Monserate;
- Pala Road (SR 76) / Gird Road;
- Pala Road (SR 76) / Sage Road;
- Pala Road (SR 76) / Old Highway 395;
- Pala Road (SR 76) / I-15 Southbound Ramps;
- Pala Road (SR 76) / I-15 Northbound Ramps;
- Pala Road (SR 76) / Pankey Road;
- Pala Road (SR 76) / Horse Ranch Creek Road (Future);
- Pala Road (SR 76) / Rice Canyon Road;
- Pala Road (SR 76) / Couser Canyon Road;
- Old Highway 395 / Reche Road;
- Old Highway 395 / Canonita Drive - Stewart Canyon Road;
- Reche Road / Tecalote Drive;
- Reche Road / Wilt Road; and,
- Reche Road / Gird Road.

2.2.1.3 Data Collection

The 2000 Highway Capacity Manual (HCM) methodology for *Signalized Intersections* was used to determine the operating Levels of Service (LOS) of the study intersections. The

HCM methodology describes the operation of an intersection using a range of levels of service from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding average stopped delay per vehicle shown in Table 2.2-1.

To determine the existing operations of the study intersections, intersection movement counts were taken on a typical weekday during the A.M. (7:00 to 9:00 A.M.) and P.M. (4:00 to 6:00 P.M.) peak periods. Average Daily Traffic (ADT) volumes were also collected.

The SANDAG Series 10 Subarea traffic model was used to evaluate the 2030 Horizon Year conditions. Caltrans provided intersection and roadway segment volumes for SR 76 from Via Monserate to I-15. These volumes were developed in December 2007 for the I-15 / SR 76 interchange project and include widening of the bridge over I-15 from two lanes to six lanes. A copy of the traffic report for the I-15/SR 76 interchange project is attached as Appendix H to Appendix B of this EIR.

Both the SANDAG Series 10 and the model runs conducted for the Caltrans project include General Plan Update land use updates and Circulation Element recommendations including the extension of Horse Ranch Creek Road from SR 76 to Stewart Canyon Road. Traffic volumes along the SR 76 corridor were cross-referenced with traffic volumes for the corridor as reported in the Regional Transportation Plan (RTP) 2005 update. The RTP was prepared by SANDAG and identifies all traffic improvements that are "reasonably expected" to exist within the study area in 2030. Intersection peak hour volumes post-processed for this project included industrial uses on the proposed Palomar College site. Therefore, the trips associated with the industrial uses were manually removed from the peak hour volumes.

~~The model includes General Plan 2020 land use updates and Circulation Element recommendations including the extension of Horse Ranch Creek Road from SR 76 to Stewart Canyon Road. The proposed project is located adjacent to the larger mixed use Campus Park development. The Campus Park project is currently proceeding through the discretionary review process with the County of San Diego. Because of the proximity of the two projects, and the projects will use the same roadway infrastructure, the same baseline traffic information was used to ensure consistency in the traffic analysis. Intersection peak hour volumes post-processed for the Campus Park Specific Plan traffic study were used in this analysis. The Campus Park Specific Plan included industrial uses on the proposed Palomar College site. Therefore, the trips associated with the industrial uses were manually removed from the peak hour volumes based on the trip distribution provided in the Campus Park Specific Plan traffic report.~~

2.2.1.4 Level of Service

Existing Level of Service (LOS) Conditions

Level of Service (LOS) is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure of the effect of a number of factors, including roadway geometries, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst; refer to Table 2.2-1. The LOS designation is defined differently for signalized and unsignalized intersections, as well as for roadway segments.

Intersection Levels of Service

Figure 2.2-3 shows existing A.M. and P.M. peak one-hour volumes at each of the study intersections. Detailed count data is contained in Appendix A of Appendix B.

Table 2.2-2 summarizes the existing A.M. and P.M. peak hour LOS of the study intersections based on the existing peak hour intersection volumes. Detailed HCM calculation sheets are contained in Appendix B of Appendix B. As shown in Table 2.2-2, one intersection is currently operating at deficient LOS (LOS D or worse) during the peak hours:~~.~~

- Pala Road (SR 76) / Via Monserate

Roadway Segment Analysis

Figure 2.2-4 shows existing ADT volumes of roadways in the project vicinity. Roadway segment levels of service were calculated based on established capacity thresholds defined by roadway classification and ADT volumes. Table 2.2-3 presents the results of the existing conditions roadway segment level of service analysis. As shown in Table 2.2-3, all of the roadway segments currently operate at acceptable levels of service, with the exception of:

- Pala Road (SR 76): Via Monserate to Gird Road;
- Pala Road (SR 76): Gird Road to Sage Road; and,
- Pala Road (SR 76): Sage Road to Old Highway 395

2.2.2 Thresholds for Determining Significance

The District does not have adopted thresholds for evaluating traffic impacts. Therefore, the evaluations of this traffic analysis are based upon the Guidelines of Significance for traffic analysis used by the County of San Diego. These guidelines are appropriate to use, as the project is located within the County of San Diego and the roadways affected by the project are subject to County roadway standards (except Interstate 15 and Pala Road (SR 76) which are managed by Caltrans). The roadway segment analysis of the study area roadways is based upon roadway classifications and capacity thresholds defined by County of San Diego public road standards. The roadway segment level of service criteria for short term and Horizon Year 2030 conditions are included in Tables 2.2-4 and 2.2-5, respectively. ~~These tables are~~ Tables 2.2-4 to 2.2-6 have been excerpted from the tables provided at the end of this section and are provided ~~within the text~~ below for easy reference with regard to the thresholds discussion. However, the remaining tables are located at the end of ~~the~~ this section ~~chapter.~~ The Horizon Year roadway classifications and level of service criteria reflect the standards given in the General Plan ~~2020~~ Update Circulation Element.

TABLE 2.2-4
LEVEL OF SERVICE THRESHOLDS FOR ROADWAY SEGMENTS (SHORT TERM)

Classification	Level of Service				
	A	B	C	D	E
Prime Arterial	22,200	37,000	44,600	50,000	57,000
Major Road	14,800	24,700	29,600	33,400	37,000
Collector	13,700	22,800	27,400	30,800	34,200
Town Collector	3,000	6,000	9,500	13,500	19,000
Light Collector	1,900	4,100	7,100	10,900	16,200

Source: The County of San Diego Guidelines for Determining Significance.

TABLE 2.2-5
LEVEL OF SERVICE THRESHOLDS FOR ROADWAY SEGMENTS (HORIZON YEAR)

Classification	Level of Service				
	A	B	C	D	E
Major Road					
With Raised Median	14,800	24,700	29,600	33,400	37,000
With Intermittent Turn Lanes	13,700	22,800	27,400	30,800	34,200
Boulevard					
With Raised Median	18,000	21,000	24,000	27,000	30,000
Community Collector					
No Median	1,900	4,100	7,100	10,900	16,200
With Raised Median	10,000	11,700	13,400	15,000	16,700
With Continuous Left Turn Lane	3,000	6,000	9,500	13,500	19,000
With Intermittent Turn Lane	3,000	6,000	9,500	13,500	19,000
Light Collector					
With Intermittent Turn Lane	3,000	6,000	9,500	13,500	19,000
With Reduced Shoulder	5,800	6,800	7,800	8,700	9,700

Source: The County of San Diego General Plan ~~2020~~ Update Circulation Element (not adopted at the time this report was prepared).

The County of San Diego goal for acceptable operating conditions is LOS D or better for signalized and unsignalized intersections and along roadway segments. Caltrans' goal is LOS C or better at State-owned facilities. Measures of significant project impacts and allowable increases on congested roads and intersections are included in Table 2.2-6.

TABLE 2.2-6
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION
ALLOWABLE INCREASES ON CONGESTED ROADS AND INTERSECTIONS

Road Segments

	2-Lane Road	4-Lane Road	6-Lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

Intersections

	Signalized	Unsignalized
LOS E	Delay of 2 seconds	20 peak hour trips on a critical movement
LOS F	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

Note: A critical movement is one that is experiencing excessive queues.

Note: By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate a share of the cumulative impacts.

Note: The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

Source: County of San Diego Guidelines for Determining Significance

2.2.3 Environmental Impacts

2.2.3.1 Trip Generation

Trip generation rates for the proposed education center were researched through ITE and SANDAG to determine the appropriate trip generation rate for the proposed land use; refer to Table 2.2-7 and Table 2.2-8. As noted in Section 1.1.4 of this EIR, there are specific differences between a community college campus and education center that would affect the traffic generation rates. Because the education center would function differently, and not have the full complement of services as full community college campus (such as the District's San Marcos Campus), the standard SANDAG trip generation rate at 1.2 tips per student would overstate the traffic activity at the education center. Due to the unique characteristics of the educational center operations, a specific trip generation study was performed at the Palomar Community College Escondido Education Center, located at 1951 East Valley Parkway, in Escondido in February 2008. The purpose of the trip generation study was to establish the correlation between daily trips per student to the number of enrolled students at a similar facility to the proposed project.

The Escondido Center was selected as an appropriate site for comparison because it is located within the District, is located approximately 15 miles south of the proposed project site, offers similar types of classes, has similar administrative functions, and serves a comparable number of students (7,715) as the proposed North Education Center at full buildout (8,500). Traffic counts were collected at the Escondido Education Center for five consecutive weekdays. Data was collected at each of the six center driveways from February 25th to 29th (Monday through Friday), 24-hours per day. It should be noted that counts were collected at the beginning of the quarter when attendance is typically higher than towards the end of the quarter when attendance is typically lower. This process resulted in a total of 4,269 ADT at the Escondido Education Center. The ADT for the Escondido Education Center (4,269 daily trips) was compared to total enrollment (7,715 students) to establish a recommended trip generation rate of 0.55 daily trips per enrolled student.

The Escondido Education Center is located within an urban area that is more developed and populated than the location of the proposed education center in Fallbrook, which may indicate greater attendance and enrollment rates. The Escondido Education Center has been converted from a former retail center. As such, available parking spaces exist on site resulting in little need for offsite parking. The existing Center fronts onto East Valley Parkway, a major collector road in the City of Escondido. No street parking is permitted on East Valley Parkway. No street parking is permitted on Midway Drive near the Escondido Education Center. A bus stop is located near the Escondido Education Center on Midway Drive, which serves Metropolitan Transit System bus routes. Differences between the Escondido Education center and the proposed Fallbrook site include the availability of services and residential density surrounding the centers. Escondido is more developed and populated than the Fallbrook community. Proximity to urban services such as employment, retail, and housing opportunities may result in a higher number of students coming to the center multiple times a day. Therefore, the recommended trip generation rate of 0.55 for the Palomar Community College North Education Center traffic study is appropriate.

~~To determine the trips forecast to be generated by the proposed project, the *SANDAG Traffic Generators* (April 2002) trip generation rates were used. Table 2.2-7 summarizes the project~~

~~trip generation rates. Trip generation rates were researched through ITE and SANDAG to ensure that applying the FTES was appropriate for the use proposed. Enrollment at Palomar College and Southwestern College, which were used in establishing the SANDAG rates, were reviewed in the April 2002 "Traffic Generators" manual. This research showed that the total students used to calculate the daily trip generation rate were lower than the actual enrollment at the time the report was published. For example, Palomar College is reported by SANDAG to have approximately 19,000 students, when the average enrollment on the campus exceeds 30,000 students. In addition, the trip generation rates for these campuses were lower than the 1.2 recommended by SANDAG. For Palomar College, the estimated trip rate based on students is 0.9.~~

Table 2.2-8 shows the forecast project-generated trips for the proposed project. As shown, Phase I of the proposed project is forecast to generate approximately ~~3,400~~1,870 trips per day, which includes approximately ~~408~~ 187 A.M. peak hour trips and approximately ~~306~~ 206 P.M. peak hour trips. Buildout of the proposed project is forecast to generate approximately 4,675 trips per day, which includes approximately 468 a.m. peak hour trips and 514 p.m. peak hour trips.

2.2.3.2 Trip Distribution and Assignment

Trip distribution percentages were calculated using a select zone analysis based on the SANDAG Series 10 traffic model, updated for General Plan ~~2020~~Update. Figure 2.2-5 shows the forecast trip percent distribution of project-generated trips. The forecast project-generated trips were assigned to the roadway network for peak hour and daily trips. Using the SANDAG model approximately 20% of the total traffic generated by the site is anticipated to be attracted to proposed nearby developments, such as Campus Park and Meadowood. These projects are located along Horse Ranch Creek Road, which would result in project related traffic remaining primarily north of SR 76. The cumulative and horizon year traffic operations analysis assumes that these projects are constructed and occupied. Under the existing plus project however, there is no assumption of any development on these properties. Therefore, the 20% internal trip capture was not included in the existing plus project conditions.

For existing plus project, cumulative plus project, and Horizon Year plus project conditions, assumptions included the construction of Horse Ranch Creek Road extension. Figures 2.2-6A and 2.2-6B show~~s~~ the projected peak hour trip assignment for Phase I and Buildout, respectively. Daily project trip assignments for each phase ~~is~~ are illustrated in Figures 2.2-7A and 2.2-7B.

2.2.3.3 Existing Plus Project (Phase I) Conditions

Direct Impacts

To determine the existing plus project operating conditions at the study intersections, the Phase I project-generated trips were added to the existing condition volumes. The assignment of project generated traffic does not include any internal trip capture. Figures 2.2-8 and 2.2-9 show Phase I existing plus project A.M. and P.M. peak hour intersection volumes and ADT volumes; respectively. ~~Detailed~~ Existing plus project trip distribution and detailed HCM calculation sheets are contained in Appendix ~~C~~ D of Appendix B.

Intersections

Table 2.2-9 summarizes the existing plus project A.M. and P.M. peak hour intersection LOS. As shown in Table 2.2-9, all study intersections are forecast to operate at acceptable operating conditions (LOS D or better) with the addition of the project generated trips, with the exception of:

- Pala Road (SR 76) / Via Monserate

Impact TR-1 The Pala Road (SR 76)/Via Monserate intersection is forecast to operate at deficient LOS without or with the proposed project. The addition of project-generated traffic results in an increase in delay greater than the allowable threshold. Therefore, the proposed project will result in significant direct impacts to this intersection.

Roadway Segments

The roadway segment analysis of the study area roadways is based upon roadway classifications and capacity thresholds defined by County of San Diego public road standards. The roadway segment level of service criteria for short term and Horizon Year 2030 conditions are included in Tables 2.2-4 and 2.2-5; respectively.

Table 2.2-10 presents the results of the existing plus project conditions roadway segment level of service analysis. As shown, all of the roadway segments are forecast to operate at acceptable levels of service with the exception of:

- Pala Road (SR 76): Via Monserate to Gird Road;
- Pala Road (SR 76): Gird Road to Sage Road; and,
- Pala Road (SR 76): Sage Road to Old Highway 395.

Impacts TR-2, TR-3, and TR-4 The three segments of Pala Road (SR 76) as listed above are forecast to operate at deficient LOS with or without the proposed project. However, at locations operating at deficient levels of service without the project, the addition of project-generated traffic exceeds the allowable ADT thresholds of significance established by the County. Therefore, the three segments listed above are forecast to be significantly impacted by the project under existing plus project conditions. Refer to Table 2.2-24 for a summary of project impacts.

2.2.3.4 Horizon Year ~~(~~2030~~)~~ Conditions – Phase I (3,400 Students)

Without project conditions include buildout of the Campus Park Specific Plan area without the proposed North Education Center. Analysis of without project conditions assumes the proposed project area would remain vacant in 2030. Horizon Year 2030 without project peak hour and ADT volumes are illustrated in Figures 2.2-10 and 2.2-11; respectively. ~~With project~~ Horizon Year 2030 with Phase I project peak hour intersection volumes and ADT are illustrated in Figures 2.2-12 and 2.2-13~~;~~, respectively. Roadway segment and intersection analysis is based on the ~~buildout~~ existing condition roadway capacity and intersection geometry. Detailed HCM calculation worksheets are contained in Appendix ~~G~~ H of Appendix B.

Intersections

The results of the intersection level of service analysis for the Horizon Year 2030 conditions (Phase I) are summarized in Table 2.2-11. The following ~~eight~~ study intersections are forecast to operate at deficient LOS by the Horizon Year with and without ~~the~~ Phase I of the proposed project:

- Pala Road (SR 76) / Via Monserate;
- Pala Road (SR 76) / Sage Road;
- Pala Road (SR 76) / Old Highway 395;
- Pala Road (SR 76) / I-15 Southbound Ramps;
- Pala Road (SR 76) / I-15 Northbound Ramps;
- Pala Road (SR 76) / Pankey Road;
- Pala Road (SR 76) / Horse Ranch Creek Road;
- Pala Road (SR 76) / Couser Canyon Road;
- Old Highway 395 / Canonita Drive – Stewart Canyon Road; and,
- Old Highway 395 / Reche Road.

~~**Impacts TR-5 through TR-12** At eight of the 10 intersections forecast to operate at deficient levels of service without the project,~~ As shown in Table 2.2-11, the addition of project-generated traffic would not ~~result in an increase in delay of greater than the allowable threshold; refer to Table 2.2-11.~~ change operating conditions from acceptable to deficient at any additional intersections. As such, implementation of the proposed project will not result in significant direct impacts under Horizon Year 2030 ~~impacts to the eight intersections listed above.~~ with Phase I conditions.

Impacts TR-5 through TR-14 At intersections operating at a deficient level of service without the project, the addition of project-generated traffic would result in an increase in delay of greater than the allowable threshold at all deficient intersections; refer to Table 2.2-11. Therefore, implementation of the proposed project would result in significant impacts under the Horizon Year with Phase I conditions at the intersections noted above in Section 2.2.3.4.

Roadway Segments

As shown in Table 2.2-12, the following segments are forecast to operate at deficient levels of service, without or with Phase I of the proposed project by year 2030:

- Pala Road (SR 76): Via Monserate to Gird Road;
- Pala Road (SR 76): Gird Road to Sage Road;
- Pala Road (SR 76): Sage Road to Old Highway 395;
- Pala Road (SR 76): Old Highway 395 to I-15 Southbound Ramps;
- Pala Road (SR 76): I-15 Northbound Ramps to Pankey Road;

- Old Highway 395: Canonita Drive-Stewart Canyon Road to Reche Road; and,
- Old Highway 395: Reche Road to E Mission Road.

Impacts TR-15 through TR-21 The addition of project-generated traffic to Horizon Year conditions would not result in a change in operating conditions from acceptable to deficient along any of the roadway segments. However, at locations operating at deficient levels of service without the project, the addition of project-generated traffic results in an increase in ADT greater than the allowable threshold. Therefore, these segments would be significantly impacted by the proposed project.

2.2.3.5 Horizon Year 2030 Conditions – Buildout (Phase II – 8,500 Students)

The college anticipates the opening of only Phase I of the project in 2011. Phase II of the project, which includes the enrollment of a total of 8,500 students, is not anticipated until sometime after year 2030. Evaluation of the potential impacts associated with Phase II of the campus was only evaluated under 2030 conditions. To assess the potential impacts of Phase II, project generated traffic associated with the additional 5,100 students was considered with the Phase I conditions (3,400 students) for the Horizon Year 2030.

The Regional Transportation Plan (RTP) identifies all intersection and roadway improvements that are reasonably expected to be in place by 2030. As such, all intersection and roadway segment improvements within the study area that are included in the Regional Transportation Plan (RTP) were included in the evaluation for Phase II development. Figure 2.2-14 illustrates the buildout geometries included in the analysis assuming the completion of the RTP. By comparing Phase I to Phase II conditions for 2030 with RTP improvements, project impacts associated with buildout of the campus from 3,400 students to 8,500 students were identified. Figures 2.2-15 and 2.2-16 show Horizon Year 2030 with project buildout (Phase II) peak hour intersection volumes and ADT volumes, respectively.

~~As summarized in Table 2.2-11, during the Horizon Year 2030, the following two intersections would operate at an acceptable level of service without the proposed project.~~

- ~~Pala Road (SR-76)/Sage Road; and,~~
- ~~Pala Road (SR-76)/I-15 Southbound Ramps~~

Intersections

The results of the level of service analysis for the Horizon Year 2030 Phase II conditions are summarized in Table 2.2-13. As shown, all study intersections are forecast to operate at acceptable LOS by the Horizon Year. The addition of project-generated traffic would not result in a change in operating conditions from acceptable to deficient at any study intersections. Therefore, impacts would be less than significant.

~~**Impacts TR-13 and TR-14,** The addition of project-generated traffic results in a change in operating conditions from acceptable to deficient at the intersection of Pala Road (SR-76) and Sage Road and the intersection of Pala Road (SR-76) and I-15 Southbound Ramps, resulting in significant impacts. Therefore, implementation of the proposed project will result in significant Horizon Year 2030 impacts to these two intersections.~~

Roadway Segments

Results of the Horizon Year 2030 with project buildout roadway segment analysis are summarized in Table 2.2-14. Under buildout conditions, it is assumed based on the RTP that the segments of Pala Road from Old Highway 395 to Pankey Road will be built to a six-lane Prime Arterial with the I-15 ramp modifications. As shown in Table 2.2-14, the following segments are forecast to operate at deficient levels of service, without or with buildout of the proposed project by year 2030:

~~The Horizon Year roadway classifications and level of service criteria reflect the standards in the General Plan 2020 Circulation Element. Results of the Horizon Year 2030 roadway segment analysis is summarized in Table 2.2-12. As shown in Table 2.2-12, the following segments are forecast to operate at deficient levels of service, with or without the proposed project by year 2030:~~

- Pala Road (SR 76): Via Monserate to Gird Road;
- Pala Road (SR 76): Gird Road to Sage Road;
- Pala Road (SR 76): Sage Road to Old Highway 395;
- Pala Road (SR 76): Old Highway 395 to I-15 Southbound Ramps;
- Old Highway 395: Canonita Drive-Stewart Canyon Road to Reche Road; and,
- Old Highway 395: Reche Road to E. Mission Road.

Impacts ~~TR-15, TR-16, TR-17~~TR-22 through TR-27 The addition of project-generated traffic to Horizon Year conditions ~~does~~would not result in a change in operating conditions from acceptable to deficient along any of the roadway segments. However, along ~~three~~ six roadway segment locations (Pala Road (SR 76) from Via Monserate to Gird Road; Pala Road (SR 76) from Gird Road to Sage Road; Pala Road (SR 76) from Sage Road to Old Highway 395; Pala Road (SR 76) from Old Highway 395 to I-15 Southbound Ramps; Old Highway 395 from Canonita Drive-Stewart Canyon Road to Reche Road; and Old Highway 395 from Reche Road to E. Mission Road) that are forecast to operate at deficient levels of service without the project, the addition of project-generated traffic would result in an increase in ADT greater than the allowable threshold. Therefore, implementation of the proposed project would result in significant Horizon Year 2030 impacts to these ~~three~~ six roadway segments. Refer to Table 2.2-24 for a summary of project impacts.

Table 2.2-15 provides a summary of the locations forecast to operate at deficient LOS by Horizon Year 2030 with and without the buildout of the RTP and identifies which locations are forecast to be significantly impacted by the proposed project.

~~2.2.3.5~~2.2.3.6 Internal Access

Primary access to the campus will be provided along Horse Ranch Creek Road, where three access points are proposed; refer to Figure ~~2.2-14~~2.2-17. The three access points ~~will~~ should be signalized intersections by 2030 when the roadway is fully built-out. The entry points have been designed to align with major access points planned for the proposed Campus Park Specific Plan development to be located along the east side of Horse Ranch Creek Road. At the project opening, traffic volumes on Horse Ranch Creek Road may not warrant the need for traffic signals. Therefore, the installation may be delayed until other future developments

begin to occupy this area. Consequently, the existing plus project scenario was evaluated as unsignalized to demonstrate acceptable LOS at project opening. Cumulative and 2030 conditions evaluated the three access points as signalized intersections. In addition to evaluating operations of these intersections, the ~~signalized~~ future intersection of Pala Mesa Drive / Horse Ranch Creek Road was also analyzed for cumulative and Horizon Year conditions.

As shown in Table 2.2-~~13~~16, the results of the operational analysis show that all access points along Horse Ranch Creek Road are forecast to operate at acceptable levels of service in short and long term conditions. As shown in Table 2.2-~~14~~17, all internal roadways are forecast to operate at acceptable levels of service in short and long term conditions. Internal analysis HCM worksheets are provided in Appendix ~~I~~ K of Appendix B. Refer also to Exhibits 30A through 32B of Appendix B for internal project trips for the Phase I; Buildout; Cumulative/2030 Without Project; and Cumulative/2030 With Project Phase I and Buildout (Phase II) conditions.

2.2.4 Cumulative Impact Analysis

To determine the cumulative impacts on the roadway system associated with approved or pending projects within the study area, a list of 60 cumulative projects included in the draft Campus Park Specific Plan traffic study (Urban Systems Associates, December 2006) were evaluated as part of this analysis. The Campus Park Specific Plan property is located adjacent to the project. That development project is currently being processed by the County. Because of the proximity of the ~~two projects~~proposed project and the Campus Park project, and the anticipated use of the same roadway network, information was shared jointly between the two projects to ensure consistency in the analysis. These projects were identified because of their potential to have a cumulatively considerable impact on traffic and roadway infrastructure in the vicinity of the project site. Trips forecast to be generated by proposed land uses in the Campus Park Specific Plan and traffic volumes of the cumulative projects were included in the cumulative analysis. Table 2.2-~~15~~18 lists the cumulative projects included in this analysis. Figure ~~2.2-15~~2.2-18 shows the cumulative project locations and Figures ~~2.2-16~~2.2-19 and ~~2.2-17~~2.2-20 show the cumulative plus project (Phase I) peak hour intersection and ADT volumes, respectively. A complete list of projects provided by County staff is contained in Appendix ~~D~~ E of Appendix B.

2.2.4.1 Existing Plus Cumulative Plus Project (Phase I) Conditions

Intersections

To determine the project impacts on the cumulative conditions the forecast Phase I project-generated trips were added to the existing plus cumulative projects peak hour and daily volumes. As this analysis assumes the buildout of the proposed Campus Park and Meadowood projects, the 20% internal capture is included in the distribution of project generated traffic. Figures ~~2.2-16~~ 2.2-19 and ~~2.2-17~~2.2-20 show existing plus cumulative plus project (Phase I) A.M. and P.M. peak hour and ADT volumes. Detailed HCM calculation sheets are contained in Appendix ~~F~~ G of Appendix B.

Table 2.2-~~16~~ 19 summarizes the results of the existing plus cumulative plus project (Phase I) A.M. and P.M. peak hour intersection LOS analysis. As shown, the following study

intersections are forecast to operate at deficient operating conditions without or with the proposed project:

- Pala Road (SR 76) / Via Monserate;
- Pala Road (SR 76) / Old Highway 395;
- Pala Road (SR 76) / Pankey Road;
- Old Highway 395 / Canonita Drive – Stewart Canyon Road; and,
- Old Highway 395 / Reche Road.

Impacts TR-~~18~~28 through TR-~~22~~32 At these locations forecast to operate at deficient levels of service without the project, the addition of project-generated traffic would result~~s~~ in an increase in delay of greater than the allowable threshold at all deficient intersections. Therefore, the project is forecast to result in significant impacts at these locations. Project-generated traffic would not result in a change in operating conditions from acceptable to deficient at any additional intersections.

~~As summarized in Table 2.2-16 during the existing plus cumulative plus project condition the following three intersections would operate at an acceptable level of service without the proposed project.~~

- ~~Pala Road (SR 76) / Sage Road;~~
- ~~Pala Road (SR 76) / I-15 Northbound Ramps; and,~~
- ~~Pala Road (SR 76) / Horse Ranch Creek Road~~

~~**Impacts TR-23 through TR-25** Project-generated traffic is forecast to result in a change in operating conditions from acceptable to deficient at the three intersections listed above under the existing plus cumulative plus project conditions resulting in significant impacts.~~

Roadways

Table 2.2-~~17~~20 presents the results of the existing plus cumulative plus project (Phase I) conditions roadway segment level of service analysis. ~~The~~ As shown, the following roadway segments are forecast to operate at deficient levels of service:

- Pala Road (SR 76): Via Monserate to Gird Road;
- Pala Road (SR 76): Gird Road to Sage Road;
- Pala Road (SR 76): Sage Road to Old Highway 395; and,
- Pala Road (SR 76): I-15 Northbound Ramps to Pankey Road.

Impacts TR-~~26~~ 33 through TR-~~29~~36 The addition of project-generated traffic to cumulative conditions does not result in a change in operating conditions from acceptable to deficient at any study segment. However, at locations operating at deficient levels of service without the project, the addition of project-generated traffic results in an ADT increase greater than the acceptable thresholds. Therefore, these segments are forecast to be significantly impacted by the project under existing plus cumulative plus project (Phase I) conditions.

~~2.2.4.2~~2.2.5 Assessment of Access Issues Associated with the Deletion of a Portion of SC 2602 from the North Segment of Pankey Road to Pala Mesa Drive

The project proposes the ~~deletion~~ realignment of a segment of a circulation element road from the~~–~~ current Circulation Element of the County of San Diego *General Plan*; refer to Figures 1-8A ~~and~~ through ~~1-8B~~1-8C. The road has not been constructed and its proposed future alignment is designated within the Circulation Element as Pankey Road (SC 2602), and is designated as a Light Collector. The segment of Pankey Road proposed for ~~deletion~~ realignment by the project extends from existing Pankey Road (from Stewart Canyon Road) in the north to ~~Pala Mesa Drive~~ Pala Road (SR 76) in the south. Potential impacts associated with the redistribution of future traffic volumes within the regional roadway network are considered less than significant because the proposed Horse Ranch Creek Road would not redirect traffic on Stewart Canyon Road to the north and would connect to SR 76 in substantially the same location as proposed with the General Plan in the south. Horse Ranch Creek Road would serve as the connection between Stewart Canyon in the north and SR 76 in the south in place of the Pankey Road segment proposed on the Circulation Element Plan. No significant redistribution of traffic to alternative roadways would occur as a result of removing this segment of Pankey Road. Potential impacts relating to the elimination of access opportunities to properties along the SC 2602 adopted corridor alignment were also assessed.

Only two properties would access this segment of Pankey Road. Neither property along this segment of SC 2602 corridor from Pankey Road to SR 76 rely on this segment as a single access, or would be significantly negatively impacted by the deletion of this portion of SC 2602 from the County General Plan Circulation Element. Both properties are already accessed by, or could be accessed by, existing local roads. The SC 2602 ROW dedications and/or IODs are intermittent along the corridor. Dedications of the remaining segments of ROW are unlikely in the absence of condemnation actions by the County. Additionally, the development of SC 2602, if constructed, would likely have a significant impact on biological resources as a result of the area of impact through wetland habitat and riparian vegetation where federally protected animal species are known to be located. The proposed alignment of Horse Ranch Creek Road would avoid these sensitive areas.

The road constructed by the project would be consistent with the General Plan designation; however, the alignment of the proposed road is located east of the alignment shown in the adopted Circulation Element. The proposed General Plan Update alignment of Horse Ranch Creek Road is consistent with the alignment for the proposed project. The function, classification, and connectivity of the proposed road substantially conforms with the intent of the current Circulation Element.

Conformance with the current Circulation Element is based on the following factors:

- The project maintains the connectivity between Pankey Road and Stewart Canyon Road north of the site;
- The proposed alignment does not substantially redirect traffic to other intersections or roadway segments which would result in new significant traffic impacts;
- The proposed alignment does preclude future connections to Pala Mesa Drive as planned in the current Circulation Element;

- The proposed alignment does not preclude future connections from Pala Mesa Drive to Pankey Road in the south as planned in the current Circulation Element;
- The proposed alignment does not remove future access routes to existing properties;
- The proposed alignment avoids significant impacts to sensitive riparian forest habitat that would be impacted under the current Circulation alignment.
- The proposed road would be built to current Circulation Element Standards. No loss of infrastructure capacity would result from the proposed alignment.

However, the County of San Diego determined that a General Plan Amendment is required. A General Plan Amendment is required, in part, because the proposed alignment is more than one-quarter mile east of the current alignment and would create a new Circulation Element intersection at SR 76.

This segment of SC 2602 ~~had~~ has been removed from the Circulation Element of the County's General Plan ~~2020~~ Update, which is not yet approved. If the General Plan ~~2020~~ Update is approved prior to the time when the District wants to~~t~~ develop within that area, then no General Plan Amendment would be required. The proposed project would construct Horse Ranch Creek Road, which is designated as a circulation element road in the General Plan ~~2020 u~~Update.

Based on the analysis above, the proposal to delete a segment of SC 2602 from the Circulation Element would not preclude access to any current or future properties along the identified segment. Therefore, potential impacts associated with access to SC 2602 along the segment proposed for deletion are considered less than significant.

2.2.6 General Plan Amendment for Pankey Road

Pankey Road is classified as a Light Collector in the existing General Plan Circulation Element. Based on the General Plan Update land uses, the forecast volume for the segment of Pankey Road from Stewart Canyon Road to Pala Road (SR 76) is 22,232 vehicles per day, and would operate at LOS F under the existing General Plan designation for Horizon Year 2030 with project (Phase I and Phase II) conditions.

Although not ultimately included in the existing General Plan Circulation Element, Horse Ranch Creek Road will be constructed to a "Boulevard" standard, a classification included in the County's General Plan Circulation Element Update. Design features of a Boulevard are provided in Appendix N of Appendix B. The "Boulevard" designation has a maximum daily capacity of 27,000 vehicles per day to maintain LOS D operating conditions. According the forecast traffic volumes for Horse Ranch Creek Road from Pala Mesa Drive to Stewart Canyon Road (22,232 vehicles per day), this segment would operate at LOS C for Horizon Year 2030 with project (Phase I and Phase II) conditions, if developed to the Boulevard standard.

Table 2.2-21 summarizes the forecast Horizon Year 2030 traffic volumes and levels of service for the existing General Plan roadway network and the proposed realignment of Pankey Road. The proposed access point at Horse Ranch Creek Road would reduce the traffic volume on Pankey Road.

Because the new Horse Ranch Creek Road will complete the connection between Stewart Canyon Road and Pala Road (SR 76), traffic circulation patterns are not forecast to change significantly due to realignment of Pankey Road from Pala Mesa Drive to Stewart Canyon Road. This segment would be directly replaced by Horse Ranch Creek Road. North-south connectivity would therefore remain unchanged with the proposed realignment of the segment of Pankey Road from Stewart Canyon Road to Pala Mesa Road.

Table 2.2-21 summarizes the forecast Horizon Year 2030 traffic volumes and levels of service for the existing General Plan roadway network and the proposed realignment of Pankey Road. As shown, the new access point at Horse Ranch Creek Road reduces the traffic volume on Pankey Road and Pala Mesa Road. The realignment of Pankey Road north of Pala Mesa Drive results in improved traffic operating conditions for both arterials such that they change from deficient operating conditions under the current General Plan designations to acceptable operating conditions. With this proposed improvement, it is clear that the forecast traffic volumes associated with all planned development north of SR 76 would exceed the available capacity of a Light Collector and that two access points (Pankey Road from SR 76 to Pala Mesa and Horse Ranch Creek Road from SR 76 to Stewart Canyon Road) will be necessary to meet the Horizon Year forecast traffic volumes.

The realignment of Pankey Road from Pala Mesa Drive to Stewart Canyon Road may result in an increase in traffic volume on SR 76. The proposed realignment of Pankey Road would remove the east-west linkage between Pankey Road and Horse Ranch Creek Road. This may result in an increased dependence upon SR 76 in connecting uses on the east and west side of I-15. As shown in Table 2.2-21, this may result in a change in operating conditions from LOS D to LOS E from Old Highway 395 to the I-15 southbound ramps according to traffic volumes forecast by Caltrans for the interchange project. Analysis of the intersections adjacent to this segment indicates that acceptable operating conditions can be maintained during the peak hours. The operating conditions of the segment SR 76 from Old Highway 395 to I-15 would be controlled by the operations of the traffic signals through the interchange. Since the intersection operations reveal that acceptable conditions can be maintained during the peak hour, operations of the road segment should reflect a similar condition despite the results of the ADT segment analysis.

It should be noted that the traffic volumes forecast by Caltrans and used at their request in this traffic report are nearly 20,000 vehicles per day higher than those forecast as part of the County General Plan Update traffic modeling efforts. Caltrans traffic modeling efforts evaluate all potential changes to General Plan land use designations that are currently under consideration. Looking back at the County forecast traffic volumes, the four lane major designation and associated carrying capacity through the interchange would be sufficient to meet the forecast traffic volumes.

2.2.7 Caltrans Operational Analysis

Caltrans requires that an Intersecting Lane Vehicle (ILV) analysis be conducted for all state-owned facilities that may be impacted by a proposed project. As this project is located immediately adjacent to SR 76, the ILV method was conducted for all existing and future signalized intersections along the SR 76 corridor using the Horizon Year 2030 traffic forecast.

The thresholds for operating conditions using the ILV methodology are summarized in Table 2.2-22. Table 2.2-23 summarizes the results of the ILV analysis. ILV Calculation worksheets are provided in Appendix M of Appendix B.

As shown in Table 2.2-23, nine study intersections along SR 76 were analyzed using the CALTRANS ILV capacity analysis methodology for Horizon Year 2030 conditions, without and with the project. The Horizon Year 2030 ILV analysis assumes that SR 76 is improved to a four-lane Major road within the project study area (Via Monserate to Couser Canyon Road), which improves traffic flow along the SR 76 corridor resulting in improved traffic conditions. During the Horizon Year 2030 conditions, the following intersections would operate at capacity:

- Pala Road (SR 76) / Horse Ranch Creek Road
- Pala Road (SR 76) / Old Highway 395

These intersections are forecast to experience capacity of more than 1,500 vehicles per hour (VPH) at a point where conflicting lanes of traffic intersect. As shown in Table 2.2-23, the "Capacity" traffic flow condition consists of stop-and-go operation with severe delay and heavy congestion.

~~2.2.5~~2.2.8 Mitigation Measures

~~2.2.7.1~~2.2.8.1 Mitigation Measures Summary

Existing Plus Phase I Conditions

As shown in Table 2.2-25, impacts identified under existing plus Phase I conditions would occur along SR 76, which is planned to be widened from two to four lanes by 2012, according to information provided by Caltrans. As Phase I is expected to come online in the Fall of 2011, physical improvements along this roadway made to mitigate for direct impacts associated with Phase I of the project would either conflict with or be constructed simultaneously with the improvements planned by Caltrans. To avoid rework and/or conflicting mitigation, direct impacts are significant and unavoidable until the SR 76 widening projects are completed. Recommended mitigation measures for intersections and roadway segments forecast to be significantly impacted by the project are summarized in Table 2.2-25 for Existing Plus Project Conditions. Figure 2.2-21 illustrates the deficiencies and mitigation measures for Existing Conditions. It should be noted that the project will contribute to the planned Caltrans improvements to mitigate cumulative impacts through payment of fees to the County of San Diego's Traffic Impact Fee (TIF) program.

The County of San Diego has developed an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portions of San Diego County. This program includes the adoption of a Transportation Impact Fee (TIF) program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected build-out (Year 2030) development conditions on the existing circulation element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that will mitigate

cumulative impacts from new development was identified. Existing roadway deficiencies will be corrected through improvement projects funded by other public funding sources, such as TransNet, gas tax, and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan, which considers freeway buildout over the next 30 years, will use funds from TransNet, and state and federal funding to improve freeways to projected level of service objectives in the RTP.

Similarly, Caltrans has established a program for their proposed interchange improvement at SR 76 and Interstate 15 which would widen the interchange an approach to six lanes. As shown in Appendix H of Appendix B, Caltrans has based their planned improvements for the interchange on traffic volumes project in the RTP. Based on the existence of these programs, there is a reasonable likelihood that payment of these fees will result in construction of needed improvements at an appropriate time.

2030 Plus Phase I Conditions

Horizon Year 2030 with Phase I conditions were evaluated without the RTP improvements; however forecast traffic volumes included in the model volumes from SANDAG and Caltrans include widening SR 76 from two lanes to between four and six lanes.

As shown in Table 2.2-26, Phase I impacts occur primarily along SR 76 and Old Highway 395. Planned widening projects for both arterials will mitigate the project impacts. The project will pay fees toward the County's TIF program to reduce, or mitigate, projected cumulative impacts resulting from future development within the community. The total fee amount shall be determined by the District.

Recommended mitigation measures for Horizon Year conditions with Phase I are summarized in Table 2.2-26. Figure 2.2-23 illustrates the Horizon Year 2030 with Phase I conditions forecasted deficiencies and mitigation measures.

In addition, the project would contribute toward the I-15/SR 76 interchange project, which is not part of the SR 76 widening project. Caltrans has initiated a separate effort to improve the interchange, which includes constructing a six-lane bridge across I-15. Due to cumulative impacts identified at both the northbound and southbound ramps to I-15, the project would contribute a fair share toward those improvements. Fair share calculations for the interchange are included in Table 2.2-~~30~~29.

2030 Plus Phase II Conditions

Horizon Year 2030 with Phase II conditions were evaluated with the RTP improvements, as Phase II is forecast to occur sometime beyond year 2030. If plans to move forward with Phase II prior to 2030 were to proceed, a separate traffic analysis may be necessary to address any short term impacts not currently identified in the traffic analysis.

As shown in Table 2.2-27, improvements in the RTP would not result in acceptable operating conditions for all roadway segments and intersections, without or with the buildout of the College. County of San Diego and Caltrans do not have plans to improve these facilities beyond either the existing General Plan Circulation Element or the proposed General Plan Update classifications. As the District lacks jurisdiction over these facilities, the project has identified all impacts associated with the project under the 2030 Plus Phase II Conditions scenario as significant and unavoidable. The traffic analysis therefore recommends that statements of overriding considerations be adopted for locations forecast to operate at

deficient LOS under Horizon Year 2030 with Phase II Conditions. As summarized in Table 2.2-27, no feasible mitigation measures for Horizon Year Plus Phase II Conditions are available to the District.

Cumulative Plus Phase I Conditions

As shown in Table 2.2-28, Phase I impacts would occur primarily along SR 76 and Old Highway 395. Both roadways are included in the County's TIF program (updated 2008). Planned improvements include widening segments of SR 76 from a two-lane to a four-lane roadway and widening of Old Highway 395 from two lanes to four. The SR 76 widening project is included in the SANDAG TransNet Extension Early Action Program and will be supplemented through County TIF funds. Ultimate intersection configurations based on SANDAG project improvements and mitigation are illustrated in Figure 2.2-22. The project would pay fees toward the County TIF program to reduce, or mitigate, projected cumulative impacts. The total fee amount shall be determined by the County. Recommended short-term mitigation measures for intersections and roadway segments forecast to be significantly impacted by the project are summarized in Table 2.2-28 for Cumulative Plus Phase I conditions. Figure 2.2-22 illustrates the deficiencies and mitigation measures for the Cumulative Plus Phase I Conditions.

~~As shown in Table 2.2-18, potential traffic impacts as a result of the proposed project would require the project to make improvements to 10 intersections. Many of these intersections would operate at deficient levels of service with our without the proposed project. The total estimated construction costs for improvements at these intersections is approximately $3.4 million. The total estimated construction cost is estimated based on typical engineering costs to construct traffic signals an to add minor road widening improvements to increase facilitate turning movements at the intersections.~~

~~The fair share cost is calculated by determining the percentage increase in the traffic volumes generated by the proposed project at the intersection. The percentage increase in traffic is the percentage of the estimated improvements cost, which represents the project's fair share. As shown in Table 2.2-18, the total fair share construction cost of the intersection improvements is $340,250.~~

~~To provide the most effective traffic mitigation for the proposed project and the surrounding area, the project proposes to construct traffic signals at the following intersections in lieu of making fair share contributions. Pala Road (SR 76)/Horse Ranch Creek Road, Pala Road (SR 76)/Pankey Road, and Old Highway 395/Canonita-Stewart Canyon Road. The locations of the intersections are shown in Figure 2.2-18. Based on the calculations provided in the Table 2.2-18, the total construction costs are approximately $1.2 million, which exceeds the estimated $340,250 of fair share costs.~~

~~The benefits of providing the physical construction for the intersection improvements are:~~

- ~~Improved traffic conditions associated with the signalized intersections are provided concurrently with the project. With the signalization, the LOS of the intersections improves to acceptable levels of LOD D or better. Please see Table 2.2-10. The physical improvements provide immediate results compared to a combination of fair share costs, which would be applied to future construction costs, but no improvements would be made until the total funding is available.~~

- ~~The proposed intersection improvements would improve traffic conditions at the three~~ two ~~intersections that will accommodate the majority of the project traffic, including the two intersections, (Pala Road (SR-76)/Horse Ranch Creek Road and Old Highway 395/Canonita Road – Stewart Canyon Drive) through which all project traffic must pass.~~

- ~~As shown in Table 2.2-18, impacts to intersections on Pala Road (SR-76) west of interstate 15 cannot be fully mitigated without widening Pala Road by adding additional lanes. The proposed road widening will be completed by Caltrans as part of the Transnet project to widen Pala Road (SR-76) from South Mission Road to Interstate 15. These improvements are not expected to be completed until 2011. Alternatively, the intersections of Pala Road (SR-76)/Horse Ranch Creek Road, Pala Road (SR 76)/Pankey Road are located on the east side of Interstate 15 within the segment that is proposed to be widened by Granite Construction in 2009. Therefore, improvements to the intersections proposed by the project would not be restricted by the width of Pala Road (SR-76). Therefore, signalization of Pankey Road and Horse Ranch Creek Road intersections will be able to provide a greater amount of capacity, because the signalization is not limited by the width of the road.~~

- ~~The traffic analysis analyzed traffic impacts associated with the project at full buildout (approximately in the Year 2030) with 8,500 students. The physical improvements proposed at the three intersections will be provided as part of the first phase of development, well in advance of the projected buildout of the campus.~~

- ~~The proposed intersection improvements would not conflict or be replaced with larger Transnet funded improvements planned by Caltrans along SR-76 between Interstate 15 and South Mission Road.~~

~~As such, the proposed mitigation represents feasible and proportional mitigation that improves traffic conditions and provides immediate improvement to the levels of service at these intersections.~~

~~2.2.5.2~~2.2.8.2 Existing Plus Proposed Project

~~Direct Impacts~~Phase I

Intersections

Mitigation Measure TR-1: No feasible mitigation identified.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:

- Pala Road (SR 76) / Via Monserate: Signalize and add additional east- and westbound through lane (SR 76 Widening).

The direct impacts to this intersection cannot be fully mitigated without the widening of SR 76 to increase the capacity of the intersection. ~~Construction~~ Physical construction of ~~those~~ these improvements would improve the LOS at this intersection from worst-case scenario deficient LOS E, to acceptable LOS A in both the A.M. and P.M. peak hours; refer to Table 2.2-25. It should be noted that, as shown in Table 2.2-2, this intersection currently operates at a deficient LOS E. As shown in Table 2.2-~~18~~ 25, this intersection would continue to operate at LOS E with or without implementation of the proposed project. As such, any additional

traffic added to this intersection would result in significant adverse impacts on the ability of the intersection to accommodate additional traffic.

Impacts identified under existing plus Phase I conditions are located along SR 76. This highway is planned to be widened from two to six lanes by 2012, according to information provided by Caltrans. Phase I of the project is anticipated to open by Fall 2011. Improvements made by the project to mitigate direct impacts associated with Phase I of the project would either conflict with or be constructed simultaneously with the improvements planned by Caltrans. To avoid rework and/or conflicting mitigation, direct impacts would be significant and unavoidable until the SR 76 widening projects are completed. It should be noted that the project will contribute toward these planned Caltrans improvements to mitigate for cumulative impacts through payment of fees to both Caltrans and County of San Diego; however, the payment of fees cannot guarantee that planned Caltrans improvements will be constructed in time to avoid a significant, direct impact to SR 76/Via Monserate. Therefore, no feasible mitigation is available to mitigate Impact TR-1. Impacts would be significant and unmitigable.

~~The direct impacts to this intersection cannot be fully mitigated without the widening of SR 76 to increase the capacity of the intersection. As shown in Table 2.2-18, improvements to this single intersection would cost approximately $300,000.~~

~~The mitigation exceeds the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing deficient conditions. To partially mitigate for the project's impacts to SR 76, the District would contribute a fair share contribution towards the widening of SR 76 and this intersection thorough the Transnet program, which has funding in place to make the improvements.~~

~~The fair-share contribution to the widening of SR 76 is considered feasible mitigation because the improvements have already been identified by SANDAG as part of the Early Action Plan improvements that are anticipated to begin in 2008 and be completed by 2011. The proposed campus is not likely to begin enrollment until 2011. Therefore, the planned SANDAG/Caltrans improvements will be constructed prior to the addition of campus generated trips. However, there is no guarantee that the improvements will be completed prior to the college opening. Therefore, potential impacts to this intersection are not fully mitigated and remain significant.~~

Roadways

Mitigation Measure TR-2: No feasible mitigation identified.

To reduce impacts ~~at~~on the affected roadway segment to less than significant, the following improvement would be required:

- Pala Road (SR 76) from Via Monserate to Gird Road: Widen SR 76 from two to four lanes.

~~After~~ With construction of these physical improvements, ~~have been constructed,~~ the LOS on this roadway segment would improve from worst-case scenario LOS F to LOS B in both the A.M. and P.M. peak hours; refer to Table 2.2-25. It should be noted that, as shown in Table 2.2-~~2~~3, this roadway segment currently operates at a deficient LOS F. As shown in Table 2.2-~~19~~25 this roadway segment would continue to operate at deficient LOS F with or without

implementation of the proposed project. As such, any additional traffic added to this roadway segment would result in significant adverse impacts on the capacity of the roadway segment to accommodate additional traffic. Impacts would be significant and unmitigable.

Mitigation Measure TR-3: No feasible mitigation identified.

To reduce impacts at the affected roadway segment to less than significant, the following improvement would be required:

- Pala Road (SR 76) from Gird Road to Sage Road: Widen SR 76 from two to four lanes.

~~After improvements have been constructed,~~ With construction of these physical improvements, the LOS on this roadway segment would improve from worst-case scenario LOS F to ~~LOS A and~~ LOS B in the A.M. and P.M. peak hours; ~~respectively~~refer to Table 2.2-25. It should be noted that, as shown in Table 2.2-~~2~~3, this roadway segment currently operates at a deficient LOS F. As shown in Table 2.2-~~19~~25 this roadway segment would continue to operate at a deficient LOS F with or without implementation of the proposed project. As such, any additional traffic added to this roadway segment would result in significant adverse impacts on the capacity of the roadway segment to accommodate additional traffic. Impacts would be significant and unmitigable.

Mitigation Measure TR-4: No feasible mitigation identified.

To reduce project impacts ~~at~~ on the affected roadway segment to less than significant, the following improvement would be required:

- Pala Road (SR 76) from Sage Road to Old Highway 395: Widen SR 76 from two to four lanes.

~~After improvements have been constructed,~~ With construction of these physical improvements, the LOS on this roadway segment would improve from LOS F to ~~LOS A and~~ LOS B in the A.M. and P.M. peak hours; ~~respectively~~refer to Table 2.2-25. It should be noted that, as shown in Table 2.2-~~2~~3, this roadway segment currently operates at a deficient LOS F. As shown in Table 2.2-~~19~~25 this roadway segment would continue to operate at LOS F with or without implementation of the proposed project. As such, any additional traffic added to this roadway segment would result in significant adverse impacts on the capacity of the roadway segment to accommodate additional traffic. ~~Widening the roadway segment to four lanes would reduce the potential impacts to LOS A in the A.M. and LOS B in the P.M. peak hours.~~Impacts would be significant and unmitigable.

The mitigation required to improve the impacted roadway segments identified in Mitigation Measures TR-2, TR-3, and TR-4 to an acceptable LOS would require SR 76 to be improved to a four-lane highway from Vi~~s~~a Monserate to Old Highway 395, a distance of approximately ~~3~~ three miles. The time and cost associated with a 3-mile highway road widening project within Caltrans' jurisdiction far exceeds the traffic impact~~ed~~ created ~~but~~ by the proposed project, particularly because SR 76 is currently experiencing failing conditions. According to the traffic engineering report prepared for the County of San Diego's Traffic Impact Fee program, improvements to a State Route highway cost approximately $8 million per lane mile, for a total cost of $48 million. For these reasons, mitigation requirements to improve SR 76 are not feasible.

Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected build-out (Year 2030) development conditions on the existing circulation element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that will mitigate cumulative impacts from new development was identified. Existing roadway deficiencies will be corrected through improvement projects funded by other public funding sources, such as TransNet, gas tax, and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan, which considers freeway buildout over the next 30 years, will use funds from TransNet, and state and federal funding to improve freeways to projected level of service objectives in the RTP.

Additionally, Caltrans already plans to widen the affected roadway segments from two to six lanes by 2012, according to information provided by Caltrans. ~~The widening of SR 76 from S. Mission Road east to Interstate 15 is identified as a high-priority Early Action Program (EAP) by SANDAG in the current (RTP).~~ The Caltrans budget estimate for this project is $240 million. Phase I of the project is anticipated to open by Fall 2011. Improvements made by the project to mitigate direct impacts associated with Phase I of the project would either conflict with or be constructed simultaneously with the improvements planned by Caltrans. To avoid rework and/or conflicting mitigation, direct impacts would be significant and unavoidable until the SR 76 widening projects are completed. It should be noted that the project will contribute toward these planned Caltrans improvements to mitigate for cumulative impacts through payment of fees to both Caltrans and County of San Diego; however, the payment of fees cannot guarantee that planned Caltrans improvements will be constructed in time to avoid a significant, direct impact to SR 76/Via Monserate. Therefore, no feasible mitigation is available to mitigate Impact TR-1. Impacts would be significant and unmitigable. ~~The project is estimated for completion in 2011. The proposed project is expected to begin enrollment for students in the fall of 2011; however, there is no guarantee that the improvements will be completed prior to the college opening. Therefore, potential impacts to segments of SR 76 are not fully mitigated and remain significant.~~

~~2.2.5.3~~2.2.8.3 Horizon Year 2030 With Phase I (3,400 Students)

Intersections

Mitigation Measure TR-5: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two lanes to four lanes and signalization of the intersection.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:

- Pala Road (SR 76) / Via Monserate: Signalize and add additional east- and westbound through lanes (SR 76 Widening).

~~Mitigation for impacts to the intersection (Pala Road (SR 76)/Via Monserate) would be the same as Mitigation Measure TR-1.~~

With construction of these physical improvements, the LOS at this intersection would improve from a deficient LOS F to an acceptable LOS A in the A.M. and P.M. peak hours. It should be noted that, as shown in Table 2.2-26, this intersection is projected to operate at a deficient LOS F in the Horizon Year 2030 and would continue to operate at a deficient LOS

F with or without implementation of the proposed project. As such, any additional traffic added to this intersection would result in significant adverse impacts on the ability of the intersection to accommodate additional traffic. However, the physical improvements required for the intersection to operate at an acceptable LOS exceed the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Therefore, the project would instead contribute payment of fees to the County's Transportation Impact Fee (TIF) program for the improvement of this intersection to mitigate for cumulatively significant project impacts. As noted above, Caltrans plans to construct the improvements necessary to reduce significant cumulative impacts in 2012. Project impacts would be reduced to less than significant with mitigation.

Mitigation Measure TR-6: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two lanes to four lanes.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:

- Pala Road (SR 76)/Sage Road: The mitigation for this intersection would require widening of Pala Road (SR 76) from two lanes to four lanes.

With the widening of SR 76, the LOS at this intersection would improve from a deficient LOS F to an acceptable LOS A in the A.M. and P.M. peak hours. It should be noted that, as shown in Table 2.2-26, this intersection is projected to operate at a deficient LOS F in the Horizon Year 2030 and would continue to operate at a deficient LOS F with or without implementation of the proposed project. As such, any additional traffic added to this intersection would result in significant adverse impacts on the ability of the intersection to accommodate additional traffic. However, the physical improvements required for the intersection to operate at an acceptable LOS exceed the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this intersection to mitigate for cumulatively significant project impacts. As noted above, Caltrans plans to construct improvements necessary to mitigate this significant cumulative impact in 2012. Project impacts would be reduced to less than significant with mitigation.

Mitigation Measure ~~TR-6~~TR-7: Payment of TIF fees, as determined by the District, to the County to widen SR 76 and Old Highway 395 from two lanes to four lanes.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:

- Pala Road (SR 76)/Old Highway 395: Add an additional eastbound through lane and westbound right-turn lane (SR 76 Widening). ~~and a~~Add north- and southbound left-turn lanes (Old Highway 395 Widening).

~~After improvements have been constructed,~~With construction of these physical improvements, the LOS at this intersection would improve from a deficient LOS F to an acceptable LOS C and LOS D in the A.M. and P.M. peak hours; respectively. It should be noted that, as shown in Table 2.2-~~20~~26, this intersection is projected to operate at a deficient LOS F in the Horizon Year 2030 and would continue to operate at a deficient LOS F with or without implementation of the proposed project. As such, any additional traffic added to this

intersection would result in significant adverse impacts on the ability of the intersection to accommodate additional traffic. However, the physical improvements required for the intersection to operate at an acceptable LOS exceed the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this intersection to mitigate for cumulatively significant project impacts. As noted above, Caltrans plans to construct improvements necessary to mitigate this significant cumulative impact in 2012. Project impacts would be reduced to less than significant with mitigation.

~~As shown in Table 2.2-18, improvements associated with the mitigation requirements to this single intersection would cost approximately $500,000. The proposed mitigation measure exceeds the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Although the impacts from the proposed project could be mitigated through a payment of $53,500 into a fair share program, funding mechanisms are not currently in place that could accept contributions to the ten intersections, identified in Table 2.2-18, including the Pala Road (SR-76)/Old Highway 395 intersection. Furthermore, the fair share method could take several years before sufficient funds would be available to construct the identified improvements and changes in land uses, slower development, changing construction costs, and changes in traffic patterns could also affect the ability to complete the improvements. However, because Caltrans has an established program with Transnet funding in place for the widening of Pala Road (SR-76), a fair share contribution to that program would serve as partial mitigation for intersection impacts. As such, the proposed project would contribute to the Caltrans Transnet project as mitigation for impacts on this intersection.~~

~~Additionally, alternative mitigation measures, located closer to the proposed project site, to reduce impacts resulting from implementation of the proposed project, during the Horizon Year 2030, have been proposed; refer to Mitigation Measures TR-8, TR-9, and TR-11. Impacts on this intersection remain significant.~~

Mitigation Measure TR-8: Payment of fair share contribution, as determined by the District, to Caltrans toward the I-15 / SR 76 interchange improvement project.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:

- Pala Road (SR 76)/I-15 Southbound Ramps: Add additional east- and westbound through lane and add eastbound left turn lane (SR 76 Widening).

With construction of these physical improvements, the LOS at this intersection would improve from worse case scenarios of LOS D without the proposed project and LOS E with the proposed project, to LOS C in both the A.M. and P.M. peak hours, for both the with and without implementation of the proposed project scenarios. It should be noted that, as shown in Table 2.2-26, this intersection is projected to operate at LOS F, during the Horizon Year 2030, and would continue to operate at this deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this intersection would result in significant adverse impacts on the ability of the intersection to accommodate additional traffic. However, the physical improvements required for the intersection to operate at an acceptable LOS exceed the traffic impacts created by the proposed project, particularly

because this intersection is currently experiencing failing conditions. Therefore, the project would instead provide fair share contribution toward the I-15 / SR 76 interchange improvement project to mitigate for cumulatively significant project impacts. The Caltrans fair share payment system is based on a project's percentage of traffic through an intersection based on the total projected volume of traffic at the intersection. The percentage of project traffic is then applied to the overall cost of the improvements. The percentage of project traffic represents the project's fair share percentage of the overall cost of the improvements. The project is then required to pay the commensurate fee amount towards the future intersection improvement project. Project impacts would be reduced to less than significant with mitigation.

Mitigation Measure ~~TR-7~~TR-9: Payment of fair share contribution, as determined by the District, to Caltrans toward I-15 / SR 76 interchange improvement project.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:

- Pala Road (SR 76)/I-15 Northbound Ramps: Add additional east- and westbound through lane and add eastbound left turn lane (SR 76 Widening).

~~After improvements have been constructed,~~ With construction of these physical improvements, the LOS at this intersection would improve from worse case scenarios of LOS ~~E~~ F without and with the proposed project ~~and LOS F with the proposed project~~, to LOS ~~C~~ B in both the A.M. and P.M. peak hours, for both the with and without implementation of the proposed project scenarios. It should be noted that, as shown in Table 2.2-~~20~~26, this intersection is projected to operate at a deficient LOS ~~E~~ F ~~and LOS F,~~ during the Horizon Year 2030, and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this intersection would result in significant adverse impacts on the ability of the intersection to accommodate additional traffic. However, the physical improvements required for the intersection to operate at an acceptable LOS exceed the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this intersection to mitigate for cumulatively significant project impacts. Project impacts would be reduced to less than significant with mitigation.

~~As shown in Table 2.2-18, improvements associated with the mitigation requirements to this single intersection would cost approximately $250,000. The proposed mitigation measure exceeds the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Although the impacts from the proposed project could be mitigated through a payment of $43,250 into a fair-share program, funding mechanisms are not currently in place that could accept contributions to the ten intersections, identified in Table 2.2-18, including the Pala Road (SR 76)/ I-15 Northbound Ramps intersection. Furthermore, the fair share method could take several years before sufficient funds would be available to construct the identified improvements and changes in land uses, slower development, changing construction costs, and changes in traffic patterns could also affect the ability to complete the improvements. However, because Caltrans has an established program with Transnet funding in place for the widening of Pala Road (SR 76), a fair share contribution to that program would serve as partial mitigation for intersection~~

~~impacts. As such, the proposed project would contribute to the Caltrans Transnet project as mitigation for impacts on this intersection.~~

~~Additionally, alternative mitigation measures, located closer to the proposed project site, to reduce impacts resulting from implementation of the proposed project, during the Horizon Year 2030, have been proposed; refer to Mitigation Measures TR-8, TR-9, and TR-11. Impacts on this intersection remain significant.~~

Mitigation Measure ~~TR-8~~TR-10: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to four lanes and signalize the intersection.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:~~Impacts to the affected intersection would be mitigated by implementation of the following improvement:~~

- Pala Road (SR 76)/Pankey Road: Signalize the intersection to improve the traffic operations through the intersection.

~~After improvements have been constructed,~~ With construction of these physical improvements, the LOS at this intersection would improve from worse case scenario of LOS F with and without the proposed project, to LOS ~~A~~ C and LOS ~~C~~D, in the A.M. and P.M. peak hours, respectively, as shown in Table 2.2-~~20~~26. However, the physical improvements required for the intersection to operate at an acceptable LOS exceed the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Therefore, the project would instead pay a fair share contribution toward the I-15 / SR 76 interchange improvement project. Project impacts would be reduced to less than significant with mitigation.

Mitigation Measure ~~TR-9~~TR-11: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two lanes to four lanes. Construct project access roadway which includes signalization, turn lanes and storage capacity.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:~~Impacts to the affected intersection shall be mitigated by implementation of the following improvement:~~

- Pala Road (SR 76)/Horse Ranch Creek Road (proposed): Construct~~ion of the~~ and ~~intersection and signalizing~~signalize the intersection. The proposed project will construct the signal and turn lanes and storage capacity. Add additional east- and westbound through lanes (SR 76 Widening – Granite Construction).

~~After improvements have been constructed,~~With construction of these physical improvements, the LOS at this intersection would improve from worse case scenarios of a deficient LOS F for both the with and without the proposed project scenarios, to LOS B and LOS C in the A.M. and P.M. peak hours, as shown in Table 2.2-~~20~~26.

A road construction project to widen SR 76 from two to four lanes from Interstate 15 east to Couser Canyon is scheduled for completion by Granite Construction in 2009. This improvement associated with the Rosemary's Mountain Project will widen SR 76 by two lanes and increase the capacity of the highway. As such, these improvements are expected to be complete before Phase 1 of the project becomes operational.

However, the physical improvements required for the intersection to operate at an acceptable LOS exceed the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Therefore, the project would instead pay a fair share contribution toward County's TIF program for the I-15 / SR 76 interchange improvement project. Project impacts would be reduced to less than significant with mitigation.

Mitigation Measure ~~TR-10~~TR-12: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to four lanes and signalize the intersection.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:

- Pala Road (SR 76)/Couser Canyon Road: Signalize~~:~~. SR 76 widening to include an additional east~~-~~ and westbound through lane.

~~After improvements have been constructed,~~With construction of these physical improvements, the LOS at this intersection would improve from worse case scenarios of LOS F for both the with and without the proposed project scenarios, to LOS B in both the A.M. and P.M. peak hours, for both the with and without implementation of the proposed project scenarios. It should be noted that, as shown in Table 2.2-~~20~~26, this intersection is projected to operate at a deficient LOS F~~,~~ during the Horizon Year 2030~~,~~ and would continue to operate at this deficient level with or without implementation of the proposed project. As such, any additional traffic added to this intersection would result in significant adverse impacts on the ability of the intersection to accommodate additional traffic. However, the physical improvements required for the intersection to operate at an acceptable LOS exceed the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Therefore, the project would instead contribute payment of fees to the County's TIF fund for the improvement of this intersection. Cumulatively significant project impacts would be reduced to less than significant with mitigation.

~~As shown in Table 2.2-18, improvements associated with the mitigation requirements to this single intersection would cost approximately $500,000. The proposed mitigation measure far exceeds the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Although the impacts from the proposed project could be mitigated through a payment of $35,500 into a fair-share program, funding mechanisms are not currently in place that could accept contributions to the ten intersections, identified in Table 2.2-18, including the Pala Road (SR 76)/Couser Canyon Road intersection. Furthermore, the fair share method could take several years before sufficient funds would be available to construct the identified improvements and changes in land uses, slower development, changing construction costs, and changes in traffic patterns could also affect the ability to complete the improvements.~~ Planned improvements to widen Pala Road (SR 76) to four lanes from the Interstate 15 Northbound ramps to Couser Canyon Road are expected to begin in 2008 as part of the Rosemary's Mountain project. As such, the roadway segment will operate at acceptable conditions prior to the implementation of the proposed project. The proposed campus is not likely to begin enrollment until 2011. Therefore, the planned Rosemary's Mountain improvements (to be completed by Granite Construction) will be constructed prior to the addition of campus-generated trips. However, there is no guarantee that the improvements will be completed prior to the college opening.

~~Therefore, potential impacts to this intersection are not fully mitigated and remain significant.~~

~~Additionally, alternative mitigation measures, located closer to the proposed project site, to reduce impacts resulting from implementation of the proposed project, during the Horizon Year 2030, have been proposed; refer to Mitigation Measures TR-8, TR-9, and TR-11. Impacts on this intersection remain significant.~~

Mitigation Measure ~~TR-11~~TR-13: Payment of TIF fees, as determined by the District, to the County to widen Old Highway 395, including construction of westbound right-turn lane at intersection.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:~~Impacts to the affected intersection shall be mitigated by implementation of the following improvement:~~

- Old Highway 395/Canonita Drive-Stewart Canyon Road: Signalize; Add westbound right-turn lane.

~~After improvements have been constructed~~With construction of these physical improvements, the LOS at this intersection would improve from worse case scenarios of LOS F for both the with and without the proposed project scenarios, to LOS C in both the A.M. and P.M. peak hours; respectively, as shown in Table 2.2-~~20~~26. However, the physical improvements required for the intersection to operate at an acceptable LOS exceed the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this intersection. Cumulatively significant project impacts would be reduced to less than significant with mitigation.

Mitigation Measure ~~TR-12~~TR-14: Payment of TIF fees, as determined by the District, to the County to widen Old Highway 395, including signalization of intersection and additional eastbound through lane.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:

- Old Highway 395/Reche Road: Signalize. Add additional eastbound lane.

~~After improvements have been constructed, -~~With construction of these physical improvements, the LOS at this intersection would improve from worse case scenarios of LOS F for both the with and without the proposed project scenarios, to LOS C in both the A.M. and P.M. peak hours and for both the with and without implementation of the proposed project scenarios. It should be noted that, as shown in Table 2.2-~~20~~26, this intersection is projected to operate at a deficient LOS F, during the Horizon Year 2030, and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this intersection would result in significant adverse impacts on the ability of the intersection to accommodate additional traffic. However, the physical improvements required for the intersection to operate at an acceptable LOS exceed the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this intersection.

Cumulatively significant project impacts would be reduced to less than significant with this mitigation.

~~As shown in Table 2.2-18, improvements associated with the mitigation requirements to this single intersection would cost approximately $400,000. The proposed mitigation measure far exceeds the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Although the impacts from the proposed project could be mitigated through a payment of $20,800 into a fair-share program, funding mechanisms are not currently in place that could accept contributions to the ten intersections, identified in Table 2.2-18, including the Old Highway 395/Reche Road intersection. Furthermore, the fair share method could take several years before sufficient funds would be available to construct the identified improvements and changes in land uses, slower development, changing construction costs, and changes in traffic patterns could also affect the ability to complete the improvements.~~

~~Additionally, alternative mitigation measures, located closer to the proposed project site, to reduce impacts resulting form the proposed project, during the Horizon Year 2030, have been proposed; refer to Mitigation Measures TR-8, TR-9, and TR-11. Impacts on this intersection remain significant.~~

~~**Mitigation Measure TR-13:** To reduce impacts at the affected intersection to less than significant, the following improvement would be required:~~

- ~~Pala Road (SR-76)/Sage Road: The mitigation for this intersection would require widening of Pala Road (SR-76). Therefore the mitigation for this intersection would be the same as Mitigation Measure TR-3.~~

~~**Mitigation Measure TR-14:** Impacts to the affected intersection shall be mitigated by implementation of the following improvement:~~

- ~~Pala Road (SR-76)/I-15 Southbound Ramps: SR-76 widening to include additional westbound left and through lanes; additional eastbound through lane.~~

~~After improvements have been constructed, the LOS at this intersection would improve from worse case scenarios of LOS D without the proposed project and LOS E with the proposed project, to LOS C in both the A.M. and P.M. peak hours, for both the with and without implementation of the proposed project scenarios. It should be noted that, as shown in Table 2.2-20, this intersection is projected to operate at LOS D and a deficient LOS E, during the Horizon Year 2030, and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this intersection would result in significant adverse impacts on the ability of the intersection to accommodate additional traffic.~~

~~As shown in Table 2.2-18, improvements associated with the mitigation requirements to this single intersection would cost approximately $250,000. The proposed mitigation measure far exceeds the traffic impacts created by the proposed project, particularly because this intersection is currently experiencing failing conditions. Although the impacts from the proposed project could be mitigated through a payment of $36,000 into a fair-share program, funding mechanisms are not currently in place that could accept contributions to the ten intersections, identified in Table 2.2-19, including the Pala Road (SR-76)/ I-15 Southbound Ramps intersection. Furthermore, the fair share method could take several years before~~

~~sufficient funds would be available to construct the identified improvements and changes in land uses, slower development, changing construction costs, and changes in traffic patterns could also affect the ability to complete the improvements. However, because Caltrans has an established program with Transnet funding in place for the widening of Pala Road (SR 76), a fair share contribution to that program would serve as partial mitigation for intersection impacts. As such, the proposed project would contribute to the Caltrans Transnet program as mitigation for impacts on this intersection.~~

~~In lieu of making the required improvements at this intersection or a variety of fair-share contributions for partial mitigation that may take several years to construct, alternative mitigation measures, located closer to the proposed project site, to reduce impacts resulting from implementation of the proposed project, during the Horizon Year 2030, have been proposed; refer to Mitigation Measures TR-8, TR-9, and TR-11 and to Section 2.2.4, Impacts After Mitigation, for additional discussion.~~

Roadways

Mitigation Measure TR-15: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to four lanes.

To reduce impacts ~~at~~ on the affected roadway segment to less than significant, the following improvement would be required:

- Pala Road (SR 76) from Via Monserate to Gird Road: Widen SR 76 from two to four lanes. ~~The mitigation for this section would be the same as Mitigation Measure TR-2.~~

With construction of these physical improvements, the LOS along this segment would not improve from worse case scenarios of LOS F for both the with and without the proposed project scenarios. The roadway segment would remain at LOS F with the recommended improvements. It should be noted that, as shown in Table 2.2-26, this segment is projected to operate at a deficient LOS F, during the Horizon Year 2030 with Phase I, and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this roadway would result in significant adverse impacts on the ability of the segment to accommodate additional traffic. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this roadway segment. Cumulatively significant project impacts would be reduced to less than significant with implementation of this mitigation measure.

Mitigation Measure TR-16: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to four lanes.

To reduce impacts on the affected segment to less than significant, the following improvement would be required:

- Pala Road (SR 76) from Gird Road to Sage Road: Widen SR 76 from two to four lanes.

With construction of these physical improvements, the LOS along this segment would not improve from worse case scenarios of LOS F for both the with and without the proposed project scenarios. The roadway segment would remain at LOS F with the recommended improvements. It should be noted that, as shown in Table 2.2-26, this segment is projected to operate at a deficient LOS F, during the Horizon Year 2030 with Phase I, and would continue

to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this roadway would result in significant adverse impacts on the ability of the segment to accommodate additional traffic. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this roadway segment. Cumulatively significant project impacts would be reduced to less than significant with implementation of this mitigation measure.

Mitigation Measure TR-17: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to four lanes.

To reduce impacts on the affected segment to less than significant, the following improvement would be required:

- Pala Road (SR 76) from Sage Road to Old Highway 395: Widen SR 76 from two to four lanes.

With construction of these physical improvements, the LOS along this segment would not improve from worse case scenarios of LOS F for both the with and without the proposed project scenarios. The roadway segment would remain at LOS F with the recommended improvements. It should be noted that, as shown in Table 2.2-26, this segment is projected to operate at a deficient LOS F, during the Horizon Year 2030 with Phase I, and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this roadway would result in significant adverse impacts on the ability of the segment to accommodate additional traffic. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this roadway segment. Cumulatively significant project impacts would be reduced to less than significant with implementation of this mitigation measure.

Mitigation Measure TR-18: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to six lanes.

To reduce impacts ~~at~~on the affected segment to less than significant, the following improvement would be required:

- Pala Road (SR 76) from Old Highway 395 to I-15 Southbound Ramps: Widen SR 76 from two to four lanes.

With construction of these physical improvements, the LOS along this segment would improve from worse case scenarios of LOS F for both the with and without the proposed project scenarios to LOS E. It should be noted that, as shown in Table 2.2-26, this segment is projected to operate at a deficient LOS F, during the Horizon Year 2030 with Phase I, and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this roadway would result in significant adverse impacts on the ability of the segment to accommodate additional traffic. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this roadway segment. Cumulatively significant project impacts would be reduced to less than significant with implementation of this mitigation measure.

Mitigation Measure TR-19: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to six lanes.

To reduce impacts on the affected segment to less than significant, the following improvement would be required:

- Pala Road (SR 76) from I-15 Northbound Ramps to Pankey Road: Widen SR 76 from two to four lanes.

With construction of these physical improvements, the LOS along this segment would improve from worse case scenarios of LOS F for both the with and without the proposed project scenarios to LOS C. It should be noted that, as shown in Table 2.2-26, this segment is projected to operate at a deficient LOS F, during the Horizon Year 2030 with Phase I, and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this roadway would result in significant adverse impacts on the ability of the segment to accommodate additional traffic. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this roadway segment. Cumulatively significant project impacts would be reduced to less than significant with implementation of this mitigation measure.

Mitigation Measure TR-~~16~~20: Payment of TIF fees, as determined by the District, to the County to widen Old Highway 395 from two to four lanes.

To reduce impacts ~~at~~ on the affected roadway segment to less than significant, the following improvement would be required:

- Old Highway 395 from Stewart Canyon Road to Reche Road: Widen Old Highway 395 to four lanes.

~~This road segment is forecast to operate at deficient (LOS F) levels of service with the County's General Plan 2020 Circulation Element classifications. County General Plan 2020 update has identified this segment as operating at deficient LOS as well. County of San Diego preliminary 2020 Road Classifications concept plans identify widening Old Highway 395 as infeasible due to environmental and physical constraints as a result of existing development. As such, there would be significant and unmitigated traffic impacts on this roadway segment. As shown in Table 2.2-20 this roadway segment would continue to operate at a deficient LOS F with or without implementation of the proposed project. As such, any additional traffic added to this roadway segment would result in significant adverse impacts on the capacity of the roadway segment to accommodate additional traffic.~~ With construction of these physical improvements, the LOS along this segment would improve from worse case scenarios of LOS F for both the with and without the proposed project scenarios to LOS B. It should be noted that, as shown in Table 2.2-26, this segment is projected to operate at a deficient LOS F, during the Horizon Year 2030 with Phase I, and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this roadway would result in significant adverse impacts on the ability of the segment to accommodate additional traffic. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this roadway segment. Cumulatively significant project impacts would be reduced to less than significant with implementation of this mitigation measure.

~~The proposed project would construct a traffic signal at the intersection of Old Highway 395/Cannonita Drive/Stewart Canyon Road intersection. Signalization of this intersection would help to improve operations of the roadway segment because it would facilitate cars going through the intersection by controlling turning movements (such as left-hand turns) which would typically result in increased congestion as cars would typically have to wait for traffic breaks to make turns.~~

Mitigation Measure TR-~~17~~21: Payment of TIF fees, as determined by the District, to the County to widen Old Highway 395 from two to four lanes.

To reduce impacts on the affected roadway segment to less than significant, the following improvement would be required:~~Impacts to the affected roadway segment shall be mitigated by implementation of the following improvement:~~

- Old Highway 395 from Reche Road to East Mission Road: Widen Old Highway 395 to four lanes.

~~This road segment is forecast to operate at deficient (LOS F) levels of service with the County's General Plan 2020 Circulation Element classifications. County General Plan 2020 update has identified this segment as operating at deficient LOS as well. County of San Diego preliminary 2020 Road Classifications concept plans identify widening Old Highway 395 as infeasible due to environmental and physical constraints as a result of existing development. As such, there would be significant and unmitigated traffic impacts on this roadway segment. As shown in Table 2.2-20 this roadway segment would continue to operate at a deficient LOS F with or without implementation of the proposed project. As such, any additional traffic added to this roadway segment would result in significant adverse impacts on the capacity of the roadway segment to accommodate additional traffic.~~

With construction of these physical improvements, the LOS along this segment would improve from worse case scenarios of LOS F for both the with and without the proposed project scenarios to LOS B. It should be noted that, as shown in Table 2.2-26, this segment is projected to operate at a deficient LOS F, during the Horizon Year 2030 with Phase I, and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this roadway would result in significant adverse impacts on the ability of the segment to accommodate additional traffic. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this roadway segment. Cumulatively significant project impacts would be reduced to less than significant with implementation of this mitigation measure.

2.2.8.4 2030 With Phase I and Phase II (Including buildout of RTP)

Intersections

No significant impacts on intersections were identified for the 2030 With Phase I and Phase II (Including Buildout of RTP) scenario.

Roadway Segments

Mitigation Measure TR-22: No feasible mitigation identified for the following segment:

- Pala Road (SR 76) – Via Monserate to Gird Road

Impacts would remain significant and unmitigable.

Mitigation Measure TR-23: No feasible mitigation identified for the following segment:

- Pala Road (SR 76) – Gird Road to Sage Road

Impacts would remain significant and unmitigable.

Mitigation Measure TR-24: No feasible mitigation identified for the following segment:

- Pala Road (SR 76) – Sage Road to Old Highway 395

Impacts would remain significant and unmitigable.

Mitigation Measure TR-25: No feasible mitigation identified for the following segment:

- Pala Road (SR 76) – Old Highway 395 to I-15 Southbound Ramps

Impacts would remain significant and unmitigable.

Mitigation Measure TR-26: No feasible mitigation identified for the following segment:

- Old Highway 395 – Stewart Canyon Road to Reche Road

Impacts would remain significant and unmitigable.

Mitigation Measure TR-27: No feasible mitigation identified for the following segment:

- Old Highway 395 – Reche Road to E. Mission Road

Impacts would remain significant and unmitigable.

No feasible mitigation is available for impacts TR-22 through TR-25. These impacts occur along Pala Road. County of San Diego General Plan update includes Pala Road (SR 76) as a four lane arterial in the General Plan Circulation Element update. Traffic volumes forecast using the SANDAG traffic model shows that forecast daily traffic (without the project) would exceed the allowable threshold for a four-lane arterial. Therefore, six lanes are required to maintain acceptable operating conditions. The current General Plan classifies Pala Road (SR 76) as a six lane road, but the County has requested that the project analysis assume it will be a four-lane arterial as proposed in the General Plan Update. Furthermore, the County does not have the right-of-way for future improvements to the roadways beyond four lanes. The County has advised widening more than four lanes is outside the applicable circulation element classifications for SR 76; refer to Table 2.2-27. Lastly, the District lacks jurisdiction to amend the Circulation Element or construct additional lanes as Pala Road is a County-owned facility. For these reasons, it is recommended that a statement of overriding considerations be adopted.

~~2.2.5.~~42.2.8.5 Existing Plus Cumulative Plus Project

Intersections

Mitigation Measure TR-~~18~~28: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to four lanes and signalize the intersection.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:

- Pala Road (SR 76) / Via Monserate: Signalize and add additional east- and westbound through lane (SR 76 Widening).

As shown in Table 2.2-~~21~~28 ~~implementation~~ physical construction of these improvements would improve the intersection to an acceptable LOS A. ~~The mitigation for this intersection is the same as what is proposed in mitigation measure TR-1. Therefore, potential impacts to this intersection are not fully mitigated and remain significant.~~ With construction of these physical improvements, the LOS along this segment would improve from worse case scenarios of LOS F for both the with and without the proposed project scenarios to LOS A. It should be noted that, as shown in Table 2.2-28, this segment is projected to operate at a deficient LOS F and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this roadway would result in significant adverse impacts on the ability of the segment to accommodate additional traffic. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this intersection. Project impacts would be reduced to less than significant with mitigation.

Payment of TIF fees to widen SR 76 would reduce project impacts to less than significant.

Mitigation Measure TR-~~19~~29: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to four lanes and signalize the intersection.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:

- Pala Road (SR 76)/Old Highway 395: Add an additional eastbound through lane and westbound right-turn lane (SR 76 Widening). ~~and a~~Add north- and southbound left-turn lanes (Old 395 Widening).

As shown in Table 2.2-~~21~~28, implementation of this mitigation measure would improve the intersection to an acceptable LOS C. ~~The mitigation for this intersection is the same as what is proposed in Mitigation Measure TR-6. Therefore, potential impacts to this intersection are not fully mitigated and remain significant.~~ It should be noted that, as shown in Table 2.2-28, this segment is projected to operate at a deficient LOS F and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this roadway would result in significant adverse impacts on the ability of the segment to accommodate additional traffic. Therefore, the project would instead contribute payment of fees to the County's TIF program for the improvement of this intersection. Project impacts would be reduced to less than significant with mitigation.

Mitigation Measure TR-~~20~~30: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to four lanes and signalize the intersection.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:

- ~~Impacts to the~~ Pala Road (SR 76)/Pankey Road: Signalize the intersection to improve the traffic operations through the intersection.

~~intersection shall be mitigated by implementation of Mitigation Measure TR-8.~~ As shown in Table 2.2-28, implementation of this mitigation measure would improve the intersection to an acceptable LOS C in the peak A.M.; however, peak P.M. LOS would remain at LOS F. ~~As shown in Table 2.2-21, implementation of this mitigation measure would improve the intersection to an acceptable LOS C and LOS in the A.M. and P.M. peak hours, respectively.~~

The project would contribute payment of fees to the County's TIF program for the improvement of this intersection. The TIF would provide improvements to the intersection. Therefore, pursuant to State CEQA Guidelines Section 15130(a)(3), the project's contributions to these potential cumulative impacts to intersections are determined to be less than cumulatively considerable and are not significant. Project impacts would be reduced to less than significant with mitigation.

Mitigation Measure TR-~~21~~31: Payment of TIF fees, as determined by the District, to the County to widen Old Highway 395 and signalize the intersection, as well as adding a westbound right-turn lane as part of the widening project.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:

- Old Highway 395/Canonita Drive – Stewart Canyon Road: Signalize. Add westbound right-turn lane.

~~intersection shall be mitigated by implementation of Mitigation Measure TR-11.~~ As shown in Table 2.2-~~21~~28, implementation of this mitigation measure would improve the intersection to an acceptable LOS B in the peak A.M. and LOS C in the peak P.M. hours. The project would contribute payment of fees to the County's TIF program for the improvement of this intersection. Project impacts would be reduced to less than significant with mitigation.

Mitigation Measure TR-~~22~~32: Payment of TIF fees, as determined by the District, to the County to widen Old Highway 395 and signalize the intersection, as well as adding an eastbound lane as part of the widening project.

To reduce impacts at the affected intersection to less than significant, the following improvement would be required:

- Old Highway 395/Reche Road: Signalize. Add additional eastbound lane.

As shown in Table 2.2-~~21~~28, implementation of this mitigation measure would improve the intersection to an acceptable LOS C in the peak A.M. and P.M. hours. ~~The mitigation for this intersection is the same as what is proposed in mitigation measure TR-6. Therefore, potential impacts to this intersection remain significant.~~ The project would contribute payment of fees to the County's TIF program for the improvement of this intersection. Project impacts would be reduced to less than significant with mitigation.

~~**Mitigation Measure TR-23:** To reduce impacts at the affected intersection to less than significant, the following improvement would be required:~~

- ~~Pala Road (SR-76)/Sage Road: The mitigation for this intersection would require widening of Pala Road (SR-76).~~

~~Therefore, the mitigation for this intersection would be the same as Mitigation Measure TR-3. As shown in Table 2.2-21, implementation of this mitigation measure would improve the intersection to an acceptable LOS C. Therefore, potential impacts to this intersection remain significant.~~

~~**Mitigation Measure TR-24:** To reduce impacts at the affected intersection to less than significant, the following improvement would be required:~~

~~□Pala Road (SR 76)/I-15 Northbound Ramps: Add additional east- and westbound through lane and add eastbound left turn lane.~~

~~As shown in Table 2.2-21, implementation of this mitigation measure would improve the intersection to an acceptable LOS C. The mitigation for this intersection would be the same as Mitigation Measure TR-7. Potential impacts remain significant.~~

~~**Mitigation Measure TR-25:** Impacts to the Pala Road (SR 76)/Horse Ranch Creek Road intersection shall be mitigated by implementation of Mitigation Measure TR-9. As shown in Table 2.2-21, implementation of this mitigation measure would improve the intersection to an acceptable LOS B.~~

Roadways

Mitigation Measure TR-~~29~~33: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to four lanes.

To reduce impacts at the affected roadway segment to less than significant, the following improvement would be required:

- Pala Road (SR 76) from Via Monserate to Gird Road: Widen SR 76 from two to four lanes.

As shown in Table 2.2-~~21~~28, implementation of this mitigation measure would improve the roadway segment to an acceptable LOS C in the peak A.M. and P.M. hours. ~~Mitigation for this roadway segment is the same as TR-2. Potential impacts remain significant.~~ The project would contribute payment of fees to the County's TIF program for the improvement of this roadway segment. Payment of TIF fees to widen SR 76 would reduce project impacts to less than significant.

Mitigation Measure TR-~~30~~34: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to four lanes.

-To reduce impacts at the affected roadway segment to less than significant, the following improvement would be required:

- Pala Road (SR 76) from Gird Road to Sage Road: Widen SR 76 from two to four lanes.

As shown in Table 2.2-~~21~~28, implementation of this mitigation measure would improve the roadway segment to an acceptable LOS B in the peak A.M. and P.M. hours. Mitigation for this roadway segment is the same as TR-3. ~~Potential impacts remain significant.~~ The project would contribute payment of fees to the County's TIF program for the improvement of this roadway segment. Payment of TIF fees to widen SR 76 would reduce project impacts to less than significant.

Mitigation Measure TR-~~31~~35: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to four lanes.

To reduce impacts at the affected roadway segment to less than significant, the following improvement would be required:

- Pala Road (SR 76) from Sage Road to Old Highway 395: Widen SR 76 from two to four lanes.

As shown in Table 2.2-~~21~~28, implementation of this mitigation measure would improve the roadway segment to an acceptable LOS B. Mitigation for this roadway segment is the same as TR-4. ~~Potential impacts remain significant.~~ The project would contribute payment of fees to the County's TIF program for the improvement of this roadway segment. Payment of TIF fees to widen SR 76 would reduce project impacts to less than significant.

Mitigation Measure TR-~~32~~36: Payment of TIF fees, as determined by the District, to the County to widen SR 76 from two to four lanes.

~~Impacts to the Pala Road (SR 76) roadway segment from the I-15 Northbound ramp to Pankey Road shall be mitigated by implementation of the following:~~ To reduce impacts at the affected roadway segment to less than significant, the following improvement would be required:

- Pala Road (SR 76) from the I-15 Northbound Ramps to Pankey Road~~:~~ Widen SR 76 from two to four lanes.

As shown in Table 2.2-~~21~~ 28 this roadway segment would operate at deficient LOS E with or without implementation of the proposed project under cumulative plus proposed project conditions. After the improvements have been constructed the LOS on this roadway segment will improve from worst-case scenario LOS E, for with and without the proposed project scenarios, to LOS A in both the A.M. and P.M. peak hours. As such, any additional traffic added to this roadway segment would result in significant adverse impacts on the capacity of the roadway segment to accommodate additional traffic. The proposed mitigation measure far exceeds the traffic impacts created by the proposed project, particularly because this roadway would experience failing conditions with and without the implementation of the proposed project. The project would contribute payment of fees to the County's TIF program for the improvement of this roadway segment. Payment of TIF fees to widen SR 76 would reduce project impacts to less than significant.

Planned improvements to widen Pala Road (SR 76) to four lanes from the Interstate 15 Northbound ramps to Couser Canyon Road are expected to begin in 2008 as part of the Rosemary's Mountain project. As such, the roadway segment ~~will~~ is expected to operate at acceptable conditions prior to the implementation of the proposed project. The proposed campus is not likely to begin enrollment until 2011. Therefore, the planned Rosemary's Mountain improvements (to be completed by Granite Construction) will be constructed prior to the addition of campus-generated trips. However, there is no guarantee that the improvements will be completed prior to the college opening. ~~Therefore, potential impacts to this intersection are not fully mitigated and remain significant.~~ Nevertheless, payment of TIF fee represents adequate mitigation as identified impact is cumulative.

~~2.2.6~~2.2.9 Impact After Mitigation

Mitigation Measures TR-1, TR-5, and TR-28 addresses Impacts TR-1, TR-5, and TR-~~18~~28 on the Pala Road (SR 76)/Via Monserate intersection.

The proposed project would not construct the improvements to this intersection. Instead, the District would contribute fair share payment to the County's TIF program towards the required improvements. With the mitigation proposed, project impacts on the Pala Road (SR 76)/Via Monserate intersection would be reduced to less than significant, with exception of

the Existing Plus Project (Phase I) Conditions. As no feasible mitigation has been identified to for direct impacts under this scenario, impacts would remain significant and unmitigable.

~~, as the improvements are funded by TransNet. The improvements are scheduled to be completed prior to the addition of the North Education Center generated trips. However, if the improvements are not constructed prior to implementation of the proposed project, impacts from the proposed project will remain significant and unmitigated.~~

Mitigation Measures TR-2, TR-15, TR-22 and TR-33 address~~es~~ Impacts TR-2, TR-15, TR-22 and TR-~~26~~33 on the Pala Road (SR 76) roadway segment from Via Monserate to Gird Road.

The proposed project would not construct the improvements to this roadway segment. Instead, the District would contribute fair share payment to the County's TIF program towards the required improvements. With the mitigation proposed, project impacts on the Pala Road (SR 76) roadway segment from Via Monserate to Gird Road would be reduced to less than significant, with exception of the Existing Plus Project (Phase I) and the 2030 with Phase I and Phase II Conditions. Impacts under these scenarios would remain significant and unmitigable. ~~The proposed project would not construct the improvements to this roadway segment, as the improvements are funded by TransNet. The improvements are scheduled to be completed prior to the addition of the North Education Center generated trips. However, if the improvements are not constructed prior to implementation of the proposed project, impacts as a result of the proposed project will remain significant and unmitigated until the improvements are constructed.~~

Mitigation Measures TR-3, TR-16, TR-23 and TR-34 address~~es~~ Impacts TR-~~2~~3, TR-16, TR-23 and TR-~~27~~34 on the Pala Road (SR 76) roadway segment from Gird Road to Sage Road.

The proposed project would not construct the improvements to this roadway segment. Instead, the District would contribute fair share payment to the County's TIF program towards the required improvements. With the mitigation proposed, project impacts on the Pala Road (SR 76) roadway segment from Gird Road to Sage Road would be reduced to less than significant, with exception of the Existing Plus Project (Phase I) and the 2030 with Phase I and Phase II Conditions. Impacts under these scenarios would remain significant and unmitigable. ~~, as the improvements are funded by TransNet. The improvements are scheduled to be completed prior to the addition of the North Education Center generated trips. However, if the improvements are not constructed prior to implementation of the proposed project, direct impacts from the proposed project will remain significant and unmitigated until the improvements are constructed.~~

Mitigation Measures TR-4, TR-17, TR-24 and TR-35 address~~es~~ Impacts TR-4, TR-17, TR-24 and TR-~~28~~35 on the Pala Road (SR 76) roadway segment from Sage Road to Old Highway 395.

The proposed project would not construct the improvements to this roadway segment. Instead, the District would contribute fair share payment to the County's TIF program towards the required improvements. With the mitigation proposed, project impacts on the Pala Road (SR 76) roadway segment from Sage Road to Old Highway 395 would be reduced to less than significant, with exception of the Existing Plus Project (Phase I) and the 2030 with Phase I and Phase II Conditions. Impacts under these scenarios would remain significant

and unmitigable.~~, as the improvements are funded by TransNet. The improvements are scheduled to be completed prior to the addition of the North Education Center generated trips. However, if the improvements are not constructed prior to implementation of the proposed project, direct impacts from the proposed project will remain significant and unmitigated until the improvements are constructed.~~

Mitigation Measure TR-6 addresses Impact TR-6 on the Pala Road/Sage Road intersection.

The District would contribute fair share payment to the County's TIF program towards the required improvements. With the mitigation proposed, project impacts on the Pala Road (SR 76)/Sage Road intersection would be reduced to less than significant.

Mitigation Measures TR-~~6~~ 7 and TR-~~19~~29 address Impacts TR-~~6~~7 and TR-~~19~~ 29 on the Pala Road (SR 76)/Old Highway 395 intersection.

~~The proposed project would not construct the improvements to this roadway segment, as the improvements are funded by TransNet. The improvements are scheduled to be completed prior to the addition of the North Education Center generated trips. As partial mitigation for impacts to this intersection, the project would make a fair-share contribution to the Caltrans Transnet Program. However, if the improvements are not constructed prior to implementation of the proposed project, impacts from the proposed project would remain significant and unmitigated until the improvements are constructed.~~ The proposed project would not construct the improvements to this intersection. Instead, the District would contribute fair share payment to the County's TIF program towards the required improvements. With the mitigation proposed, project impacts on the Pala Road (SR 76)/Old Highway 395 intersection would be reduced to less than significant.

Mitigation Measure TR-8 addresses Impact TR-8 on the Pala Road/I-15 Southbound Ramps intersection.

The proposed project would not physically construct the improvements to this intersection. Instead, the District would make a fair share contribution towards the I-15/SR 76 interchange improvement project. With the mitigation proposed, project impacts on the Pala Road (SR 76)/ I-15 Southbound Ramps intersection would be reduced to less than significant.

Mitigation Measure TR-~~7~~9 addresses Impact~~s~~ TR-~~7~~9 ~~and TR-24~~ on the Pala Road/I-15 Northbound Ramps intersection.

~~The proposed project would not construct the improvements to this roadway segment, as the improvements are funded by TransNet. The improvements are scheduled to be completed prior to the addition of the North Education Center generated trips. As partial mitigation for impacts to this intersection, the project would make a fair-share contribution to the Caltrans Transnet Program. However, if the improvements are not constructed prior to implementation of the proposed project, impacts from the proposed project would remain significant and unmitigated until the improvements are constructed.~~ The proposed project would not physically construct the improvements to this intersection. Instead, the District would make a fair share contribution towards the I-15/SR 76 interchange improvement project. With the mitigation proposed, project impacts on the Pala Road (SR 76)/ I-15 Northbound Ramps intersection would be reduced to less than significant.

Mitigation Measure~~s~~ TR-~~8~~10 and TR-30 address~~es~~ Impacts TR-~~8~~10 and TR-~~20~~30 on the Pala Road (SR 76)/Pankey Road intersection.

~~Implementing this mitigation measure will improve the intersection with the construction of a traffic signal.~~ The construction of a traffic signal would improve the operations of the intersection because the traffic signal would regulate the green time in which traffic traveled through the intersection. Travel regulated by the signal would allow traffic to operate in a managed fashion instead of having to wait for traffic breaks on SR 76 to complete turning movements. After the improvements have been constructed, the deficient LOS F at this intersection would improve to LOS ~~A~~ C and LOS ~~C~~ D in the A.M. and P.M. peak hours under 2030 With Phase I Conditions and at LOS C and LOS F in the A.M. and P.M. peak hours under the Existing Plus Cumulative Plus Phase I Conditions.~~, respectively. As such, implementation of Mitigation Measure TR-8 and TR-20 would reduce the project's Horizon Year 2030 and cumulative impacts to this intersection to less than significant.~~ However, the proposed project would not physically construct the improvements to this intersection. Instead, the District would contribute fair share payment to the County's TIF program towards the required improvements. With the mitigation proposed, project impacts on the Pala Road (SR 76)/Pankey Road intersection would be reduced to less than significant.

~~This intersection is projected to operate at a deficient LOS F during the Horizon Year 2030 and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this intersection would result in significant adverse impacts on the ability of the intersection to accommodate additional traffic. Caltrans has indicated that a traffic signal in this location is not desired until traffic volumes warrant signal construction. As such, in lieu of making the required improvements at this intersection or a variety of fair-share contributions for partial mitigation that may take several years to construct, alternative mitigation measures, located closer to the proposed project site, to reduce impacts resulting from implementation of the proposed project, during the Horizon Year 2030, have been proposed; refer to Mitigation Measures TR-9 and TR-11. Horizon Year 2030 impacts from the proposed project would remain significant and unmitigated until a traffic signal is constructed with Horizon Year 2030 traffic volumes.~~

~~The proposed project would physically construct the signal, however, the proposed project would not physically construct the improvements to this roadway segment, as the improvements will be completed by the Rosemary's Mountain Project. The improvements are scheduled to be completed prior to the addition of the North Education Center generated trips. However, if the improvements are not constructed prior to implementation of the proposed project, even with the signalization of the intersection, Horizon Year 2030 impacts from the proposed project would remain significant and unmitigated until the improvements are constructed.~~

Mitigation Measure TR-~~9~~11 would address Impact~~s~~ TR-~~9~~11 ~~and TR-25~~ on the Pala Road/Horse Ranch Creek Road intersection.

Implementing this mitigation measure would include the construction of a traffic signal and adequate turning movements at the intersection. The construction of a traffic signal would improve the operations of the intersection because the traffic signal would regulate the green time in which traffic traveled through the intersection. Travel regulated by the signal would allow traffic to operate in a managed fashion instead of having to wait for traffic breaks on SR 76 to complete turning movements.

The physical construction of a signal at this intersection is included as a project component, however, the physical construction of the remaining improvements to this roadway segment along SR 76 (widening) ~~will~~ would not be completed by the proposed project, as the improvements would be completed by the Rosemary's Mountain Project. Instead, the District would contribute fair share payment to the County's TIF program towards the required improvements. With the mitigation proposed, project impacts on the Pala Road (SR 76)/Horse Ranch Creek Road intersection would be reduced to less than significant. ~~The improvements are scheduled to be completed prior to the addition of the North Education Center generated trips. However, if the improvements are not constructed prior to implementation of the proposed project, even with the signalization of the intersection, Horizon Year 2030 impacts from the proposed project will remain significant and unmitigated until the improvements are constructed.~~

Mitigation Measure TR-~~10~~12 addresses Impact TR-~~10~~12 on the Pala Road/Couser Canyon Road intersection.

The ~~added~~ addition of a traffic signal ~~will~~ would regulate flow to the intersection by controlling the green time of the traffic light, thereby reducing the delay time and congestion at the intersection. Adding through lanes will increase the capacity of the ~~roadway segment~~ intersection allowing more vehicles to travel along the segment and will allow for more traffic to make turns without slowing other traffic on the road trying to pass through the intersection. The additional lanes ~~will~~ would facilitate vehicles traveling through the intersection to bypass vehicles slowing down to make right or left turns. After the improvements have been constructed, the deficient LOS F at this intersection ~~will~~ would improve to LOS B in both the A.M. and P.M. peak hours. ~~As such, implementation of Mitigation Measure TR-10 will reduce the project's impacts to this intersection to less than significant.~~

The proposed project would not construct the improvements to this ~~roadway segment~~intersection, as the improvements are to be completed as part of the Rosemary's Mountain Project. ~~Project construction is expected to begin in 2008. The improvements are scheduled to be completed prior to the addition of the North Education Center generated trips. However, if the improvements are not constructed prior to implementation of the proposed project, Horizon Year 2030 impacts from the proposed project will remain significant and unmitigated until the improvements are constructed.~~ However, the proposed project would not physically construct the improvements to this intersection. Instead, the District would contribute fair share payment to the County's TIF program towards the required improvements. With the mitigation proposed, project impacts on the Pala Road (SR 76)/Couser Canyon Road intersection would be reduced to less than significant.

Mitigation Measure~~s~~ TR-~~11~~13 and TR-31 address~~es~~ Impacts TR-~~11~~13 and TR-~~21~~31on the Old Highway 395/Canonita Drive-Stewart Canyon Road intersection.

Implementing ~~this~~ these mitigation measure~~s~~ ~~will~~ would improve the intersection with the construction of a signal and the addition of a westbound right-turn lane. The added traffic signal ~~will~~ would regulate flow ~~to~~ through the intersection by controlling the green time of the traffic light, thereby reducing the delay time and congestion at the intersection. Adding a right-turn lane allows for more traffic to make turns without slowing other traffic on the road trying to pass through the intersection. The additional lane will facilitate vehicles traveling

through the intersection to bypass vehicles slowing down to make right turns; thereby reducing congestion at the intersection. After the improvements have been constructed, the deficient LOS F at this intersection ~~will~~ would improve to LOS C in both the A.M. and P.M. peak hours under 2030 with Phase I Conditions and from LOS E to LOS B and LOS C, respectively, in the A.M. and P.M. peak hours under Existing Plus Cumulative Plus Phase I Condition. As such, implementation of Mitigation Measure TR-~~11~~13 and TR-~~21~~31 ~~will~~ would reduce the project's Horizon Year 2030 and cumulative impacts to this intersection to less than significant.

Mitigation Measures TR-~~12~~14 and TR-32 addresses Impacts TR-~~12~~14 and TR-~~22~~32 on the Old Highway 395/Reche Road intersection.

~~As stated above in Section 2.2.3, this~~This intersection is projected to operate at a deficient LOS F, ~~during~~ under the Horizon Year 2030 and Existing Plus Cumulative Plus Phase I scenarios, and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to this intersection would result in significant adverse impacts on the ability of the intersection to accommodate additional traffic. Future traffic plans prepared as part of the County of San Diego General Plan update have determined that widening Old Highway 395 to four lanes is infeasible. The proposed project would not physically construct the improvements to this intersection. Instead, the District would contribute fair share payment to the County's TIF program towards the required improvements. With the mitigation proposed, project impacts on the Old Highway 295/Reche Road intersection would be reduced to less than significant.~~As such, in lieu of making the required improvements at this intersection or a variety of fair share contributions for partial mitigation that may take several years to construct, alternative mitigation measures, located closer to the proposed project site, to reduce impacts resulting from implementation of the proposed project, during the Horizon Year 2030, have been proposed; refer to Mitigation Measures TR-8, TR-9, and TR-11.~~

~~Mitigation Measure TR-13 addresses Impacts TR-13 and TR-23 on the Pala Road/Sage Road intersection.~~

~~The proposed project would not physically construct the improvements to this roadway segment, as the improvements are funded by TransNet. The improvements are scheduled to be completed prior to the addition of the North Education Center generated trips. However, if the improvements are not constructed prior to implementation of the proposed project, Horizon Year 2030 impacts from the proposed project would remain significant and unmitigated until the improvements are constructed.~~

~~Mitigation Measure TR-14 addresses Impact TR-14 on the Pala Road/I-15 Southbound Ramps intersection.~~

~~The proposed project would not physically construct the improvements to this roadway segment, as the improvements are funded by TransNet. The improvements are scheduled to be completed prior to the addition of the North Education Center generated trips. However, if the improvements are not constructed prior to implementation of the proposed project, Horizon Year 2030 impacts from the proposed project would remain significant and unmitigated until the improvements are constructed.~~

Mitigation Measures TR-18 and TR-25 address impacts TR-18 and TR-25 on the roadway segment of Pala Road (SR 76) from Old Highway 395 to I-15 Southbound Ramps.

Planned improvements to widen Pala Road (SR 76) to four lanes from the Interstate 15 Northbound ramps to Couser Canyon Road are expected to begin in 2008 as part of the Rosemary's Mountain project. Payment of TIF fees for the required improvements would reduce project impacts to this segment of the roadway to less than significant under the 2030 with Phase I Conditions. However, impacts would remain significant and unmitigable under the 2030 with Phase I and Phase II Conditions.

Mitigation Measures TR-19 and TR-36 address Impacts TR-19 and TR-36 on the roadway segment of Pala Road (SR 76) from I-15 Northbound Ramps to Pankey Road.

Planned improvements to widen Pala Road (SR 76) to four lanes from the Interstate 15 Northbound ramps to Couser Canyon Road are expected to begin in 2008 as part of the Rosemary's Mountain project. The District would contribute fair share payment to the County's TIF program towards the required improvements. With the mitigation proposed, project impacts on the roadway segment from Pala Road (SR 76) from I-15 Northbound to Pankey Road would be reduced to less than significant.

Mitigation Measures TR-~~16~~ 20-,~~and~~ TR-~~17~~21, TR-26 and TR-27 address ~~i~~Impacts TR-~~16~~ and TR-~~17~~20, TR-21, TR-26 and TR-27 on the roadway segments of Old Highway 395 from Stewart Canyon Road to Reche Road and from Reche Road to East Mission Road.

~~However, as stated above in Section 2.2.3 t~~These segments are projected to operate at a deficient LOS F, during the Horizon Year 2030, and would continue to operate at these deficient levels with or without implementation of the proposed project. As such, any additional traffic added to these segments would result in significant adverse impacts on the ability of the segments to accommodate additional traffic. Future traffic plans prepared as part of the County of San Diego General Plan Update have determined that widening Old Highway 395 to four lanes is infeasible to due environmental and physical constraints as a result of existing development. ~~As such, in lieu of making the required improvements at this intersection or a variety of fair-share contributions for partial mitigation that may take several years to construct, alternative mitigation measures, located closer to the proposed project site, to reduce impacts resulting from implementation of the proposed project, during the Horizon Year 2030, have been proposed; refer to Mitigation Measures TR-8, TR-9, and TR-11.~~ The District would contribute fair share payment to the County's TIF program towards the required improvements. With the mitigation proposed, project impacts on the roadway segments of Old Highway 395 from Stewart Canyon Road to Reche Road and from Reche Road to East Mission Road would be reduced to less than significant under the 2030 With Phase I Conditions; however, impacts would remain significant and unmitigable under the 2030 With Phase I and Phase II Conditions.

~~The traffic signal constructed as required in Mitigation Measures TR-11 will reduce congestion on the Old Highway 395 on the north and south bound segment approaches the Canonita/Stewart Canyon Road intersection because the signal will manage the congestion by facilitating turning movements a the intersection. Therefore, the project proposes partial mitigation for the intersection.~~

~~Mitigation Measure TR-29 addresses impact TR-29 on the Pala Road (SR-76) roadway segment from the I-15 northbound Ramps to Pankey Road.~~

~~Planned improvements to widen Pala Road (SR-76) to four lanes from the Interstate 15 Northbound ramps to Couser Canyon Road are expected to begin in 2008 as part of the Rosemary's Mountain project. As such, the roadway segment will operate at acceptable conditions prior to the implementation of the proposed project. The proposed campus is not likely to begin enrollment until 2011. Therefore, the planned Rosemary's Mountain improvements (to be completed by Granite Construction) will be constructed prior to the addition of campus-generated trips. However, there is no guarantee that the improvements will be completed prior to the college opening. Therefore, potential impacts to this intersection are not fully mitigated and remain significant~~.

TABLE 2.2-1
INTERSECTION LOS AND DELAY RANGES

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	**Unsignalized Intersections**
A	≤10.0	≤10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: 2000 Highway Capacity Manual

TABLE 2.2-2
EXISTING STUDY INTERSECTION LOS

Study Intersection	AM Peak Hour Delay – LOS		PM Peak Hour Delay – LOS	
Pala Road (SR 76) / Via Monserate*	**38.0**	**E**	**43.8**	**E**
Pala Road (SR 76) / Gird Road	6.9	A	6.7	A
Pala Road (SR 76) / Sage Road*	26.8	D	23.2	C
Pala Road (SR 76) / Old Highway 395	30.9	C	28.6	C
Pala Road (SR 76) / I-15 Southbound Ramps	23.0	C	24.8	C
Pala Road (SR 76) / I-15 Northbound Ramps	22.1	C	29.7	C
Pala Road (SR 76) / Pankey Road*	12.8	B	15.7	C
Pala Road (SR 76) / Horse Ranch Creek Road (Future)	-	-	-	-
Pala Road (SR 76) / Rice Canyon Road*	10.1	B	13.4	B
Pala Road (SR 76) / Couser Canyon Road*	11.5	B	15.0	B
Old Highway 395 / Canonita Drive – Stewart Canyon Road	11.5	B	12.6	B
Old Highway 395 / Reche Road*	17.0	C	22.9	C
Reche Road / Tecalote Drive	14.1	B	14.9	B
Reche Road / Wilt Road	15.3	C	14.5	B
Reche Road / Gird Road	22.1	C	18.9	B

Note: Deficient intersection operation shown in **bold**
*Unsignalized intersection

TABLE 2.2-3
EXISTING STUDY ROADWAY SEGMENT LOS

Roadway	Location	Class* (# lanes)	Capacity at LOS E	Existing ADT	LOS
Pala Rd (SR 76)	Via Monserate / Gird Rd	TC (2)	19,000	**23,512**	**F**
	Gird Rd / Sage Rd	TC (2)	19,000	**21,690**	**F**
	Sage Rd / Old Hwy 395	TC (2)	19,000	**22,145**	**F**
	Old Hwy 395 / I-15 SBR	M (4)	37,000	23,300	B
	I-15 NBR / Pankey Rd	TC (2)	19,000	11,416	B
	Horse Ranch Creek Rd / Rice Canyon Rd	TC (2)	19,000	11,900	B
	Rice Canyon Rd / Couser Cyn Rd	TC (2)	19,000	10,816	A
Old Highway 395	South of Dulin Rd	LC (2)	16,200	4,855	A
	Canonita Dr – Stewart Cyn Rd / Reche Rd	LC (2)	16,200	6,475	A
	Reche Rd / E. Mission Rd	LC (2)	16,200	3,900	A
Reche Rd	Tecalote Dr / Wilt Rd	TC (2)	19,000	9,245	A
	Wilt Rd / Gird Rd	TC (2)	19,000	8,358	A
	West of Gird Rd	TC (2)	19,000	9,828	A

Note: Deficient roadway segment operation shown in **bold**.
*Classifications = TC: Town Collector M: Major Road LC: Light Collector

TABLE 2.2-4
LEVEL OF SERVICE THRESHOLDS FOR ROADWAY SEGMENTS (SHORT TERM)

Classification	Level of Service				
	A	B	C	D	E
Prime Arterial	22,200	37,000	44,600	50,000	57,000
Major Road	14,800	24,700	29,600	33,400	37,000
Collector	13,700	22,800	27,400	30,800	34,200
Town Collector	3,000	6,000	9,500	13,500	19,000
Light Collector	1,900	4,100	7,100	10,900	16,200

Source: The County of San Diego Guidelines for Determining Significance.

TABLE 2.2-5
LEVEL OF SERVICE THRESHOLDS FOR ROADWAY SEGMENTS
(HORIZON YEAR 2030)

Classification	Level of Service				
	A	B	C	D	E
Major Road					
With Raised Median	14,800	24,700	29,600	33,400	37,000
With Intermittent Turn Lanes	13,700	22,800	27,400	30,800	34,200
Boulevard					
With Raised Median	18,000	21,000	24,000	27,000	30,000
Community Collector					
No Median	1,900	4,100	7,100	10,900	16,200
With Raised Median	10,000	11,700	13,400	15,000	16,700
With Continuous Left Turn Lane	3,000	6,000	9,500	13,500	19,000
With Intermittent Turn Lane	3,000	6,000	9,500	13,500	19,000
Light Collector					
With Intermittent Turn Lane	3,000	6,000	9,500	13,500	19,000
With Reduced Shoulder	5,800	6,800	7,800	8,700	9,700

Source: The County of San Diego General Plan ~~2020~~ Update Circulation Element (not adopted at the time this report was prepared).

TABLE 2.2-6
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION
ALLOWABLE INCREASES ON CONGESTED ROADS AND INTERSECTIONS

Road Segments

	2-Lane Road	4-Lane Road	6-Lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

Intersections

	Signalized	Unsignalized
LOS E	Delay of 2 seconds	20 peak hour trips on a critical movement
LOS F	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

Note: A critical movement is one that is experiencing excessive queues.

Note: By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate a share of the cumulative impacts.

Note: The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

Source: County of San Diego Guidelines for Determining Significance

TABLE 2.2-7
TRIP GENERATION RATES[1]

Land Use	Units (~~Students~~ (FTES)	Daily Rate	AM Peak Hour			PM Peak Hour		
			Total	Inbound	Outbound	Total	Inbound	Outbound
~~Community College (2 year)~~Education Center	~~2,833~~Phase I = 3,400 Buildout = 8,500	~~1.2~~0.55	~~12%~~10%	~~80%~~83%	~~20%~~17%	~~9%~~11%	~~60%~~76%	~~40%~~24%

Source: SANDAG, Not So Brief Guide (April 2002)
[1]Trip Generation Rate accounts for students, faculty, and staff

TABLE 2.2-8
FORECAST PROJECT-GENERATED TRIPS

Land Use	~~Total Trips (at buildout)~~Daily Trips	AM Peak Hour			PM Peak Hour		
		Total	Inbound	Outbound	Total	Inbound	Outbound
~~Community College (2 year)~~Education Center	**Phase I**						
	~~3,400~~1,870	~~408~~187	~~326~~155	~~82~~32	~~306~~206	~~184~~157	~~122~~49
	Buildout						
	4,675	468	388	80	514	391	123

Source: SANDAG, Not So Brief Guide (April 2002)

TABLE 2.2-9
EXISTING PLUS PROJECT (PHASE I) STUDY INTERSECTION LOS

Study Intersection	Existing Conditions				Existing Plus Project				Change in Delay		Significant
	AM Delay-LOS		PM Delay-LOS		AM Delay-LOS		PM Delay-LOS		AM	PM	
Pala Road (SR 76) / Via Monserate*	**38.0**	**E**	**43.8**	**E**	~~**42.9**~~ **41.2**	**E**	**47.0**	**E**	~~**4.9**~~ **3.2**	**3.2**	✓
Pala Road (SR 76) / Gird Road	6.9	A	6.7	A	~~6.7~~6.8	A	6.6	A	~~-0.2~~ -0.1	-0.1	
Pala Road (SR 76) / Sage Road*	26.8	D	23.2	C	~~31.7~~ 28.2	D	~~31.1~~ 24.1	~~D~~C	~~4.9~~ 1.4	~~7.9~~ 0.9	
Pala Road (SR 76) / Old Highway 395	30.9	C	28.6	C	~~32.6~~ 31.8	C	~~28.9~~ 28.9	C	~~1.7~~ 0.9	0.3	
Pala Road (SR 76) / I-15 Southbound Ramps	23.0	C	24.8	C	~~23.6~~ 23.3	C	~~26.0~~ 25.5	C	~~0.6~~ 0.3	~~1.2~~ 0.7	
Pala Road (SR 76) / I-15 Northbound Ramps	22.1	C	29.7	C	~~22.3~~ 22.1	C	~~30.5~~ 29.8	C	~~0.2~~ 0.0	~~0.8~~ 0.1	
Pala Road (SR 76) / Pankey Road*	12.8	B	15.7	C	~~14.6~~ 13.8	B	~~16.8~~ 16.6	C	~~1.8~~ 1.0	~~1.1~~ 0.9	
Pala Road (SR 76) / Horse Ranch Creek Road (Future)	-	-	-	-	~~17.7~~ 15.5	B	~~19.9~~ 17.1	B	-	-	
Pala Road (SR 76) / Rice Canyon Road*	10.1	B	13.4	B	10.1	B	~~13.1~~ 13.0	B	0.0	~~-0.3~~ -0.4	
Pala Road (SR 76) / Couser Canyon Road*	11.5	B	15.0	B	~~12.1~~ 11.8	B	~~15.6~~ 15.4	C	~~0.6~~ 0.3	~~0.6~~ 0.4	
Old Highway 395 / Canonita Drive – Stewart Canyon Road	11.5	B	12.6	B	~~13.8~~ 12.9	B	13.7	B	~~2.3~~ 1.4	1.1	
Old Highway 395 / Reche Road*	17.0	C	22.9	C	~~20.3~~ 19.0	C	~~26.5~~ 25.6	D	~~3.3~~ 2.0	~~3.6~~ 2.7	
Reche Road / Tecalote Drive	14.1	B	14.9	B	14.6	B	15.6	C	0.5	0.7	
Reche Road / Wilt Road	15.3	C	14.5	B	15.8	C	14.9	B	0.5	0.4	
Reche Road / Gird Road	22.1	C	18.9	B	22.4	C	19.3	B	0.3	0.4	

Note: Deficient intersection operation shown in **bold.** *Unsignalized intersection

✓ = Direct Project Impact

TABLE 2.2-10
EXISTING PLUS PROJECT (PHASE I)
ROADWAY ADT VOLUMES AND LOS

Roadway	From/To	Class* (# lanes)	LOS E Capacity	Existing ADT	Existing Plus Project		Change in ADT	Significant?
					ADT	LOS		
Pala Rd (SR 76)	**Via Monserate / Gird Rd**	TC (2)	19,000	**23,512**	~~**24,022**~~**24,017**	**F**	~~**510**~~**505**	✓
	Gird Rd / Sage Rd	TC (2)	19,000	**21,690**	~~**22,268**~~**22,288**	**F**	~~**578**~~**598**	✓
	Sage Rd / Old Hwy 395	TC (2)	19,000	**22,145**	~~**22,791**~~**22,781**	**F**	~~**646**~~**636**	✓
	Old Hwy 395 / I-15 SBR	M (4)	37,000	23,300	~~24,082~~24,011	B	~~782~~711	
	I-15 NBR / Pankey Rd	TC (2)	19,000	11,416	~~12,878~~12,613	B	~~1,462~~1,197	
	Horse Ranch Creek Rd / Rice Canyon Rd	TC (2)	19,000	11,900	~~12,342~~12,143	B	~~442~~243	
	Rice Canyon Rd / Couser Cyn Rd	TC (2)	19,000	10,816	~~11,122~~10,984	A	~~306~~168	
Old Highway 395	South of Dulin Rd	LC (2)	16,200	4,855	~~4,991~~4,930	A	~~136~~75	
	Canonita Dr – Stewart Cyn Rd / Reche Rd	LC (2)	16,200	6,475	~~7,087~~6,793	A	~~612~~318	
	Reche Rd / E. Mission Rd	LC (2)	16,200	3,900	~~4,172~~4,031	A	~~272~~131	
Reche Rd	Tecalote Dr / Wilt Rd	TC (2)	19,000	9,245	~~9,585~~9,432	A	~~340~~187	
	Wilt Rd / Gird Rd	TC (2)	19,000	8,358	~~8,698~~8,545	A	~~340~~187	
	West of Gird Rd	TC (2)	19,000	9,828	~~10,168~~10,015	A	~~340~~187	

Note: Deficient roadway segment operation shown in **bold**.
* Classifications = TC: Town Collector M: Major Road LC: Light Collector
✓ = Direct Project Impact

TABLE 2.2-11
HORIZON YEAR 2030 CONDITIONS – PHASE I
STUDY INTERSECTION PEAK HOUR LOS

Study Intersection	2030 No Project				2030 With Project (Phase I = 3,400 Students)				Change in Delay		Direct (D) or Cumulative (C)
	AM Delay-LOS		PM Delay-LOS		AM Delay-LOS		PM Delay-LOS		AM	PM	
Pala Road (SR 76) / Via Monserate*	**OVFL**	**F**	**OVFL**	**F**	**OVFL**	**F**	**OVFL**	**F**	**OVFL**	**OVFL**	**C**
Pala Road (SR 76) / Gird Road	~~12.4~~ 40.5	~~B~~ D	~~43.1~~ 52.2	D	~~12.5~~ 42.6	~~B~~ D	~~45.2~~ 54.1	D	~~0.1~~ 2.1	~~2.1~~ 1.9	
Pala Road (SR 76) / Sage Road*	**~~34.7~~ 932.3**	**~~D~~ F**	**~~32.3~~ OVFL**	**~~D~~ F**	**~~51.6~~ 988.7**	**~~F~~ F**	**~~50.9~~ OVFL**	**~~F~~F**	**~~16.9~~ 56.4**	**~~18.6~~ OVFL**	**C**
Pala Road (SR 76) / Old Highway 395	~~83.3~~ 51.5	~~F~~ D	**~~162.6~~ 96.2**	**F**	~~93.4~~ 52.9	~~F~~ D	**~~169.6~~ 99.1**	**F**	~~10.1~~ 1.4	**~~7.0~~ 2.9**	**C**
Pala Road (SR 76) / I-15 Southbound Ramps	**~~32.1~~ 193.3**	**~~C~~ F**	**~~51.5~~194. 8**	**~~D~~ F**	**~~35.9~~ 199.9**	**~~D~~ F**	**~~57.7~~ 201.5**	**~~E~~F**	**~~3.8~~ 6.6**	**~~6.2~~ 6.7**	**C**
Pala Road (SR 76) / I-15 Northbound Ramps	**~~26.0~~ 96.9**	**~~C~~ F**	**~~68.2~~ 145.9**	**~~E~~ F**	**~~28.6~~ 100.2**	**~~C~~ F**	**~~80.8~~ 150.4**	**F**	**~~2.0~~ 3.3**	**~~12.6~~ 4.5**	**C**
Pala Road (SR 76) / Pankey Road*	**613.1**	**F**	**OVFL**	**F**	**~~954.7~~ 751.0**	**F**	**OVFL**	**F**	**~~OVFL~~ 137.9**	**OVFL**	**C**
Pala Road (SR 76) / Horse Ranch Creek Road (Future)	~~47.9~~ 37.7	D	**~~137.3~~ 113.3**	**F**	~~76.3~~ 44.6	~~E~~ D	**~~166.4~~ 132.2**	**F**	**~~28.4~~ 6.9**	**~~29.1~~ 18.9**	**C**
Pala Road (SR 76) / Rice Canyon Road*	12.9	B	32.1	~~C~~ D	~~13.5~~ 13.1	B	~~35.0~~ 33.1	D	~~0.6~~ 0.2	~~2.9~~ 1.0	
Pala Road (SR 76) / Couser Canyon Road*	21.9	C	**65.3**	**F**	~~23.9~~ 22.4	C	**~~76.1~~ 69.6**	**F**	~~2.0~~ 0.5	**~~10.8~~ 4.3**	**C**
Old Highway 395 / Canonita Drive – Stewart Canyon Road*	**61.3**	**F**	**OVFL**	**F**	**~~143.2~~ 99.0**	**F**	**OVFL**	**F**	**~~81.9~~ 37.7**	**OVFL**	**C**
Old Highway 395 / Reche Road*	**OVFL**	**F**	**OVFL**	**F**	**OVFL**	**F**	**OVFL**	**F**	**OVFL**	**OVFL**	**C**
Reche Road / Tecalote Drive	17.9	C	21.9	C	18.7	C	23.1	C	0.8	1.2	
Reche Road / Wilt Road	22.1	C	22.4	C	22.8	C	23.2	C	0.7	0.8	
Reche Road/Gird Road	25.5	C	20.4	C	26.3	C	21.0	C	0.8	0.6	

Note: Deficient intersection operation shown in **bold**.
*Unsignalized Intersection OVFL = Overflow (delay exceeds 900 seconds/vehicle) maximum approach

TABLE 2.2-12
HORIZON YEAR 2030 CONDITIONS – PHASE I
ROADWAY ADT VOLUMES AND LOS

Segment	From/To	Class[1] (# lanes)	LOS E Capacity	Horizon Year 2030 Conditions				Change in ADT	~~Significant?~~Direct (D) or Cumulative (C)
				Without Project		With Project (Buildout)			
				ADT	LOS	ADT	LOS		
Pala Rd (SR 76)	**Via Monserate / Gird Rd**	M 4.1A (4)	37,000	**~~44,901~~ 52,299**	**F**	**~~45,411~~ 52,580**	**F**	**~~510~~ 281**	**~~✓~~C**
	Gird Rd / Sage Rd	M 4.1A (4)	37,000	**~~28,901~~ 46,105**	**~~C~~F**	**~~29,479~~ 46,423**	**~~C~~F**	**~~578~~ 318**	**C**
	Sage Road / Old Hwy 395	M 4.1A (4)	37,000	**~~30,001~~ 46,012**	**~~D~~F**	**~~30,647~~ 46,367**	**~~D~~F**	**~~646~~ 355**	**C**
	Old Hwy 395 / I-15 SBR	M 4.1A (4)	37,000	**~~33,201~~ 52,325**	**~~D~~F**	**~~33,983~~ 52,755**	**~~D~~F**	**~~782~~ 430**	**C**
	I-15 NBR / Pankey Rd	M 4.1A (4)	37,000	**~~27,102~~ 39,896**	**~~C~~F**	**~~28,564~~ 40,738**	**~~C~~F**	**~~1,462~~ 842**	**C**
	Horse Ranch ~~Creed~~ Creek Road / Rice Canyon Rd	M 4.1A (4)	37,000	~~31,001~~ 24,073	~~D~~B	~~31,443~~ 24,204	~~D~~B	~~442~~ 131	
	Rice Canyon Road / Couser Cyn Rd	M 4.1A (4)	37,000	~~26,201~~ 23,979	~~C~~B	~~26,507~~ 24,147	~~C~~B	~~306~~ 168	
Old Highway 395	South of Dulin Rd	CC2.1D (2)	19,000	14,101	C	~~14,237~~ 14,176	C	~~136~~ 75	
	Stewart Cyn Rd / Reche Rd	CC2.1A (2)	16,700	**22,302**	**F**	**~~22,914~~ 22,713**	**F**	**~~612~~ 411**	**~~✓~~C**
	Reche Rd / E. Mission Rd	CC2.1A (2)	16,700	**24,301**	**F**	**~~24,573~~ 24,432**	**F**	**~~272~~ 131**	**~~✓~~C**
Reche Rd	Tecalote Rd / Wilt Rd	LC 2.2C (2)	19,000	13,301	C	~~13,641~~ 13,675	C	~~340~~ 374	
	Wilt Rd / Gird Rd	LC 2.2C (2)	19,000	12,601	B	~~12,941~~ 12,919	~~B~~B	~~340~~ 318	
	West of Gird Rd	LC 2.2C (2)	19,000	12,501	B	~~12,841~~ 12,725	B	~~340~~ 224	

Note: Deficient roadway segment operation shown in **bold**. Exhibit 11 Classification based on General Plan ~~2020~~ Update Circulation Element ~~update~~.
*Classifications = M: Major Road CC: Community Collector LC: Light Collector

TABLE 2.2-13
HORIZON YEAR 2030 CONDITIONS - BUILDOUT
STUDY INTERSECTION PEAK HOUR LOS

Study Intersection	2030 with Phase I Conditions				2030 With Buildout (Phase I & Phase II)				Change In Delay		Direct (D) or Cumulative (C)	
	AM Delay-LOS		PM Delay-LOS		AM Delay – LOS		PM Delay – LOS		AM	PM		
Pala Road (SR 76) / Via Monserate	2.8	A	3.0	A	2.8	A	3.0	A	0.0	0.0		
Pala Road (SR 76) / Gird Road	9.5	A	10.4	B	10.1	B	12.3	B	0.6	1.9		
Pala Road (SR 76) / Sage Road*	0.9	A	1.1	A	0.9	A	1.2	A	0.0	0.1		
Pala Road (SR 76) / Old Highway 395	24.7	C	39.9	D	25.6	C	42.8	D	0.9	2.9		
Pala Road (SR 76) / I-15 Southbound Ramps	22.7	C	26.6	C	22.6	C	26.8	C	-0.1	0.2		
Pala Road (SR 76) / I-15 Northbound Ramps	13.6	B	15.2	B	14.8	B	16.4	B	1.2	1.2		
Pala Road (SR 76) / Pankey Road*	25.3	C	47.7	D	25.8	C	54.0	D	0.5	6.3		
Pala Road (SR 76) / Horse Ranch Creek Road (Future)	15.3	B	34.2	C	16.4	B	44.8	D	1.1	10.6		
Pala Road (SR 76) / Rice Canyon Road*	10.9	B	19.1	C	11.0	B	19.5	C	0.1	0.4		
Pala Road (SR 76) / Couser Canyon Road*	13.4	B	13.2	B	13.6	B	13.4	B	0.2	0.2		
Old Highway 395 / Canonita Drive – Stewart Canyon Road	20.5	C	29.6	C	22.1	C	35.0	C	1.6	5.4		
Old Highway 395 / Reche Road*	23.8	C	27.6	C	24.7	C	29.8	C	0.9	2.2		
Reche Road / Tecalote Drive	18.7	C	23.1	C	20.1	C	25.1	D	1.4	2.0		
Reche Road / Wilt Road	22.8	C	23.2	C	24.1	C	24.5	C	1.3	1.3		
Reche Road / Gird Road	26.3	C	21.0	C	27.8	C	22.0	C	1.5	1.0		

Note: Deficient intersection operation shown in **bold**.
*Unsignalized Intersection OVFL = Overflow (delay exceeds 900 seconds/vehicle) maximum approach

TABLE 2.2-14
HORIZON YEAR 2030 CONDITIONS - BUILDOUT
ROADWAY ADT VOLUMES AND LOS

Segment	From/To	Class[(1)*] (# lanes)	LOS E Capacity	Horizon Year 2030 Conditions				Change in ADT	Direct (D) or Cumulative (C)
				With Phase I		With Buildout (Phase I & Phase II)			
				ADT	LOS	ADT	LOS		
Pala Rd (SR 76)	**Via Monserate / Gird Rd**	M 4.1A (4)	37,000	**52,580**	F	**53,000**	**F**	**420**	**D**
	Gird Rd / Sage Rd	M 4.1A (4)	37,000	**46,423**	**F**	**46,900**	**F**	**477**	**D**
	Sage Rd / Old Hwy 395	M 4.1A (4)	37,000	**46,367**	**F**	**46,900**	**F**	**533**	**D**
	Old Hwy 395 / I-15 SBR	P (6)	57,000	**52,755**	**E**	**53,400**	**E**	**645**	**D**
	I-15 NBR / Pankey Rd	P (6)	57,000	40,738	C	42,000	C	1,262	
	Horse Ranch Creek Rd / Rice Canyon Rd	M 4.1A (4)	37,000	24,073	B	24,400	B	196	
	Rice Canyon Rd / Couser Cyn Rd	M 4.1A (4)	37,000	23,979	B	24,400	B	253	
Old Highway 395	South of Dulin Rd	CC2.1D (2)	19,000	14,101	C	14,288	C	112	
	Stewart Cyn Rd / Reche Rd	CC 2.1A (2)	16,700	**22,302**	**F**	**23,330**	**F**	**617**	**D**
	Reche Rd / E. Mission Rd	CC 2.1A (2)	16,700	**24,301**	**F**	**24,628**	**F**	**196**	**D**
Reche Rd	Tecalote Rd / Wilt Rd	LC 2.2C (2)	19,000	13,301	C	14,236	C	561	
	Wilt Rd / Gird Rd	LC 2.2C (2)	19,000	12,601	B	13,395	C	477	
	West of Gird Rd	LC 2.2C (2)	19,000	12,501	B	13,062	B	337	

Note: Deficient roadway segment operation shown in **bold**.

(1) Classification based on General Plan Update Circulation Element, which had not been adopted at the time this report was prepared. Classifications = P: Prime Arterial M: Major Road CC: Community Collector LC: Light Collector

(1) Caltrans plans to improve the I-15/SR-76 interchange. The traffic report provided by Caltrans for inclusion in this analysis identifies a -six lane bridge crossing I-15. Approaching the interchange, four to six lanes will be provided that will accommodate both through traffic and turning traffic at the interchange. On the westbound approach from Pankey Road to the northbound ramps, auxiliary lanes will be provided that will increase the capacity of the four lane major arterial designation that is identified in the County General Plan. Although the auxiliary lanes would not change the classification of the roadway, the capacity of this segment has been upgraded to that of a six lane major arterial to account for the additional carrying capacity that would result from the two auxiliary lanes that are planned by Caltrans as part of their interchange design.

TABLE 2.2-15
HORIZON YEAR 2030 SIGNIFICANT IMPACTS

Forecast Deficient Intersection or Segment	2030 Conditions					
	Without RTP			With RTP		
	No Project	Phase I	Direct or Cumulative?	Phase I	Phase II	Direct or Cumulative?
INTERSECTIONS						
Pala Road (SR 76) / Via Monserate	✓	✓	Cumulative			
Pala Road (SR 76) / Sage Road	✓	✓	Cumulative			
Pala Road (SR 76) / Old Highway 395	✓	✓	Cumulative			
Pala Road (SR 76) / I-15 Southbound Ramps	✓	✓	Cumulative			
Pala Road (SR 76) / I-15 Northbound Ramps	✓	✓	Cumulative			
Pala Road (SR 76) / Pankey Road	✓	✓	Cumulative			
Pala Road (SR 76) / Horse Ranch Creek Road	✓	✓	Cumulative			
Pala Road (SR 76) / Couser Canyon Road	✓	✓	Cumulative			
Old Highway 395 / Canonita Drive – Stewart Canyon Road	✓	✓	Cumulative			
Old Highway 395 / Reche Road	✓	✓	Cumulative			
ROAD SEGMENTS						
Pala Road (SR 76) – Via Monserate to Gird Road	✓	✓	Cumulative	✓	✓	Direct
Pala Road (SR 76) – Gird Road to Sage Road	✓	✓	Cumulative	✓	✓	Direct
Pala Road (SR 76) – Sage Road to Old Highway 395	✓	✓	Cumulative	✓	✓	Direct
Pala Road (SR 76) – Old Highway 395 to I-15 Southbound Ramps	✓	✓	Cumulative	✓	✓	Direct
Pala Road (SR 76) – I-15 Northbound Ramps to Pankey Road	✓	✓	Cumulative			
Old Highway 395 – Stewart Canyon Road to Reche Road	✓	✓	Cumulative	✓	✓	Direct
Old Highway 395 – Reche Road to E. Mission Road	✓	✓	Cumulative	✓	✓	Direct

TABLE 2.2-~~13~~16
INTERNAL ANALYSIS
STUDY INTERSECTION PEAK HOUR LOS

Intersection	Existing + ~~Project~~Phase I[1]				Cumulative/2030 Without Project[2]				Cumulative/2030 With Project[2]			
	AM		PM		AM		PM		AM		PM	
	Delay – LOS		Delay – LOS		Delay – LOS		Delay – LOS		Delay – LOS		Delay – LOS	
North Access / Horse Ranch Creek Rd	~~25.0~~ 22.2	C	~~25.1~~ 23.4	~~A~~ C	16.2	B	17.0	B	~~24.1~~ 24.3	C	~~22.7~~ 22.8	C
Center Access / Horse Ranch Creek Rd	~~24.4~~ 23.2	C	~~25.9~~ 23.9	C	17.3	B	14.9	B	~~25.7~~ 25.4	C	~~21.1~~ 21.4	C
South Access / Horse Ranch Creek Rd	~~24.4~~ 24.9	C	~~25.5~~ 25.0	C	13.3	B	9.0	A	~~20.8~~ 20.9	C	~~15.4~~ 15.9	B
Pala Mesa Dr / Horse Ranch Creek Rd (future)	-	-	-	-	4.5	A	4.4	A	4.2	A	4.3	A

(1) Phase I assumes 40% of project buildout
(2) Assumes project buildout

TABLE 2.2-~~14~~17
INTERNAL ANALYSIS
ROADWAY ADT VOLUMES AND LOS

Location	Segment	Class[1]	LOSE Capacity	Existing + ~~Project~~ Phase I[2]		Cumulative/2030 Without Project		Cumulative/2030 With Project[3]	
				ADT	LOS	ADT	LOS	ADT	LOS
Horse Ranch Creek Road	Stewart Cyn Rd to North Access	Boulevard	30,000	~~680~~ 374	A	4,500	A	~~5,180~~ 5,435	A
	North Access to Center Access	Boulevard	30,000	~~1,258~~ 692	A	8,800	A	~~10,058~~ 10,530	A
	Center Access to South Access	Boulevard	30,000	~~1,972~~ 1,085	A	14,560	A	~~16,532~~ 17,272	A
	South Access to Pala Mesa Dr.	Boulevard	30,000	~~2,176~~ 1,197	A	19,400	B	~~21,576~~ 22,392	B
	South of Pala Mesa Dr.	Boulevard	30,000	~~2,176~~ 1,197	A	16,500	A	~~18,676~~ 19,492	A

~~Note:~~ [1] Classification based on General Plan ~~2020~~ Update Circulation Element ~~update~~.
[2] Phase I assumes 40% of project buildout.
[3] Assumes project buildout.

TABLE 2.2-~~15~~18
LIST OF CUMULATIVE PROJECTS

Map #	Project Name	Proposed Use
1	Campus Park West	118.5 Acres; Mixed Use
2	Meadowood	889 SFR, Park, School
3	Pala Mesa Highlands	(maximum) 132 SFR
4	Tedder TM	13 SFR
5	Lake Rancho Viejo	TBD
6	Newhouse SFR	4,251 s.f. SFR
7	Janikowski SFR	3,200 s.f. SFR
8	M.J. Crow and Sons SFR	SFR
9	Guerrero SFR	SFR
10	Hukari	Subdivision; 4 SFR
11	Berezousky	Subdivision; 4 SFR
12	Murray Davidson	Subdivision; 4 SFR
13	Meadowcreek	16 SFR
14	Meadowcreek	48 SFR
15	Pala Shopping Center	5 commercial buildings
16	Reeve TPM	Subdivision; 3 SFR
17	Evans TRM	Subdivision; 4 SFR
18	Bridge Pac West I TPM	Subdivision; 4 SFR
19	Pala Mesa Resort	186-room resort + Facilities
20	Lung TPM	Subdivision; 2 SFR
21	Crossroads Investors	Subdivision; 4 SFR
22	Chipman TPM	Subdivision; 4 SFR
23	Bierman TPM	Subdivision; 4 SFR
24	De Jong / Pala TPM	Subdivision; 3 SFR
25	Berk TPM	Subdivision; 4 SFR
26	Tesla Gray TPM	Subdivision; 4 SFR
27	Schillig TPM	Subdivision; 2 SFR
28	Cameron TPM	Subdivision; 3 SFR
29	Treister TPM	Subdivision; 4 SFR
30	Mission Ridge Road TPM	Subdivision; 4 SFR
31	Rancho Alegre TPM	Subdivision; 33 SFR
32	Cooke Residence	4,723 s.f. SFR
33	Rarick TPM	Subdivision; 4 SFR
34	Valentine Trust TPM	Subdivision; 4 SFR
35	Gum Tree Lane TM	Subdivision; 4 SFR
36	Daniels Tract	10 SFR
37	Tartar TPM	Subdivision; 2 SFR

TABLE 2.2-18, CONTINUED

Map #	Project Name	Proposed Use
38	McConnell TPM	Subdivision; 4 SFR
39	Aspel TPM	Subdivision; 2 SFR
40	Aguilar TPM	Subdivision; 4 SFR
41	Laus TPM	Subdivision; 2 SFR
42	Fernandez TPM	Subdivision; 4 SFR
43	Alkema TPM	Subdivision; 3 SFR
44	Jeffredo Trust TPM	Subdivision; 4 SFR
45	La Canada Ranch TPM	Subdivision; 4 SFR
46	Bonsall Subdivision	11 SFR
47	Chaffin/Red Mountain Ranch	Subdivision; 29+4 SFR
48	Cingular Wireless Facility	Wireless Facility
49	Vande Vegte TM	8 SFR
50	Pala Casino	187,300 s.f. casino, hotel, theater
51	Rosemary's Mountain/Palomar Aggregates Quarry	Aggregate rock quarry and processing plants
52	San Luis Rey Municipal Water District Master Plan Update	San Luis Rey River pipeline and water storage options
53	Pipeline 6	TBD
54	Caltrans Realignment of SR 76	Realignment and widening to NB I-15 Ramps
55	Gas Station	Gas Station
56	Pauma Valley Fruit Packing Plant	Fruit Plan
57	TPM 20792	TPM
58	Del Mar Heritage	Mixed Use
59	Pala Canyon	Residential
60	Warner's	Mixed-Use

Source: Campus Park TIA by Urban Systems Associates, Inc. (December 2006)
Notes: TPM = Tentative Parcel Map TM = Tentative Map SFR = Single Family Residential

TABLE 2.2-~~16~~19
EXISTING PLUS CUMULATIVE PLUS PROJECT (PHASE I)
STUDY INTERSECTION PEAK HOUR LOS

Study Intersection	No Project				With Project				Change in Delay		Direct (D) or Cumulative (C) Impact
	AM Delay-LOS		PM Delay-LOS		AM Delay-LOS		PM Delay-LOS		AM	PM	
Pala Road (SR 76) / Via Monserate*	**120.9**	**F**	**273.8**	**F**	~~**148.4**~~ **132.8**	**F**	~~**312.5**~~ **299.4**	**F**	~~**27.5**~~ **11.9**	~~**38.7**~~ **25.6**	**C**
Pala Road (SR 76) / Gird Road	8.4	A	10.1	B	8.3	A	10.1	B	-0.1	0.0	
Pala Road (SR 76) / Sage Road*	25.9	D	24.5	C	~~36.4~~ 26.6	~~E~~D	~~34.4~~ 25.1	D	~~**10.5**~~ **0.7**	~~9.9~~ 0.6	
Pala Road (SR 76) / Old Highway 395	46.0	D	**66.5**	**E**	~~52.3~~ 48.7	D	~~**70.0**~~ **68.9**	**E**	~~6.3~~ 2.7	~~**3.5**~~ **2.4**	**C**
Pala Road (SR 76) / I-15 Southbound Ramps	28.6	C	39.6	D	~~30.8~~ 29.4	C	~~44.7~~ 42.8	D	~~2.2~~ 0.8	~~5.1~~ 3.2	
Pala Road (SR 76) / I-15 Northbound Ramps	26.0	C	49.6	D	~~27.6~~ 26.7	C	~~**58.2**~~ **54.3**	~~**E**~~**D**	~~1.6~~ 0.7	~~**8.6**~~ **4.7**	
Pala Road (SR 76) / Pankey Road*	**OVFL**	**F**	**OVFL**	**F**	**OVFL**	**F**	**OVFL**	**F**	**OVFL**	**OVFL**	**C**
Pala Road (SR 76) / Horse Ranch Creek Road (Future)	27.2	C	42.4	D	~~30.9~~ 28.5	C	~~**57.3**~~ **51.0**	~~**E**~~**D**	~~3.7~~ 1.3	~~**14.9**~~ **8.6**	
Pala Road (SR 76) / Rice Canyon Road*	11.6	B	17.6	C	~~12.1~~ 11.7	B	~~18.4~~ 17.9	C	~~0.5~~ 0.1	~~0.8~~ 0.3	
Pala Road (SR 76) / Couser Canyon Road*	15.1	C	26.0	D	~~16.0~~ 15.3	C	~~27.8~~ 26.7	D	~~0.9~~ 0.2	~~1.8~~ 0.7	
Old Highway 395 / Canonita Drive – Stewart Canyon Road*	19.5	C	**36.4**	**E**	~~26.7~~ 23.5	~~D~~C	~~**50.6**~~ **48.9**	~~**F**~~**E**	~~**7.2**~~ **4.0**	~~**14.2**~~ **12.5**	**C**
Old Highway 395 / Reche Road*	**81.3**	**F**	**301.0**	**F**	~~**122.6**~~ **104.6**	**F**	~~**371.3**~~ **354.9**	**F**	~~**41.3**~~ **23.3**	~~**70.3**~~ **53.9**	**C**
Reche Road / Tecalote Drive	16.5	C	19.2	C	17.2	C	20.1	C	0.7	0.9	
Reche Road / Wilt Road	16.6	C	16.0	C	16.9	C	16.4	C	0.3	0.4	
Reche Road / Gird Road	22.4	C	19.0	B	22.8	C	19.4	B	0.4	0.4	

Note: Deficient intersection operation shown in **bold**.
*Unsignalized Intersection OVFL = Overflow (delay exceeds 900 seconds/vehicle) maximum approach

TABLE 2.2-~~17~~20
EXISTING PLUS CUMULATIVE PLUS PROJECT (PHASE I)
ROADWAY ADT VOLUMES AND LOS

Segment	From/To	Class* (# lanes)	LOS E Capacity	Existing Plus Cumulative ADT	Existing Plus Cumulative Plus Project		Change in ADT	~~Significant?~~ Direct (D) or Cumulative (C) Impact
					ADT	LOS		
Pala Rd (SR 76)	**Via Monserate / Gird Rd**	TC (2)	19,000	26,274	~~26,784~~ 26,555	**F**	**~~510~~ 281**	~~✓~~C
	Gird Rd / Sage Rd	TC (2)	19,000	24,027	~~24,605~~ 24,345	**F**	**~~578~~ 318**	~~✓~~C
	Sage Road / Old Hwy 395	TC (2)	19,000	24,482	~~25,128~~ 24,837	**F**	**~~646~~ 355**	~~✓~~C
	Old Hwy 395 / I-15 SBR	M (4)	37,000	27,866	~~28,648~~ 28,296	C	~~782~~ 430	
	I-15 NBR / Pankey Rd	TC (2)	19,000	18,433	~~19,895~~ 19,275	**F**	**~~1,462~~ 842**	~~✓~~C
	Horse Ranch ~~Creed~~ Creek Road / Rice Canyon Rd	TC (2)	19,000	15,191	~~15,633~~ 15,322	D	~~442~~ 131	
	Rice Canyon Road / Couser Cyn Rd	TC (2)	19,000	12,940	~~13,246~~ 13,108	B	~~306~~ 168	
Old Highway 395	South of Dulin Rd	LC (2)	16,200	7,192	~~7,328~~ 7,267	A	~~136~~ 75	
	Canonita Dr – Stewart Cyn Rd / Reche Rd	LC (2)	16,200	9,023	~~9,635~~ 9,434	A	~~612~~ 411	
	Reche Rd / E. Mission Rd	LC (2)	16,200	5,174	~~5,446~~ 5,305	A	~~272~~ 131	
Reche Rd	Tecalote Dr / Wilt Rd	TC (2)	19,000	10,094	~~10,434~~ 10,468	A	~~340~~ 374	
	Wilt Rd / Gird Rd	TC (2)	19,000	9,207	~~9,547~~ 9,525	A	~~340~~ 318	
	West of Gird Rd	TC (2)	19,000	10,402	~~10,742~~ 10,626	A	~~340~~ 224	

Note: Deficient roadway segment operation shown in **bold**. *Classifications = TC: Town Collector M: Major Road LC: Light Collector

TABLE 2.2-18
FAIR SHARE CALCULATIONS AND ESTIMATED IMPROVEMENT COSTS

Intersection	Improvements	Fair Share %	Estimated Improvement Cost	Fair Share Cost
Pala Rd (SR-76) / Via Monserate	Signalize; SR-76 widening[1].	6.6%	$300,000	$19,800
Pala Rd (SR-76) / Sage Rd	SR-76 widening[1].	16.4%	$0[3]	$0
Pala Rd (SR-76) / Old Hwy 395[1]	SR-76 widening[1]; Add NB/SB left-turn lanes.	10.7%	$500,000	$53,500
Pala Rd (SR-76) / I-15 Southbound Ramps[1]	SR-76 widening[1]; Add EB left-turn lane.	14.4%	$250,000	$36,000
Pala Rd (SR-76) / I-15 Northbound Ramps	Conceptual design of ramp improvements to be determined through preparation of PSR.	17.3%	$250,000	$43,250
Pala Rd (SR-76) / Pankey Rd[2]	Signalize; SR-76 widening[2]	17.1%	$300,000	$51,300
Pala Rd (SR-76) / Horse Ranch Creek Rd[2]	Construction of intersection. SR-76 widening[2]	10.1%	$500,000	$50,500
Pala Rd (SR-76) / Couser Canyon Dr	Signalize. SR-76 widening[2].	7.1%	$500,000	$35,500
Old Hwy 395 / Canonita Dr – Stewart Cyn	Signalize. Add westbound right-turn lane.	7.4%	$400,000	$29,600
Old Hwy 395 / Reche Rd.	Signalize. Add additional eastbound lane.	5.2%	$400,000	$20,800
		TOTAL	**$3,400,000**	**$340,250**

[1] Widening of SR-76 fully funded by Transnet. Expected to be completed by 2011.
[2] Widening of SR-76 designed and constructed by Granite.
[3] No cost provided because SR-76 widening is covered by Transnet project.

TABLE 2.2-19
SUMMARY OF PROJECT IMPACTS

Location	Existing + Project (Phase I)	Existing + Cumulative + Project (Phase I)	Long Term (2030 Buildout)	
	Direct	Cumulative	Indirect[1]	Direct
INTERSECTIONS				
Pala Road (SR-76SR 76) / Via Monserate	X	X	X	
Pala Road (SR-76SR 76) / Sage Road				X
Pala Road (SR-76SR 76) / Old Highway 395		X	X	
Pala Road (SR-76SR 76) / I-15 Southbound Ramps				X
Pala Road (SR-76SR 76) / I-15 Northbound Ramps			X	
Pala Road (SR-76SR 76) / Pankey Road		X	X	
Pala Road (SR-76SR 76) / Horse Ranch Creek Road			X	
Pala Road (SR-76SR 76) / Couser Canyon Road			X	
Old Highway 395 / Canonita Drive – Stewart Canyon Road		X	X	
Old Highway 395 / Reche Road		X	X	
ROADWAY SEGMENTS				
Pala Road (SR-76SR 76) – Via Monserate to Gird Road	X	X	X	
Pala Road (SR-76SR 76) – Gird Road to Sage Road	X	X	X	
Pala Road (SR-76SR 76) – Sage Road to Old Highway 395	X	X	X	
Pala Road (SR-76SR 76) – Old Highway 395 to I-15 Southbound Ramps			X	
Pala Road (SR-76SR 76) – I-15 Northbound Ramps to Pankey Road		X		
Old Highway 395 – Stewart Canyon Road to Reche Road			X	
Old Highway 395 – Reche Road to E. Mission Road			X	

TABLE 2.2-21
PANKEY ROAD REALIGNMENT ASSESSMENT
HORIZON YEAR 2030 CONDITIONS WITH PROJECT BUILDOUT (8,500 STUDENTS)

Location	Segment	Class[1]	LOSE Capacity	Existing General Plan CE		Proposed General Plan Amendment	
				ADT	LOS	ADT	LOS
SR 76	Old Highway 395 to I-15 SB Ramps	Primea	57,000	46,400	D	53,400	E
	I-15 NB Ramps to Pankey Rd. [2]	Major	57,000	35,000	B	42,000	C
	Pankey Rd. to Horse Ranch Creek Rd.	Major	37,000	DNE		32,000	D
Pankey Road	Pala Mesa Rd. to Stewart Canyon Rd.	Light Collector	16,200	22,392	F	DNE	
	SR 76 to Pala Mesa Rd.	Light Collector	16,200	26,500	F	7,000	C
Horse Ranch Creek Road	Stewart Canyon Rd. to Pala Mesa Dr.	Boulevard[3]	30,000	DNE		22,392	B
	SR 76 to Pala Mesa Rd.	Boulevard	30,000	DNE		19,492	A
Pala Mesa Road	Old Highway 395 to Pankey Road	Light Collector	16,200	13,000	E	7,000	C

Note: DNE – Does not exist

[1] Class = Existing Circulation Element Classification

[2] Caltrans plans to improve the I-15/SR 76 interchange. The traffic report provided by Caltrans for inclusion in this analysis identifies a six lane bridge crossing I-15. Approaching the interchange, four to six lanes will be provided that will accommodate both through traffic and turning traffic at the interchange. On the westbound approach from Pankey Road to the northbound ramps, auxiliary lanes will be provided that will increase the capacity of the four lane major arterial designation that is identified in the County General Plan. Although the auxiliary lanes would not change the classification of the roadway, the capacity of this segment has been upgraded to that of a six lane major arterial to account for the additional carrying capacity that would result from the two auxiliary lanes that are planned by Caltrans as part of their interchange design.

[3] Boulevard is not included in the existing General Plan Circulation Element. It is a new classification included in the General Plan Circulation Element Update. Characteristics of a Boulevard are included in the appendix of this report.

TABLE 2.2-~~20~~22
ILV OPERATIONAL THRESHOLDS

ILV/hr	Description
<1,200 "Stable"	Stable flow with slight, but acceptable delay. Occasional signal loading may develop. Free midblock operations.
1,200 to 1,500 "Unstable"	Unstable flow with considerable delays possible. Some vehicles occasionally wait two or more cycles to pass through the intersection. Continuous backup occurs on some approaches.
>1,500 "Capacity"	Stop-and-go operation with severe delay and heavy congestion. Traffic volume is limited by maximum discharge rates of each phase. Continuous backup in varying degrees occurs on all approaches. Where downstream capacity is restrictive, mainline congestion can impede orderly discharge through the intersection.

Notes: Caltrans Highway Design Manual, Table 406.

TABLE 2.2-~~21~~23
ILV OPERATIONAL ANALYSIS

Scenario		SR 76 – Pala Road								
		Via Monserate	Gird Rd	Old Hwy 395	I-15 SB Ramps	I-15 NB Ramps	Pankey Rd	Horse Ranch Creek Rd	Rice Canyon	Couser Canyon
2030 Without Project	a.m.	979 Stable	1034 Stable	1391 Unstable	1234 Unstable	1161 Stable	601 Stable	1043 Stable	328 Stable	333 Stable
	p.m.	1128 Stable	1221 Unstable	1535 Capacity	1339 Unstable	1251 Unstable	842 Stable	1546 Capacity	450 Stable	511 Stable
2030 With Project	a.m.	988 Stable	1045 Stable	1400 Unstable	1275 Unstable	1200 Unstable	682 Stable	1219 Unstable	332 Stable	347 Stable
	p.m.	1158 Stable	1253 Unstable	1565 Capacity	1380 Unstable	1290 Unstable	925 Stable	1726 Capacity	462 Stable	525 Stable

TABLE 2.2-24
SUMMARY OF PROJECT IMPACTS

Location	Existing + Project (Phase I)	Existing + Cumulative + Phase I	2030 with Phase I	2030 with Phase II[(1)]
INTERSECTIONS				
Pala Road (SR 76) / Via Monserate	Direct	Cumulative	Cumulative	
Pala Road (SR 76) / Sage Road			Cumulative	
Pala Road (SR 76) / Old Highway 395		Cumulative	Cumulative	
Pala Road (SR 76) / I-15 Southbound Ramps			Cumulative	
Pala Road (SR 76) / I-15 Northbound Ramps			Cumulative	
Pala Road (SR 76) / Pankey Road		Cumulative	Cumulative	
Pala Road (SR 76) / Horse Ranch Creek Road			Cumulative	
Pala Road (SR 76) / Couser Canyon Road			Cumulative	
Old Highway 395 / Canonita Drive – Stewart Canyon Road		Cumulative	Cumulative	
Old Highway 395 / Reche Road		Cumulative	Cumulative	
ROADWAY SEGMENTS				
Pala Road (SR 76) – Via Monserate to Gird Road	Direct	Cumulative	Cumulative	Direct
Pala Road (SR 76) – Gird Road to Sage Road	Direct	Cumulative	Cumulative	Direct
Pala Road (SR 76) – Sage Road to Old Highway 395	Direct	Cumulative	Cumulative	Direct
Pala Road (SR 76) – Old Highway 395 to I-15 Southbound Ramps			Cumulative	Direct
Pala Road (SR 76) – I-15 Northbound Ramps to Pankey Road		Cumulative		
Old Highway 395 – Stewart Canyon Road to Reche Road			Cumulative	Direct
Old Highway 395 – Reche Road to E. Mission Road			Cumulative	Direct

[(1)]Indirect impacts are those which are forecast to operate deficiently without or with the project.

TABLE 2.2-~~19~~25
EXISTING PLUS PROJECT (PHASE I) CONDITIONS (DIRECT IMPACTS)
RECOMMENDED MITIGATION MEASURES – PROJECT OPENING YEAR

~~Deficient Location~~	~~Existing + Project Worst Case~~		~~Recommended Improvement~~	~~With Recommended Improvement~~	
	~~No Project~~	~~With Project~~			
~~INTERSECTION~~	~~Delay – LOS~~			~~Delay – LOS~~	
				~~A.M.~~	~~P.M.~~
~~Pala Road (SR 76) / Via Monserate~~	~~43.8 – E~~	~~47.0 – E~~	~~Signalize; Add additional east- and westbound through lane (SR 76) Widening)~~ [1]	~~2.9 – A~~	~~1.3 – A~~
~~ROAD SEGMENTS~~	~~ADT – LOS~~			~~ADT – LOS~~	
~~Pala Road (SR 76) – Via Monserate to Gird Road~~	~~23,512 – F~~	~~24,002 – F~~	~~Widening of SR 76 from two to four lanes (TransNet)~~ [1]	~~23,512 – B~~	~~24,002 – B~~
~~Pala Road (SR 76) – Gird Road to Sage Road~~	~~21,690 – F~~	~~22,268 – F~~	~~Widening of SR 76 from two to four lanes (TransNet)~~ [1]	~~21,690 – A~~	~~22,268 – B~~
~~Pala Road (SR 76) – Via Monserate to Gird Road~~	~~22,145 – F~~	~~22,791 – F~~	~~Widening of SR 76 from two to four lanes (TransNet)~~ [1]	~~22,145 – A~~	~~22,791 – B~~

~~Note: [1] SANDAG has identified SR 76 widening as part of the Early Action Plan improvements that are anticipated to begin in 2008 and be completed by 2011. The proposed campus is not likely to begin enrollment until 2011. Therefore, the planned SANDAG/Caltrans improvements will be constructed prior to the addition of campus generated trips.~~

Deficient Location	**Existing + Project Worst Case**		**Type of Impact**	**Recommended Mitigation**	**Operating Condition With Recommended Improvement**		**Significance After Mitigation**
	No Project	**With Project**					
PROJECT IMPROVEMENTS					**Delay – LOS**		
					A.M.	**P.M.**	
Pala Road (SR 76) / Horse Ranch Creek Road	Project Access Road		N/A	Project will construct Horse Ranch Creek Road half width from project frontage to SR 76. Signalize intersection of Pala Road SR 76 / Horse Ranch Creek Road and provide sufficient turning movements and storage capacity.	**7.4 – A**	**6.8 – A**	N/A

Deficient Location	Existing + Project Worst Case		Type of Impact	Recommended Mitigation	Operating Condition With Recommended Improvement		Significance After Mitigation
	No Project	With Project					
INTERSECTIONS	**Delay – LOS**		**Type of Impact**	**Recommended Mitigation**	**Delay – LOS**		**Significance After Mitigation**
	No Project	**With Project**			**A.M.**	**P.M.**	
Pala Road (SR 76) / Via Monserate	43.8 – E	47.0 – E	Direct	No feasible mitigation identified.(1)	3.0 – A	1.3 – A	Significant & Unavoidable. Statement of Overriding Considerations
ROAD SEGMENTS	**ADT-LOS**		**Type of Impact**	**Recommended Mitigation**	**ADT-LOS**		**Significance After Mitigation**
	No Project	**With Project**			**With Project**		
Pala Road (SR 76) – Via Monserate to Gird Road	23,512 – F	24,017 – F	Direct	No feasible mitigation identified.	24,017 – B		Significant & Unavoidable. Statement of Overriding Considerations
Pala Road (SR 76) –Gird Road to Sage Road	21,690 – F	22,288 – F	Direct	No feasible mitigation identified.	22,288 – B		Significant & Unavoidable. Statement of Overriding Considerations
Pala Road (SR 76) – Sage Road to Old Highway 395	22,145 – F	22,781 – F	Direct	No feasible mitigation identified.	22,781 – B		Significant & Unavoidable. Statement of Overriding Considerations

Notes: (1) At the time this report was prepared, SR 76 was scheduled to be widened from two lanes to six lanes by year 2012. The college is scheduled to open Fall 2011. Therefore, the construction of improvements to mitigate the direct impacts would likely be removed during the SR 76 construction project. Cumulative impacts to the project are mitigated through the payment of fees toward the widening project. However, there is no feasible mitigation for direct project impacts.

TABLE 2.2-~~20~~26
HORIZON YEAR WITH PHASE I CONDITIONS
RECOMMENDED ~~IMPROVEMENTS~~ MITIGATION MEASURES

~~Deficient Location~~	~~Worst Case~~		~~Recommended Improvement to improve LOS to Acceptable Levels~~	~~With Recommended Improvement~~	
	~~No Project~~	~~With Project~~		~~A.M.~~	~~P.M.~~
~~INTERSECTIONS~~	~~(Delay – LOS)~~			~~(Delay – LOS)~~	
~~Pala Road (SR 76) / Via Monserate~~	~~Ovfl – F~~	~~Ovfl – F~~	~~Signalize; Add additional east- and westbound through lanes (SR 76 Widening)~~[1]	~~4.7 – A~~	~~3.4 – A~~
~~Pala Road (SR 76) / Sage Road~~	~~24.7 – D~~	~~**51.6 – F**~~	~~SR 76 widening to include additional east- and westbound through lane~~[1]~~.~~	~~28.2 – D~~	~~24.7 – C~~
~~Pala Road (SR 76) / Old Highway 395~~	~~**162.6 – F**~~	~~**169.6 – F**~~	~~Add additional eastbound through land and westbound right-turn lane (SR 76 Widening)~~[1]~~. Add north- and southbound left-turn lanes (Old Highway 295 Widening).~~	~~31.6 – C~~	~~40.5 – D~~
~~Pala Road (SR 76) / I-15 Southbound Ramps~~	~~51.5 – D~~	~~**57.7 – E**~~	~~SR 76 widening to include additional westbound left and through lanes; additional eastbound through lane~~[1]~~.~~	~~24.9 – C~~	~~26.4 – C~~
~~Pala Road (SR 76) / I-15 Northbound Ramps~~	~~**68.2 – E**~~	~~**80.8 – F**~~	~~Add additional east- and westbound through lane. Add eastbound left turn lane (SR 76 Widening)~~[1]~~.~~	~~23.7 – C~~	~~29.3 – C~~
~~Pala Road (SR 76) / Pankey Road~~	~~**Ovfl – F**~~	~~**Ovfl – F**~~	~~SR 76 Widening to include eastbound left, through, through-right turn lanes and westbound left, two through, and one through-right turn lanes~~[1]~~; Signalize.~~	~~3.4 – A~~	~~22.6 – C~~
~~Pala Road (SR 76) / Horse Ranch Creek Road~~	~~**137.3 – F**~~	~~**166.4 – F**~~	~~Construction of intersection. Add additional east- and westbound through lanes (SR 76 Widening)~~[1]~~.~~	~~13.2 – B~~	~~38.7 – C~~
~~Pala Road (SR 76) / Couser Canyon Road~~	~~**65.3 – F**~~	~~**76.1 – F**~~	~~Signalize; SR 76 widening to include additional east and westbound through lane~~[1]~~.~~	~~13.7 – B~~	~~13.3 – B~~
~~Old Highway 395 / Canonita Drive – Stewart Canyon Road~~	~~**Ovfl – F**~~	~~**Ovfl – F**~~	~~Signalize; Add westbound right-turn lane.~~	~~21.3 – C~~	~~29.9 – C~~
~~Old Highway 395 / Reche Road~~	~~**Ovfl – F**~~	~~**Ovfl – F**~~	~~Signalize; Add additional eastbound lane.~~	~~24.4 – C~~	~~27.9 – C~~
~~**ROAD SEGMENTS**~~					
~~Pala Road (SR 76) – Via Monserate to Gird Road~~	~~**44,901 – F**~~	~~**45,411 – F**~~	~~These road segments are forecast to operate at deficient (LOS F) levels of service with the County's General Plan 2020 Circulation Element classifications. County General Plan 2020 update has identified these segments as operating at deficient LOS as well.~~	~~**44,901 – F**~~	~~45,411 – F~~
~~SR 76SR 76SR 76Old Highway 395 – Stewart Canyon Road to Reche Road~~	~~**22,302 – F**~~	~~**22,914 – F**~~		~~**22,302 – F**~~	~~22,914 – F~~

~~Deficient Location~~	~~Worst Case~~		~~Recommended Improvement to improve LOS to Acceptable Levels~~	~~With Recommended Improvement~~	
	~~No Project~~	~~With Project~~		~~A.M.~~	~~P.M.~~
~~Old Highway 395 – Reche Road to E. Mission Road~~	~~24,301 – F~~	~~24,573 – F~~	~~Therefore, it is recommended that a Statement of Overriding Consideration be approved for these segments, which would be consistent with the EIR that will be prepared for the General Plan 2020.~~	~~24,301 – F~~	~~24,573 – F~~

~~Note: (1) SANDAG has identified SR 76 widening as part of the Early Action Plan improvements that are anticipated to begin in 2008 and be completed by 2011. The proposed campus is not likely to begin enrollment until 2011. Therefore, the planned SANDAG/Caltrans improvements will be constructed prior to the addition of campus generated trips.~~

Deficient Location	2030 with Phase I Worst Case Scenario		Type of Impact	Recommended Mitigation	Operating Condition With Recommended Improvement		Significance After Mitigation
	No Project	With Project			Delay – LOS		
INTERSECTIONS	Delay – LOS				A.M.	P.M.	
Pala Road (SR 76) / Via Monserate	Ovfl – F	Ovfl – F	**Cumulative**	Payment of TIF fees to widen SR 76 from two to four lanes & signalization of this intersection.	2.8 – A	3.0 – A	Less than significant
Pala Road (SR 76) / Sage Road	Ovfl – F	Ovfl – F	Cumulative	Payment of TIF fees to widen SR 76 from two to four lanes.	0.3 – A	1.1 – A	Less than significant
Pala Road (SR 76) / Old Highway 395	96.2 – F	99.1 – F	Cumulative	Payment of TIF fees to widen SR 76 and Highway 395 from two to four lanes.	24.7 – C	39.9 – D	Less than significant
Pala Road (SR 76) / I-15 Southbound Ramps	194.8 – F	201.5 – F	Cumulative	Payment of fair share contribution toward I-15 / SR 76 interchange improvement project. (1)	22.7 – C	26.6 – C	Less than significant
Pala Road (SR 76) / I-15 Northbound Ramps	145.9 – F	150.4 – F	Cumulative	Payment of fair share contribution toward I-15 / SR 76 interchange improvement project. (1)	13.6 – B	15.2 – B	Less than significant
Pala Road (SR 76) / Pankey Road	Ovfl – F	Ovfl – F	Cumulative	Payment of TIF fees to widen of SR 76 from two to four lanes & intersection signalization.	25.3 – C	47.7 – D	Less than significant
Pala Road (SR 76) / Horse Ranch Creek Road	113.3 – F	132.2 – F	Cumulative	Payment of TIF fees to widen of SR 76 from two to four lanes. Construction of project access roadway, which includes signalization, turn lanes and storage capacity.	15.3 – B	34.2 – C	Less than significant
Pala Road (SR 76) / Couser Canyon Road	65.3 – F	69.6 – F	Cumulative	Payment of TIF fees to widen of SR 76 and signalization of this intersection.	13.4 – B	13.2 – B	Less than significant

Deficient Location	2030 with Phase I Worst Case Scenario		Type of Impact	Recommended Mitigation	Operating Condition With Recommended Improvement		Significance After Mitigation
	No Project	With Project					
Old Highway 395 / Canonita Dr–Stewart Cny Rd	Ovfl – F	Ovfl – F	Cumulative	Payment of TIF fees to widen of Old Highway 395 including construction of westbound right-turn lane at intersection.	20.5 – C	29.6 – C	Less than significant
Old Highway 395 / Reche Road	Ovfl – F	Ovfl – F	Cumulative	Payment of TIF fees to widen of Old Highway 395 including signalization of intersection and additional eastbound through lane.	23.8 – C	27.6 – C	Less than significant
ROAD SEGMENTS	**ADT-LOS**				**ADT-LOS With Project**		
Pala Road (SR 76) – Via Monserate to Gird Road	**52,299 – F**	**52,280 – F**	Cumulative	Payment of TIF fees to widen SR 76 from two to four lanes. (2)	**52,280 – F**		Less than significant
Pala Road (SR 76) – Gird Road to Sage Road	**46,105 – F**	**46,423 – F**	Cumulative	Payment of TIF fees to widen SR 76 from two to four lanes. (2)	**46,423 – F**		Less than significant
Pala Road (SR 76) – Sage Road to Old Highway 395	**46,012 – F**	**46,367 – F**	Cumulative	Payment of TIF fees to widen SR 76 from two to four lanes. (2)	**46,367 – F**		Less than significant
Pala Road (SR 76) – Old Highway 395 to I-15 Southbound Ramps	**52,325 – F**	**52,755 – F**	Cumulative	Payment of TIF fees to widen SR 76 from two to six lanes. (2)	**52,755 – F**		Less than significant
Pala Road (SR 76) – I-15 Northbound Ramps to Pankey Road	**39,896 – F**	**40,738 – F**	Cumulative	Payment of TIF fees to widen SR 76 from two to six lanes. (2)	**40,738 – F**		
Old Highway 395 –Stewart Canyon Road to Reche Road	**22,302 – F**	**22,713 – F**	Cumulative	Payment of TIF fees to widen Old Highway 395 from two to four lanes.	**22,713 – B**		Less than significant
Old Highway 395 – Reche Road to E. Mission Road	**24,301 – F**	**24,432 - F**	Cumulative	Payment of TIF fees to widen Old Highway 395 from two to four lanes.	**24,432 – B**		Less than significant

Notes:

(1) The I-15/ SR 76 interchange project includes construction of loop ramps, intersection improvements, bridge widening and widening of SR 76 approaching I-15 to accommodate the future forecast traffic through the interchange. Improvements are based on the December 2007 traffic report prepared for Caltrans (Buildout 2030 Middle-East Alignment, Alternative 1). The traffic report and design concept for the interchange are provided in Appendix F of Appendix B.

(2) County of San Diego General Plan update includes Pala Road (SR 76) as a four lane arterial in the General Plan Circulation Element update. Traffic volumes forecast using the SANDAG traffic model shows that forecast daily traffic (without the project) would exceed the allowable threshold for a four lane arterial. Therefore, six lanes are required to maintain acceptable operating conditions.

TABLE 2.2-~~28~~27
2030 WITH PHASE I & PHASE II (INCLUDES BUILDOUT OF RTP)
RECOMMENDED MITIGATION MEASURES

Deficient Location	2030 Phase II Conditions (with RTP)		Type of Impact	Recommended Mitigation	Operating Condition With Recommended Improvement	Significance After Mitigation
	With Phase I	With Phase II				
ROAD SEGMENTS	ADT-LOS				ADT-LOS With Project	
Pala Road (SR 76) – Via Monserate to Gird Road	**52,580 – F**	**53,000 – F**	Direct	No feasible mitigation. (1)	**53,000 – F**	Significant & Unavoidable. Statement of Overriding Considerations
Pala Road (SR 76) – Gird Road to Sage Road	**46,423 – F**	**46,900 – F**	Direct	No feasible mitigation. (1)	**46,900 – F**	Significant & Unavoidable. Statement of Overriding Considerations
Pala Road (SR 76) – Sage Road to Old Highway 395	**46,367 – F**	**46,900 – F**	Direct	No feasible mitigation. (1)	**46,900 – F**	Significant & Unavoidable. Statement of Overriding Considerations
Pala Road (SR 76) – Old Highway 395 to I-15 Southbound Ramps	**52,755 – E**	**53,400 – E**	Direct	No feasible mitigation. (1)	**53,400 – E**	Significant & Unavoidable. Statement of Overriding Considerations
Old Highway 395 – Stewart Canyon to Reche Road	**22,713 – F**	**23,330 – F**	Direct	No feasible mitigation. (1)	**23,330 – F**	Significant & Unavoidable. Statement of Overriding Considerations
Old Highway 395 – Reche Road to E. Mission Road	**24,432 – F**	**24,628 – F**	Direct	No feasible mitigation. (1)	**24,628 – F**	Significant & Unavoidable. Statement of Overriding Considerations

Note: (1)County of San Diego General Plan update includes Pala Road (SR 76) as a four lane arterial in the General Plan Circulation Element update. Traffic volumes forecast using the SANDAG traffic model shows that forecast daily traffic (without the project) would exceed the allowable threshold for a four-lane arterial. Therefore, six lanes are required to maintain acceptable operating conditions. It is recommended that statements of overriding considerations be made for these segments as the County does not have the right-of-way for future improvements to the roadways and widening more than four lanes is not included in the existing Circulation Element classifications for SR 76.

TABLE 2.2-~~21~~28
CUMULATIVE PLUS PROJECT CONDITIONS RECOMMENDED MITIGATION MEASURES

~~Deficient Location~~	~~Cumulative Worst Case~~		~~Recommended Improvement~~	~~With Recommended Improvement~~	
	~~No Project~~	~~With Project~~			
~~INTERSECTIONS~~	~~Delay – LOS~~			~~Delay – LOS~~	
				~~A.M.~~	~~P.M.~~
~~Pala Road (SR 76) / Via Monserate~~	~~273.8 – F~~	~~312.5 – F~~	~~Signalize; Add additional east- and westbound through lanes (SR 76 Widening)[1]. Contribute fair-share to the Caltrans Transnet Program.~~	~~4.0 – A~~	~~2.6 – A~~
~~Pala Road (SR 76) / Sage Road~~	~~25.9 – D~~	~~36.4 – E~~	~~Add additional east- and westbound through lanes (SR 76 Widening)[1]. Contribute fair-share to the Caltrans Transnet Program.~~	~~22.9 – C~~	~~20.1 – C~~
~~Pala Road (SR 76) / Old Highway 395~~	~~66.5 – E~~	~~70.0 – E~~	~~Add additional eastbound through land and westbound right-turn lane (SR 76 Widening)[1]. Add north- and southbound left-turn lanes (Old Highway 395 Widening). Contribute fair-share to the Caltrans Transnet Program.~~	~~27.4 – C~~	~~29.3 – C~~
~~Pala Road (SR 76) / I-15 Northbound Ramps~~	~~49.6 – D~~	~~58.2 – E~~	~~Add additional east- and westbound through lane. Add additional eastbound left turn lane (SR 76 Widening)[1]. Contribute fair-share to the Caltrans Transnet Program.~~	~~23.7 – C~~	~~26.5 – C~~
~~Pala Road (SR 76) / Pankey Road~~	~~Ovfl – F~~	~~Ovfl – F~~	~~SR 76 Widening to include eastbound left, through, through-right turn lanes and westbound left, two through, and one through-right turn lanes[1]; Signalize.~~	~~32.7 – C~~	~~53.6 – D~~
~~Pala Road (SR 76) / Horse Ranch Creek Road~~	~~42.4 – D~~	~~57.3 – F~~	~~Construction of intersection. Add additional east- and westbound through lanes (SR 76 Widening)[1].~~	~~12.3 – B~~	~~18.6 – B~~
~~Old Highway 395 / Canonita Drive – Stewart Canyon Road~~	~~36.4 – E~~	~~50.6 – F~~	~~Signalize; Add westbound right-turn lane.~~	~~20.3 – C~~	~~22.7 – C~~
~~Old Highway 395 / Reche Road~~	~~301.1 – F~~	~~371.3 – F~~	~~Signalize; Add additional eastbound lane.~~	~~22.6 – C~~	~~24.3 – C~~
~~ROAD SEGMENTS~~	~~ADT-LOS~~			~~ADT-LOS~~	
~~Pala Road (SR 76) – Via Monserate to Gird Road~~	~~26,274 – F~~	~~26,784 – F~~	~~Widening of SR 76 from two to four lanes (TransNet)[1]~~	~~26,274 – C~~	~~26,784 – C~~
~~Pala Road (SR 76) – Gird Road to Sage Road~~	~~24,027 – F~~	~~24,605 – F~~	~~Widening of SR 76 from two to four lanes (TransNet)[1]~~	~~24,027 – B~~	~~24,605 – B~~
~~Pala Road (SR 76) – Sage Road to Old Highway 395~~	~~24,482 F~~	~~25,128 F~~	~~Widening of SR 76 from two to four lanes (TransNet)[1]~~	~~24,482 – B~~	~~25,128 – B~~
~~Pala Road (SR 76) – I-15 Northbound Ramps to Pankey Road~~	~~18,433 E~~	~~19,895 E~~	~~Widening of SR 76 from two to four lanes (TransNet)[1]~~	~~18,433 – A~~	~~19,895 – A~~

~~Note: [1] SANDAG has identified SR 76 widening as part of the Early Action Plan improvements that are anticipated to begin in 2008 and be completed by 2011. The proposed campus is not likely to begin enrollment until 2011. Therefore, the planned SANDAG/Caltrans improvements will be constructed prior to the addition of campus generated trips.~~

Deficient Location	Existing + Project Worst Case		Type of Impact	Recommended Mitigation	Operating Condition With Recommended Improvement		Significance After Mitigation
	No Project	With Project					
INTERSECTIONS	**Delay – LOS**				**Delay – LOS**		
					A.M.	**P.M.**	
Pala Road (SR 76) / Via Monserate	273.8 – F	299.4 – F	Cumulative	Payment of TIF fees to widen SR 76 from two to four lanes & signalization of this intersection.	4.2 – A	2.6 – A	Less than significant.
Pala Road (SR 76) / Old Highway 395	66.5 – E	68.9 – E	Cumulative	Payment of TIF fees to widen SR 76 from two to four lanes & signalization of this intersection.	27.4 – C	29.3 – C	Less than significant.
Pala Road (SR 76) / Pankey Road	Ovfl – F	Ovfl – F	Cumulative	Payment of TIF fees to widen SR 76 from two to four lanes & signalization of this intersection.	31.3 – C	**86.4 – F**	Less than significant.
Old Highway 395 / Canonita Drive – Stewart Canyon Road	36.4 – E	48.9 – E	Cumulative	Payment of TIF fees to widen Old Highway 395 and signalize intersection. Add westbound right-turn lane as part of widening project.	19.7 – B	22.5 – C	Less than significant.
Old Highway 395 / Reche Road	301.0 – F	354.9 – F	Cumulative	Payment of TIF fees to widen Old Highway 395 and signalize intersection. Add additional eastbound lane as part of widening project.	22.3 – C	24.5 – C	Less than significant.
ROAD SEGMENTS	**ADT-LOS**				**ADT-LOS**		
					With Project		
Pala Road (SR 76) – Via Monserate to Gird Road	26,274 - F	26,555 - F	Cumulative	Payment of TIF fees to widen SR 76 from two to four lanes .	26,274 - C		Less than significant.
Pala Road (SR 76) – Gird Road to Sage Road	24,027 - F	24,345 - F	Cumulative	Payment of TIF fees to widen SR 76 from two to four lanes .	24,027 - B		Less than significant.
Pala Road (SR 76) – Sage Road to Old Highway 395	24,482 - F	24,837 - F	Cumulative	Payment of TIF fees to widen SR 76 from two to four lanes .	24,482 - B		Less than significant.
Pala Road (SR 76) – I-15 Northbound Ramps to Pankey Road	18,433 - E	19,275 - E	Cumulative	Payment of TIF fees to widen SR 76 from two to four lanes .	18,433 - A		Less than significant.

~~TABLE 2.2-25~~
~~RECOMMENDED IMPROVEMENT LOCATIONS AND PRELIMINARY ENGINEERING ESTIMATES~~

~~Intersection~~	~~Recommended Mitigation~~	~~Preliminary Engineering Estimate~~
~~Pala Road (SR-76)/Horse Ranch Creek Road~~	~~Construct and signalize the intersection. SR-76 widening.~~ ~~(1)~~	~~$500,000~~
~~Old Highway 395/Canonita Drive – Stewart Canyon Road~~	~~Install traffic signal; Construct WB right-turn lane~~	~~$400,000~~
	~~**Total**~~	~~**$900,000**~~

~~(1) Widening of SR-76 designed and constructed by Granite.~~

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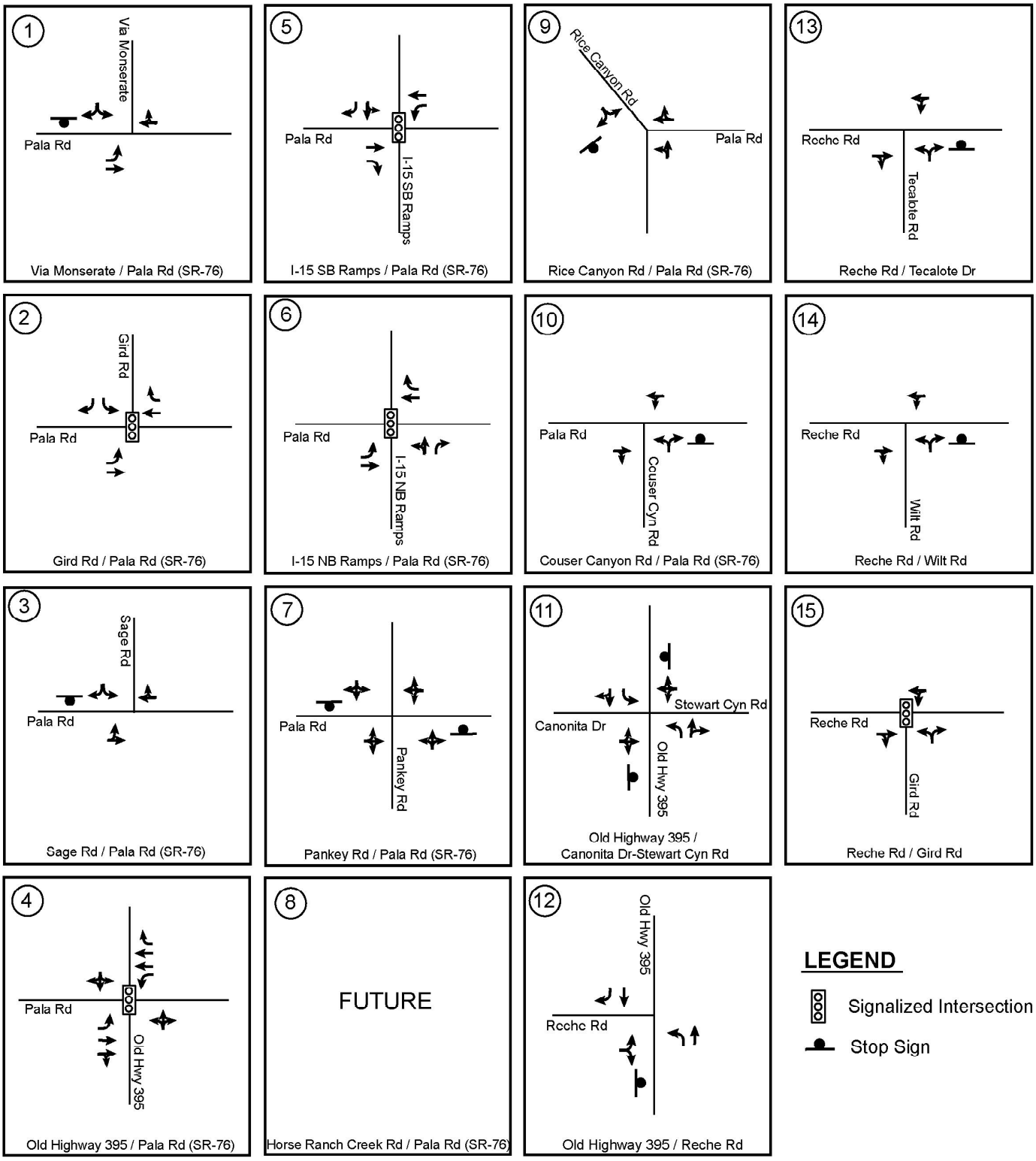

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Existing Intersection Lane Geometries

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Figure 2.2-1

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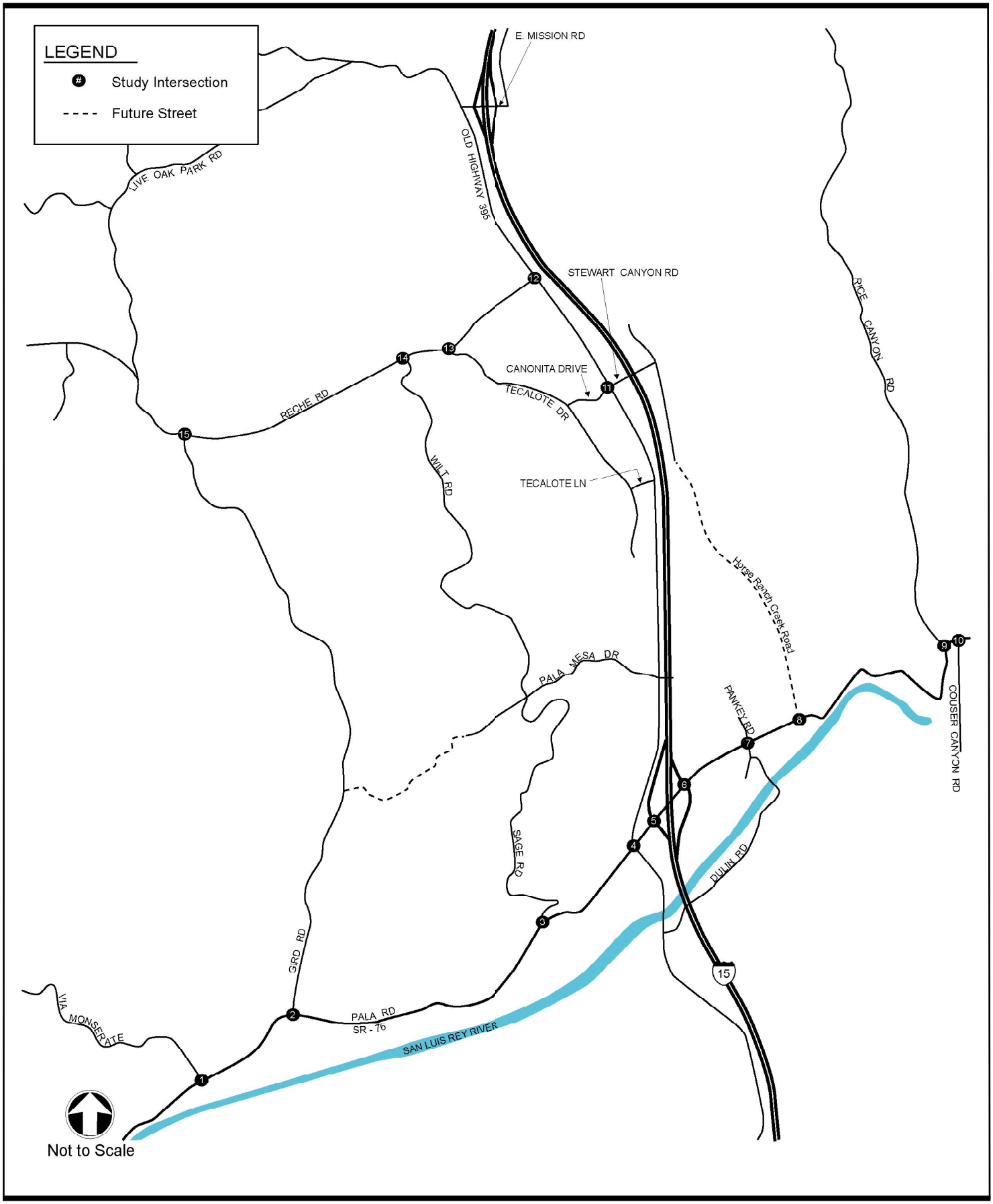

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Project Study Area

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Figure 2.2-2

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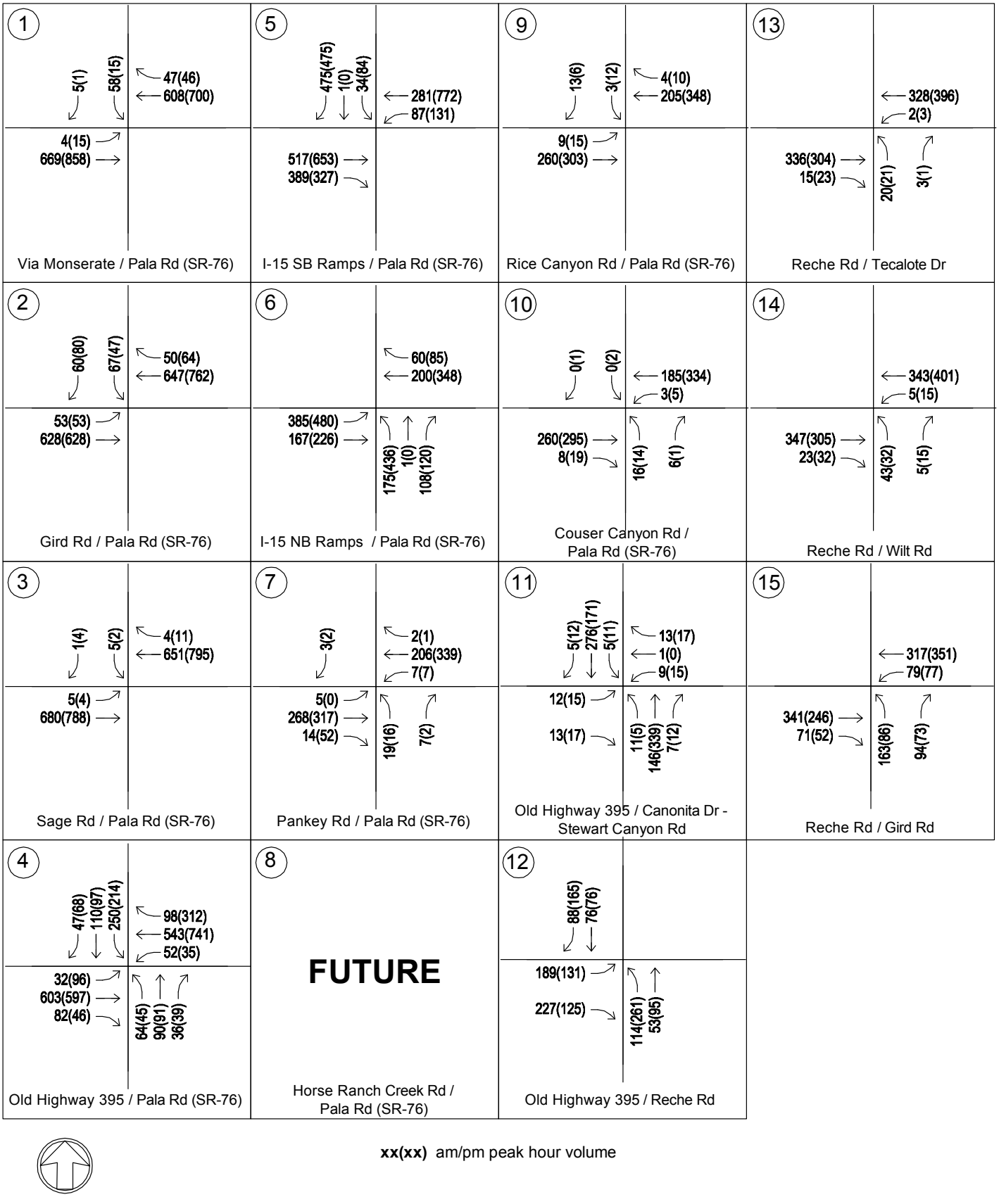

xx(xx) am/pm peak hour volume

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Existing Peak Hour Intersection Volumes

Palomar Community College - North Education Center EIR

Figure 2.2-3

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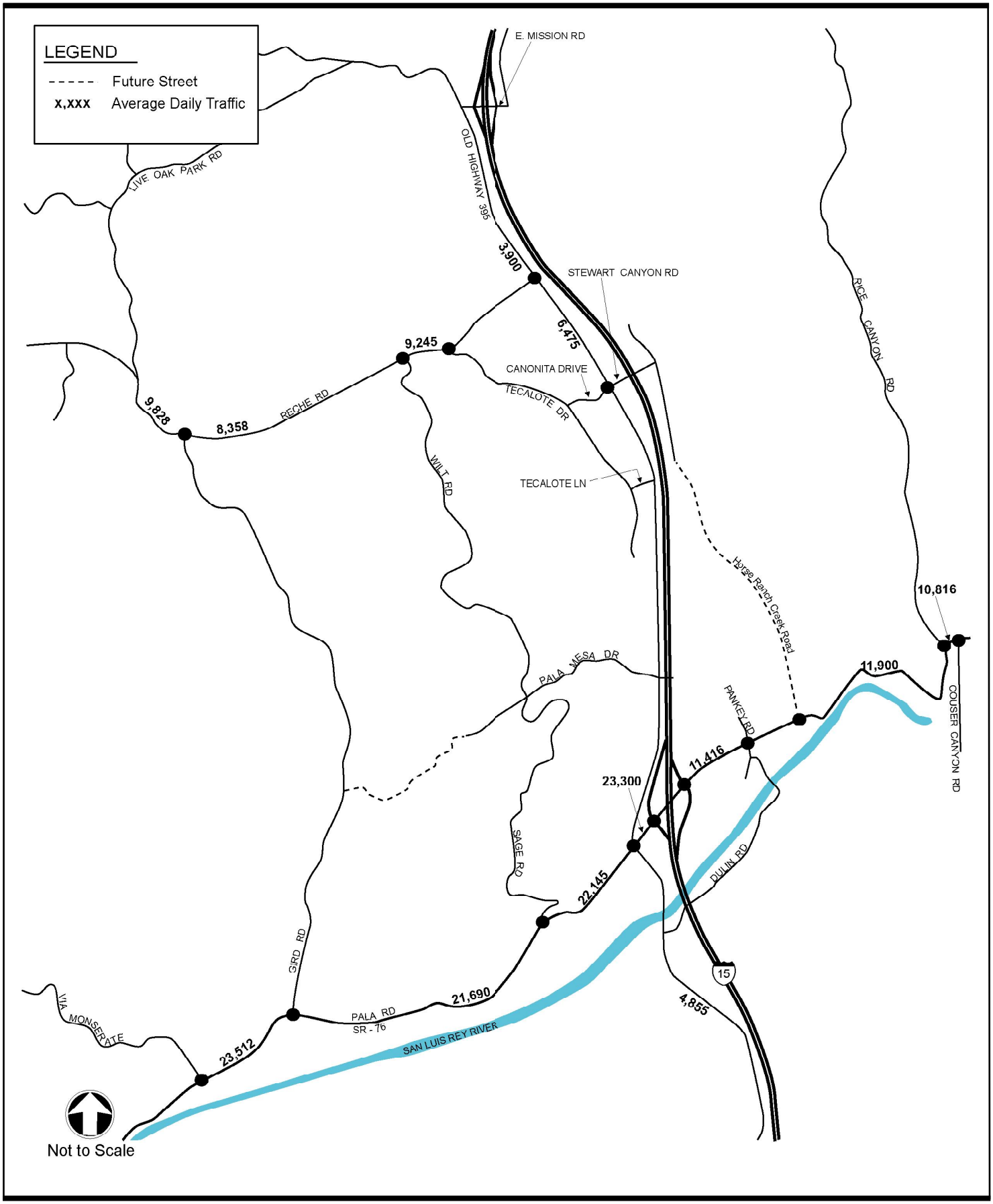

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Existing ADT Volumes

Palomar Community College - North Education Center EIR

Figure 2.2-4

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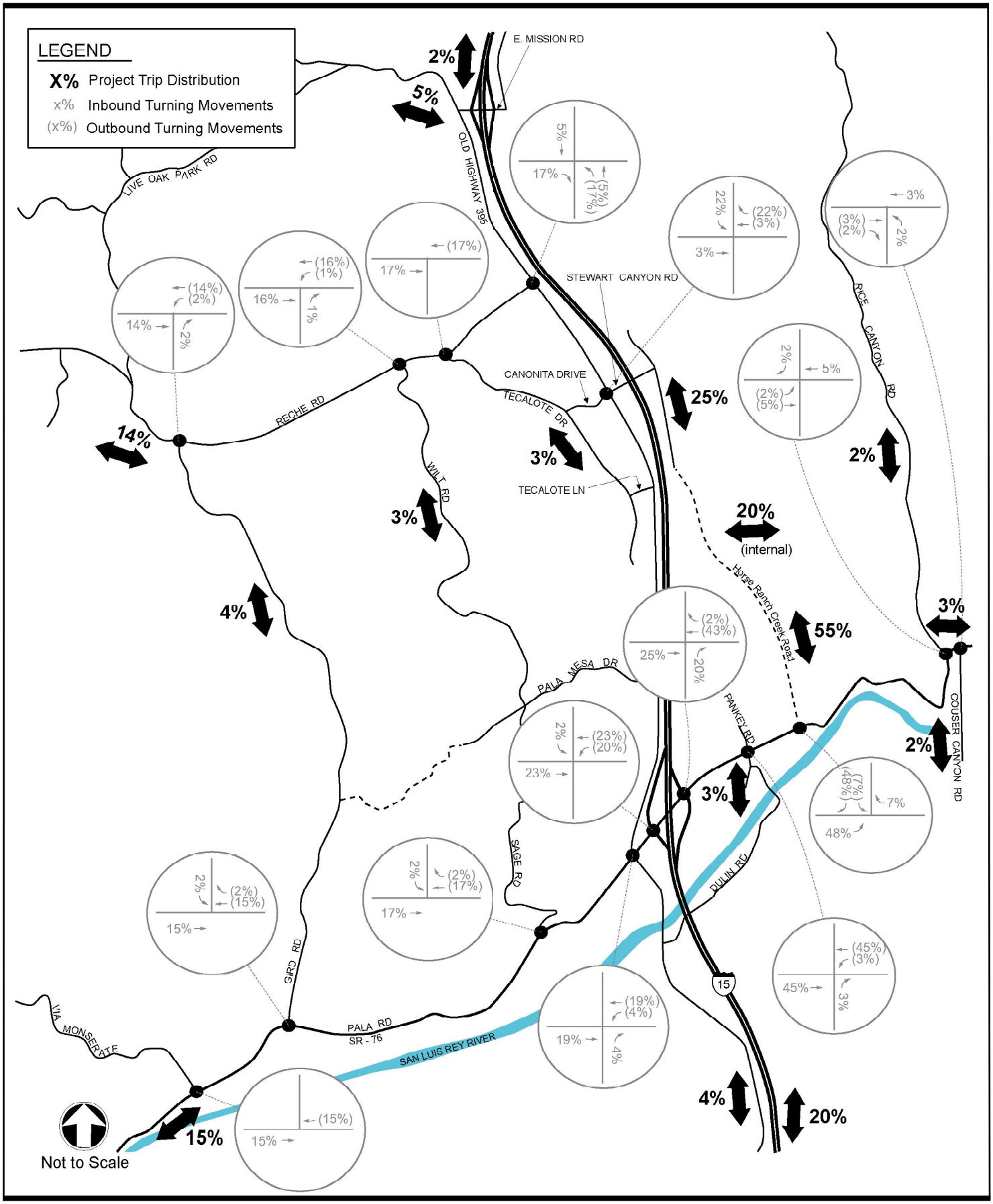

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Project Trip Distribution

Palomar Community College - North Education Center EIR

Figure 2.2-5

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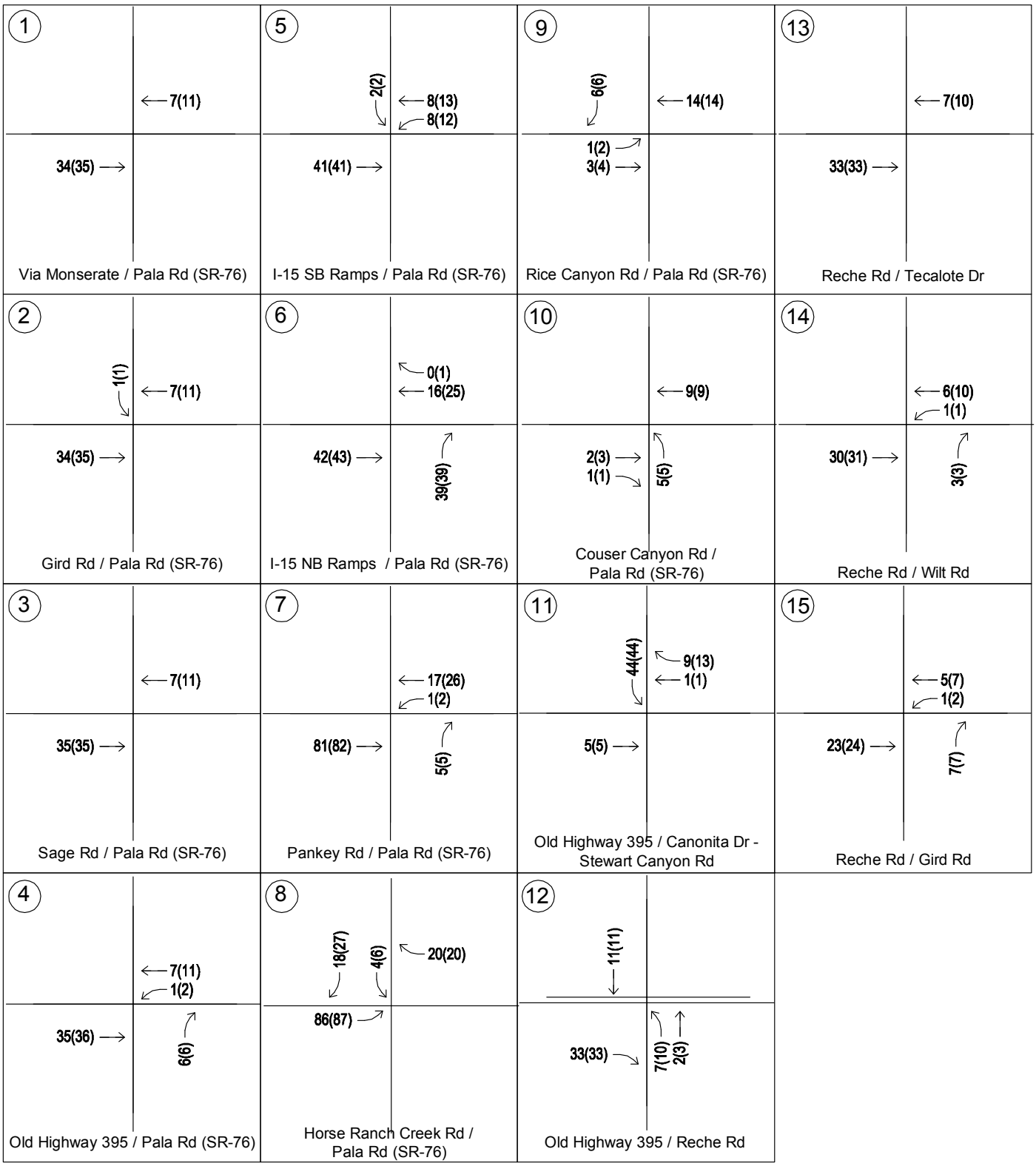

xx(xx) am/pm peak hour volume

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Project Trip Assignment - Phase I

Palomar Community College - North Education Center EIR

Figure 2.2-6A

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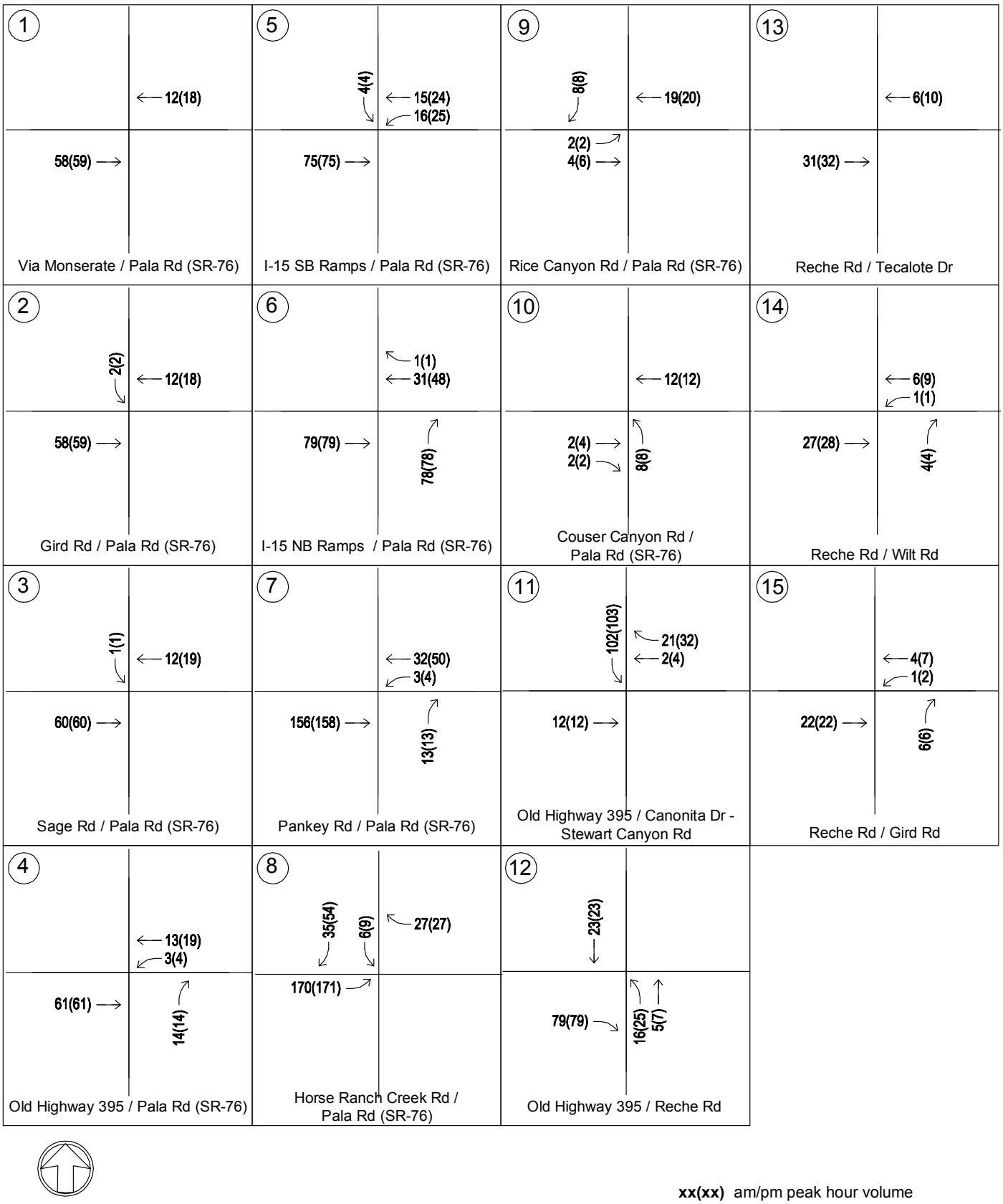

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Project Trip Assignment - Buildout

Palomar Community College - North Education Center EIR

Figure 2.2-6B

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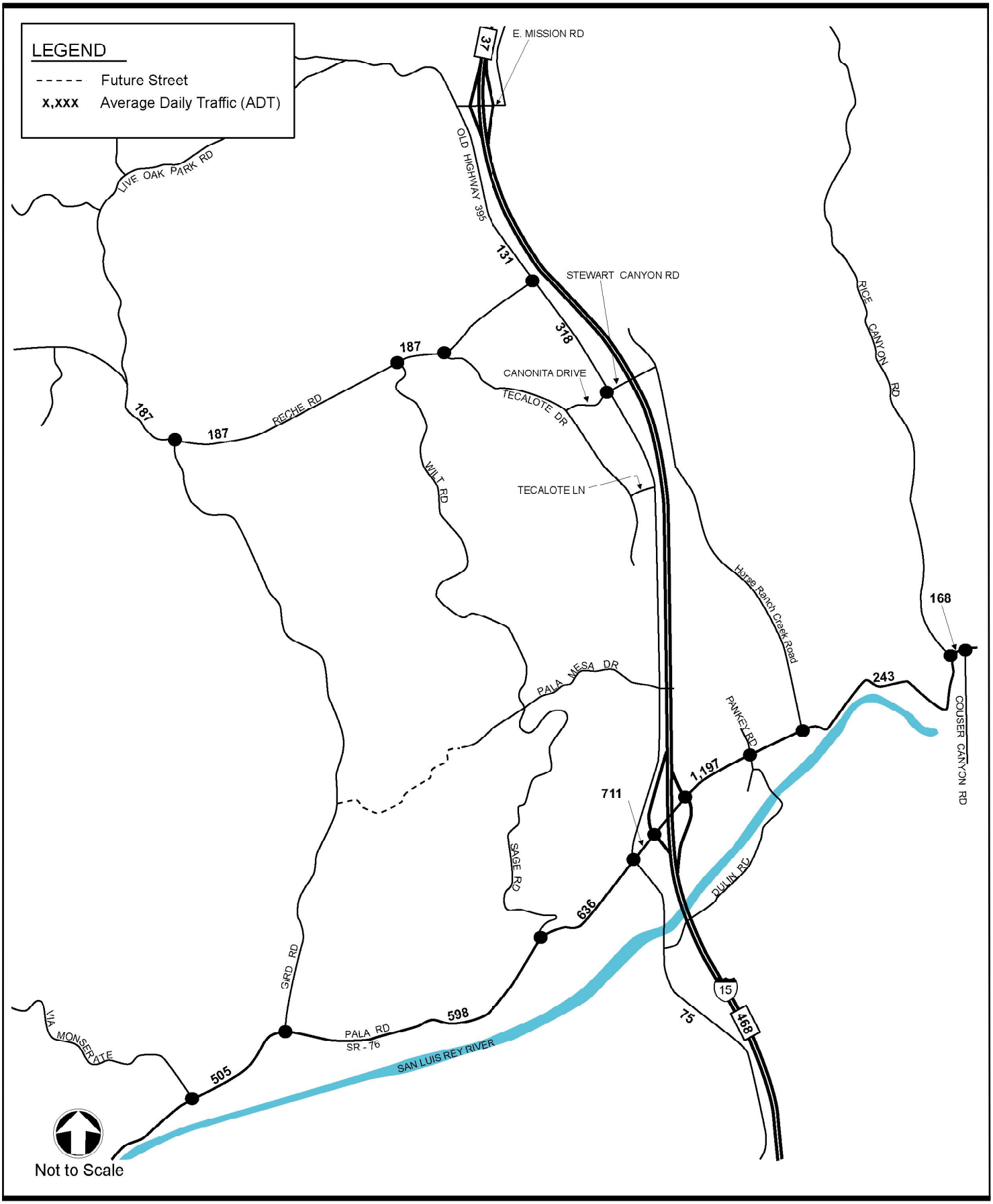

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Project ADT Volumes - Phase I

Palomar Community College - North Education Center EIR

Figure 2.2-7A

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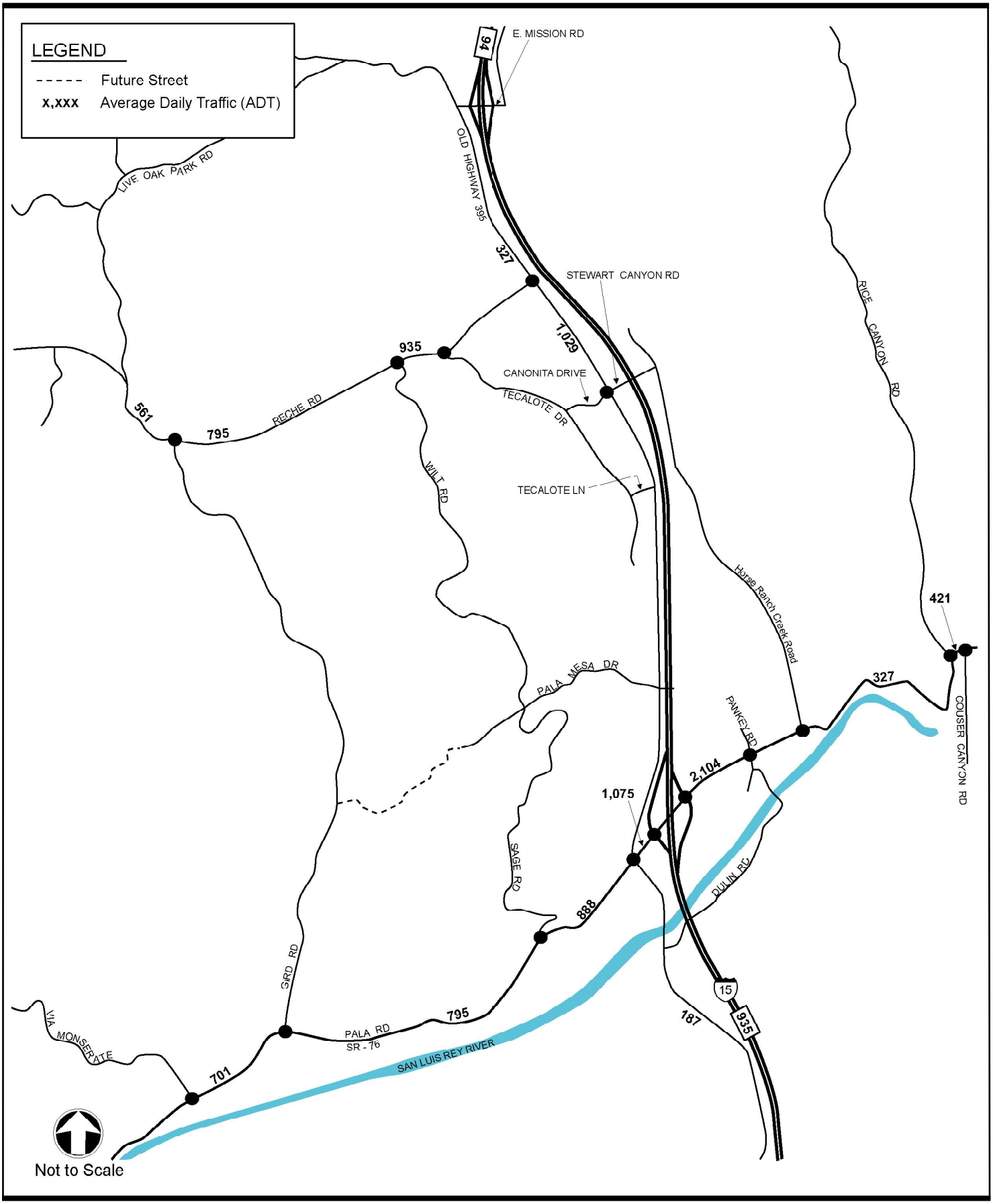

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Project ADT Volumes - Buildout

Palomar Community College - North Education Center EIR

Figure 2.2-7B

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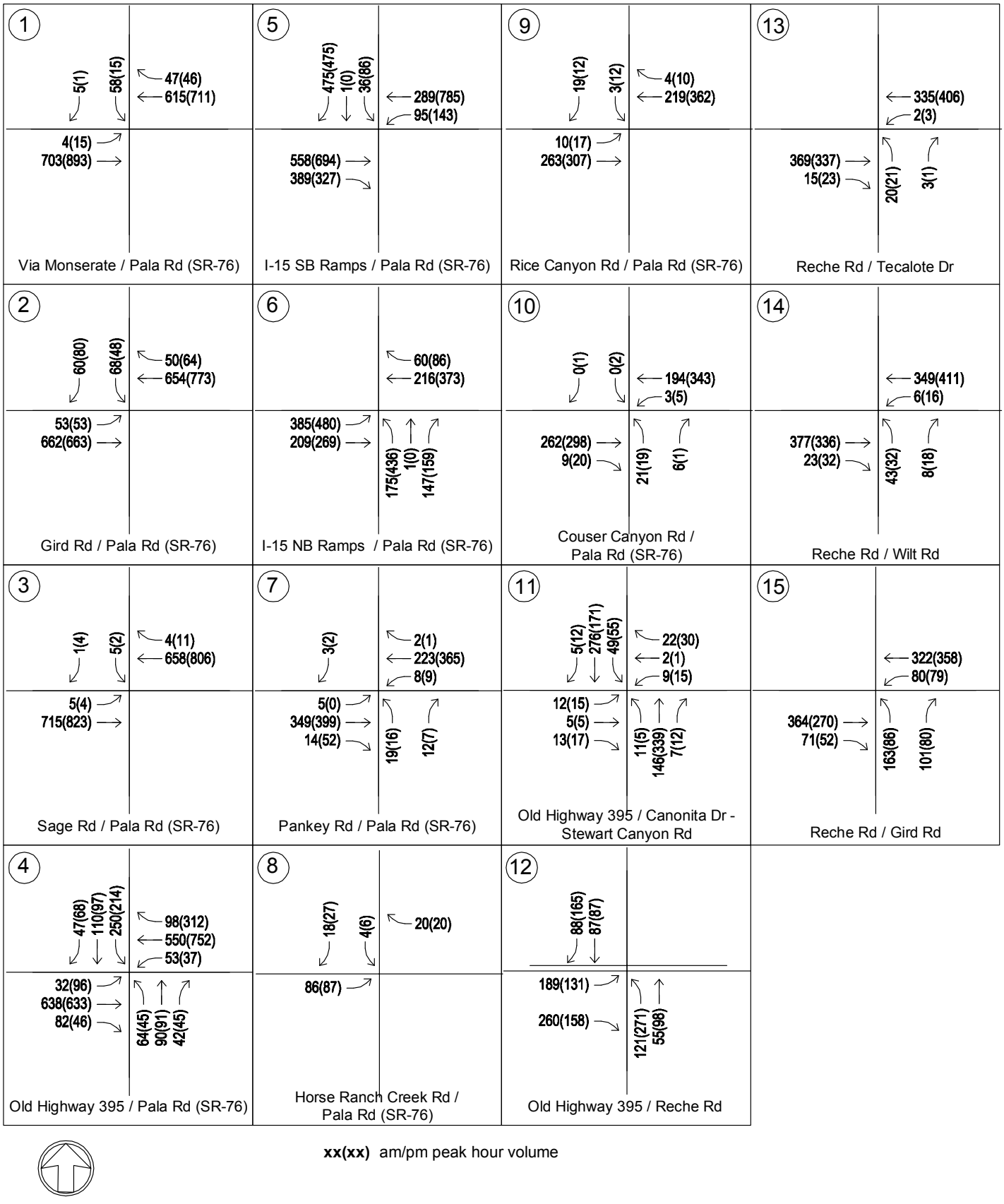

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Existing Plus Project - Phase I
Peak Hour Intersection Volumes

Palomar Community College - North Education Center EIR

Figure 2.2-8

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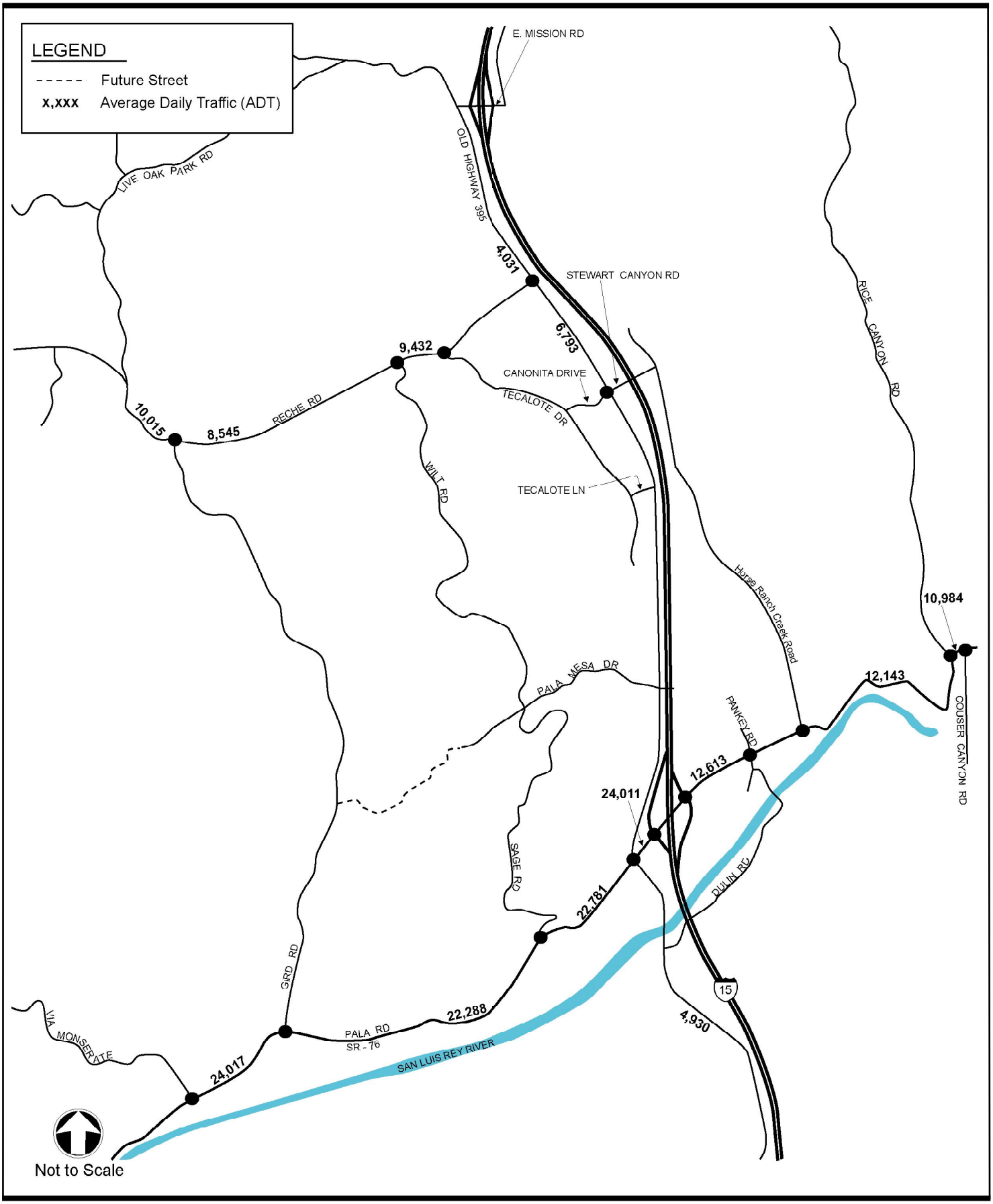

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Existing Plus Project -Phase I
ADT Volumes

Palomar Community College - North Education Center EIR

Figure 2.2-9

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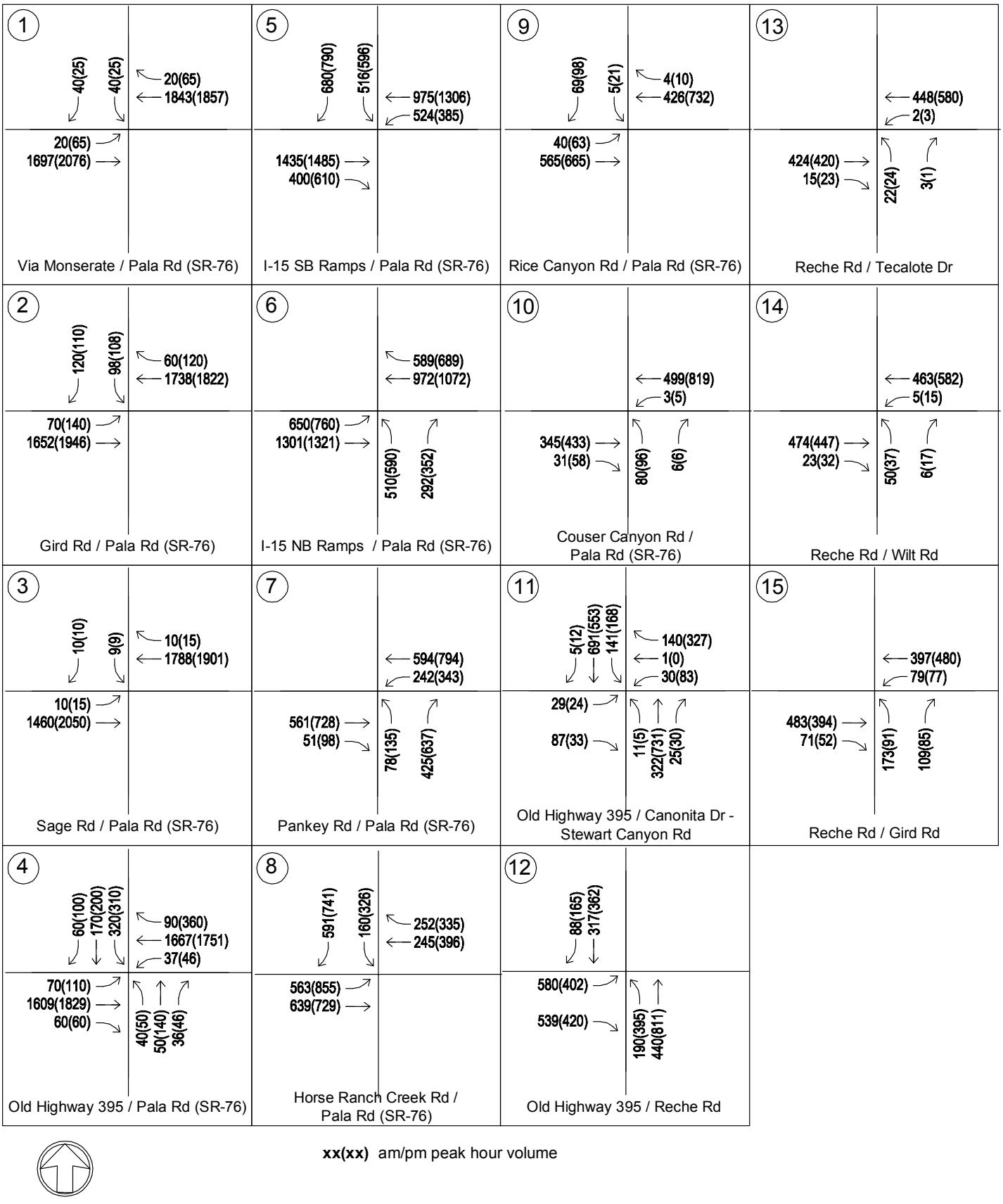

xx(xx) am/pm peak hour volume

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Horizon Year 2030 Without Project Peak Hour Intersection Volumes

Palomar Community College - North Education Center EIR

Figure 2.2-10

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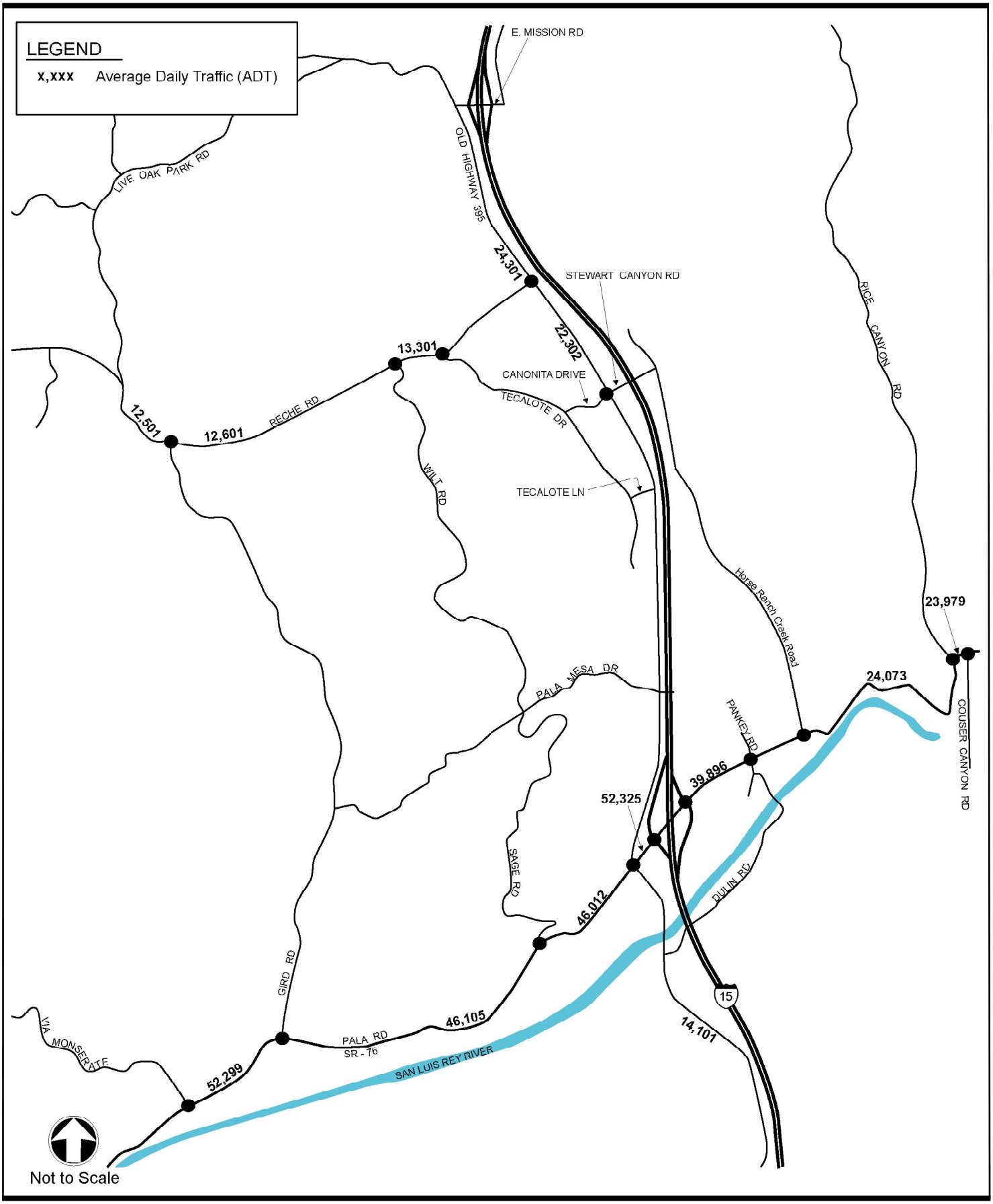

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Horizon Year 2030 Without Project ADT Volumes

Palomar Community College - North Education Center EIR

Figure 2.2-11

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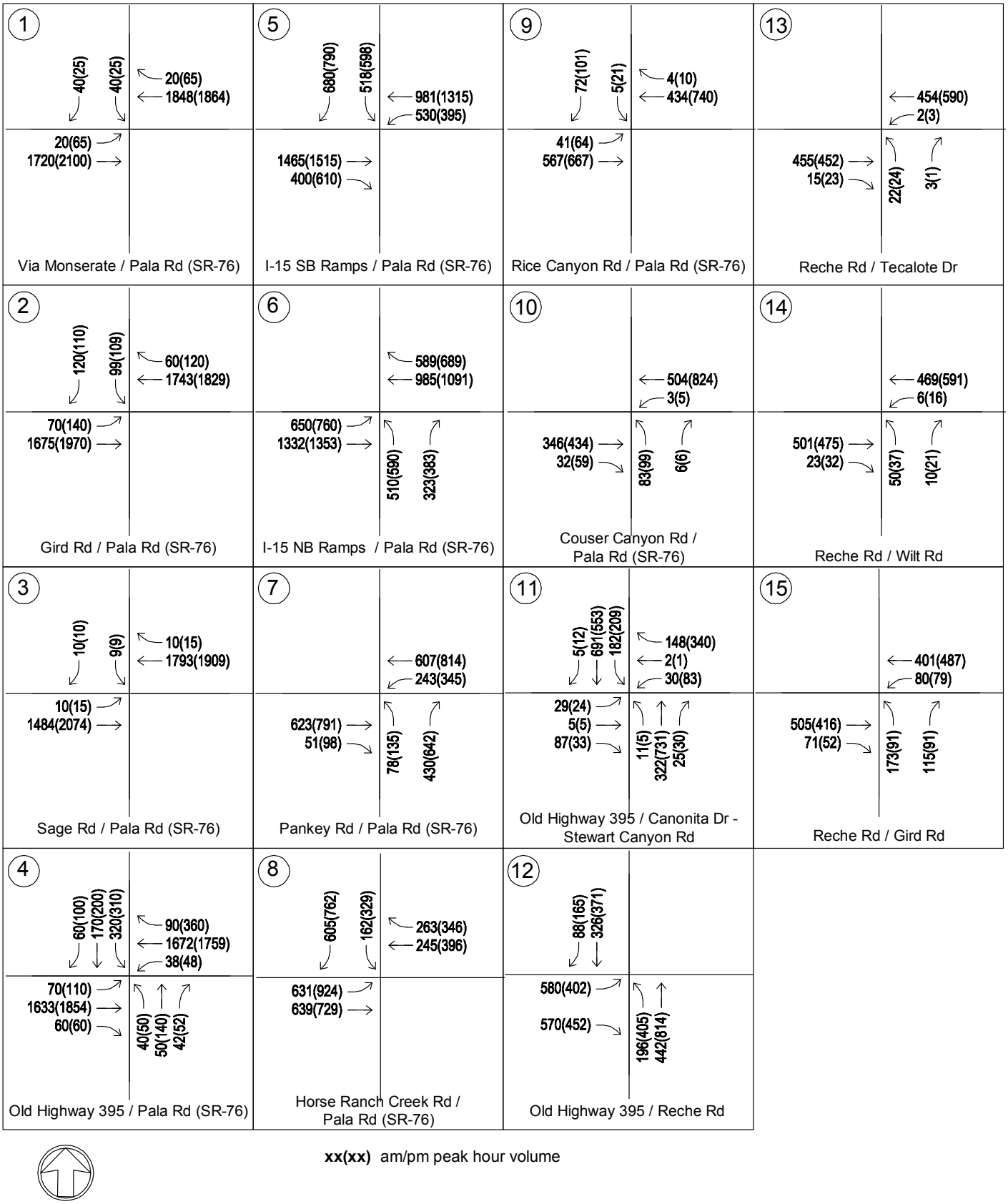

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Horizon Year 2030 With Project - Phase I Peak Hour Intersection Volumes

Palomar Community College - North Education Center EIR

Figure 2.2-12

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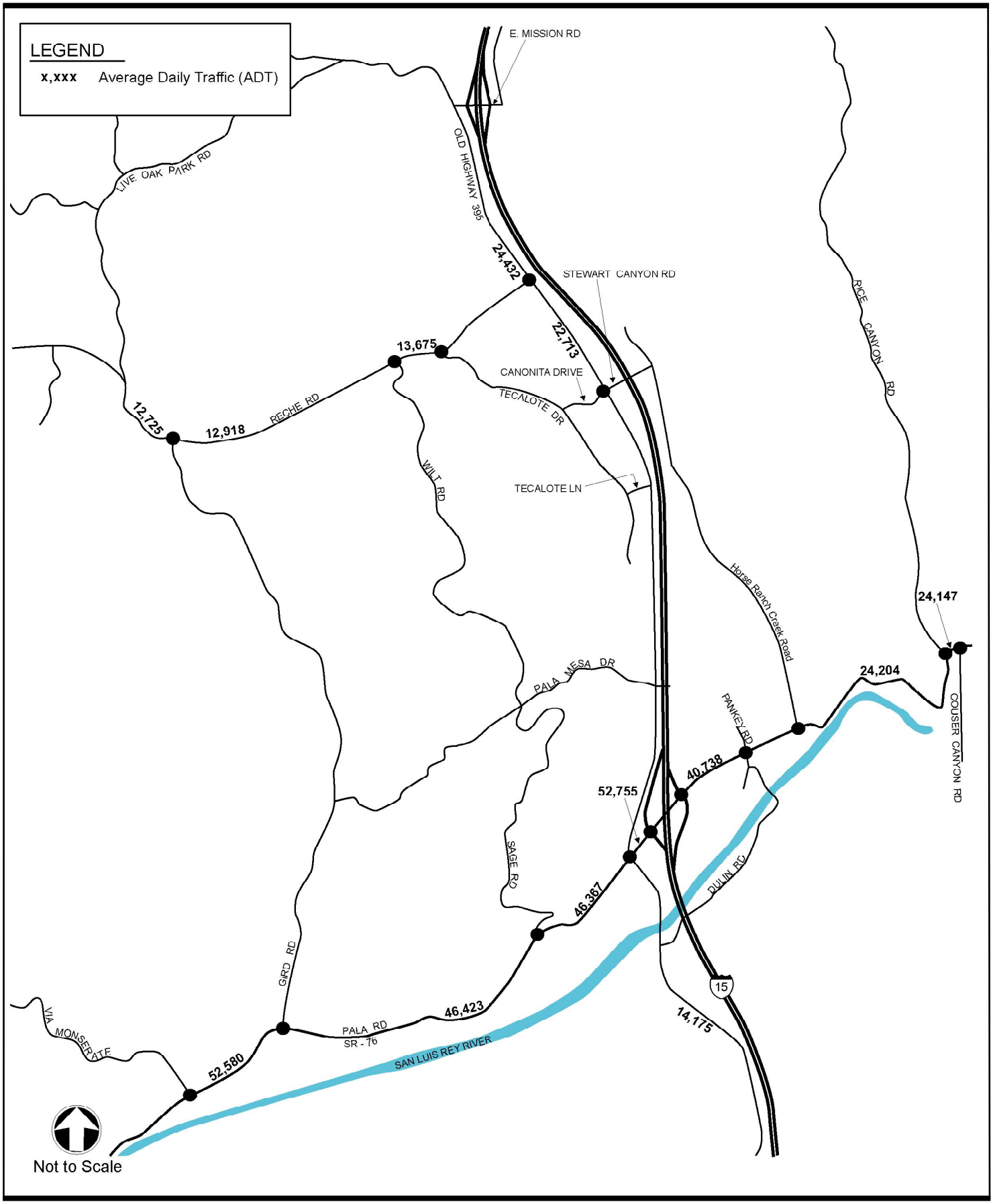

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Horizon Year 2030 With Project - Phase I ADT Volumes

Palomar Community College - North Education Center EIR

Figure 2.2-13

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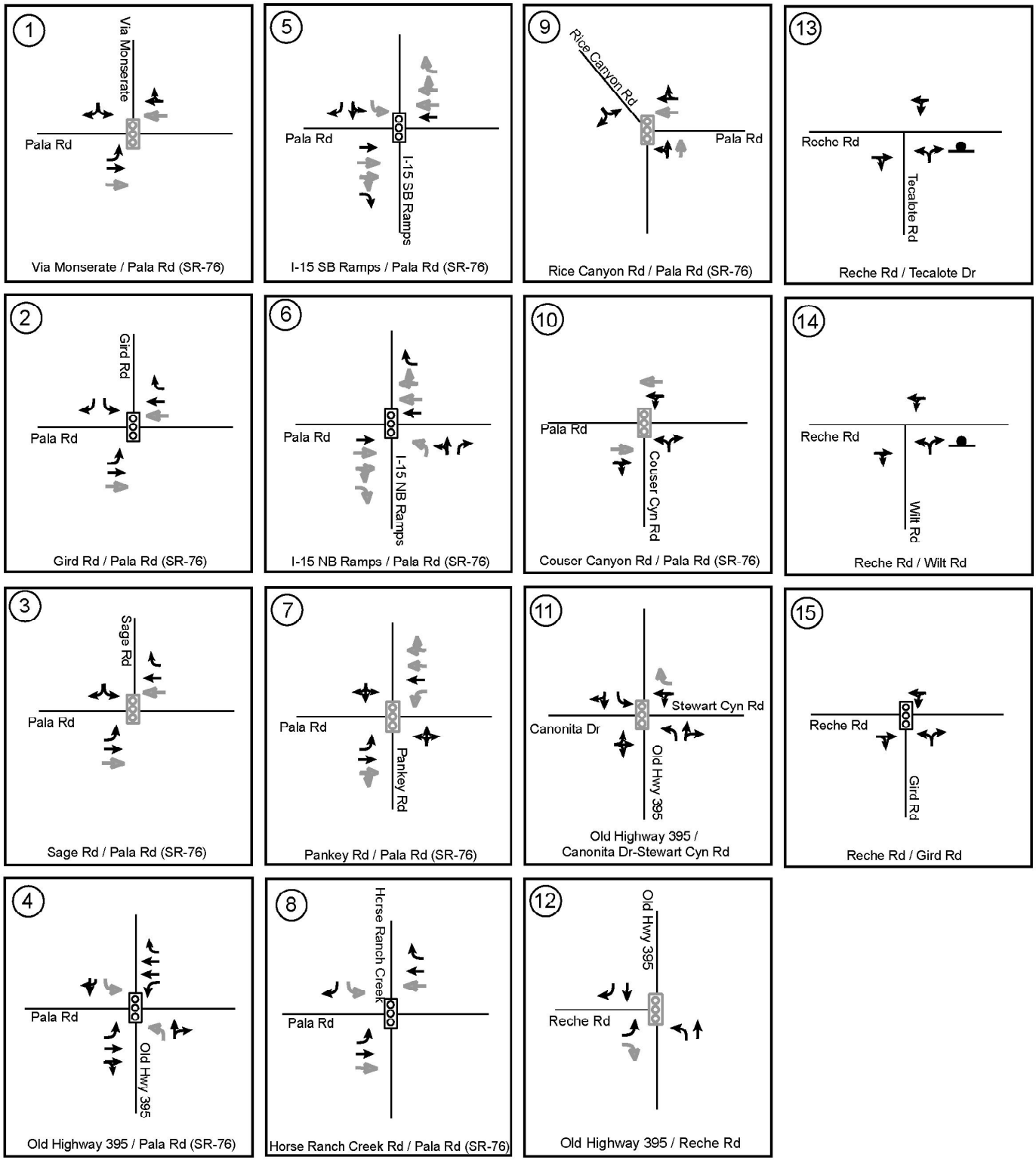

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Horizon Year 2030 - Buildout Geometries and RTP Improvements

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Figure 2.2-14

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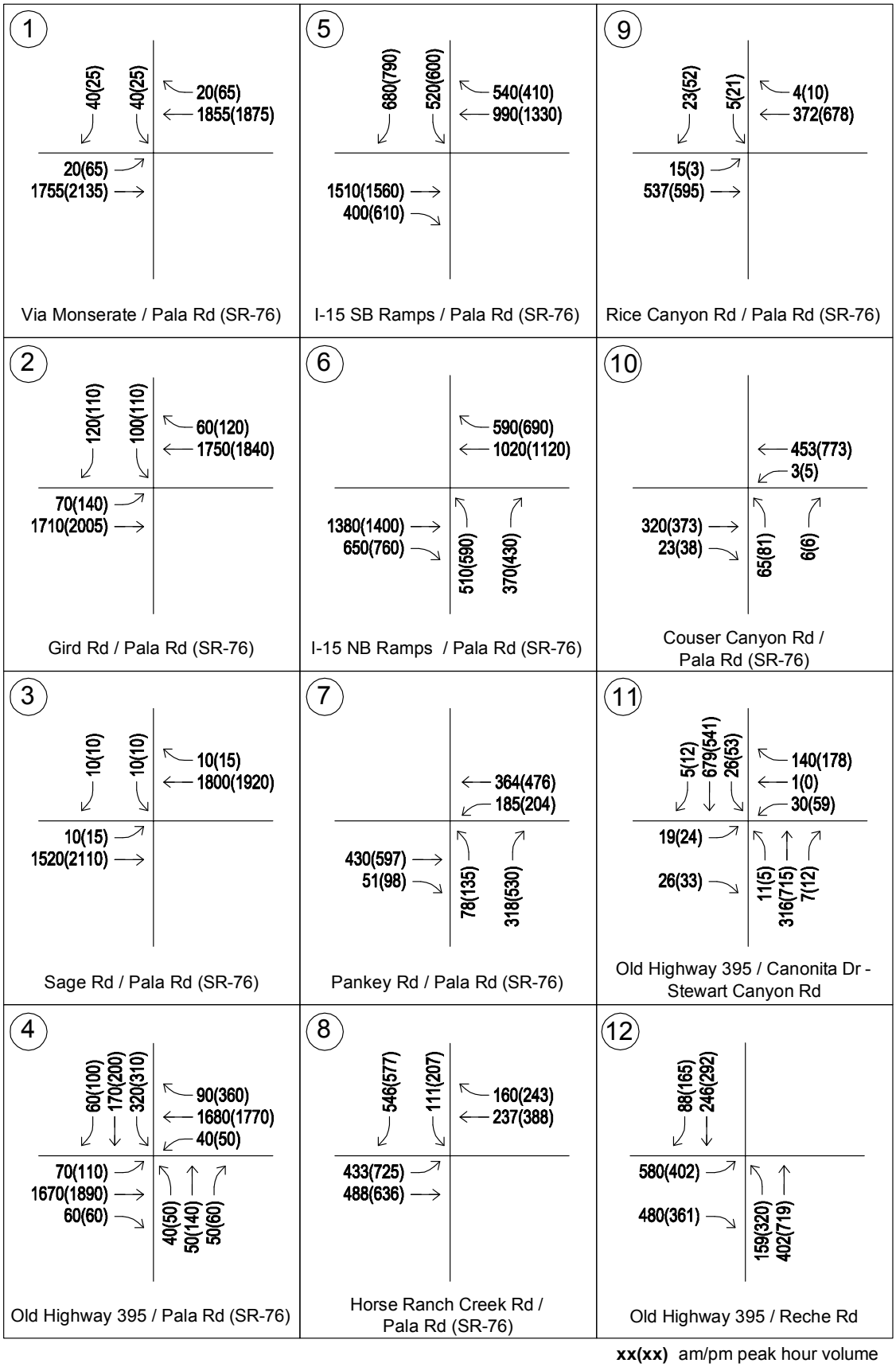

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Horizon Year 2030 With Buildout - Phase II Peak Hour Intersection Volumes

Palomar Community College - North Education Center EIR

Figure 2.2-15

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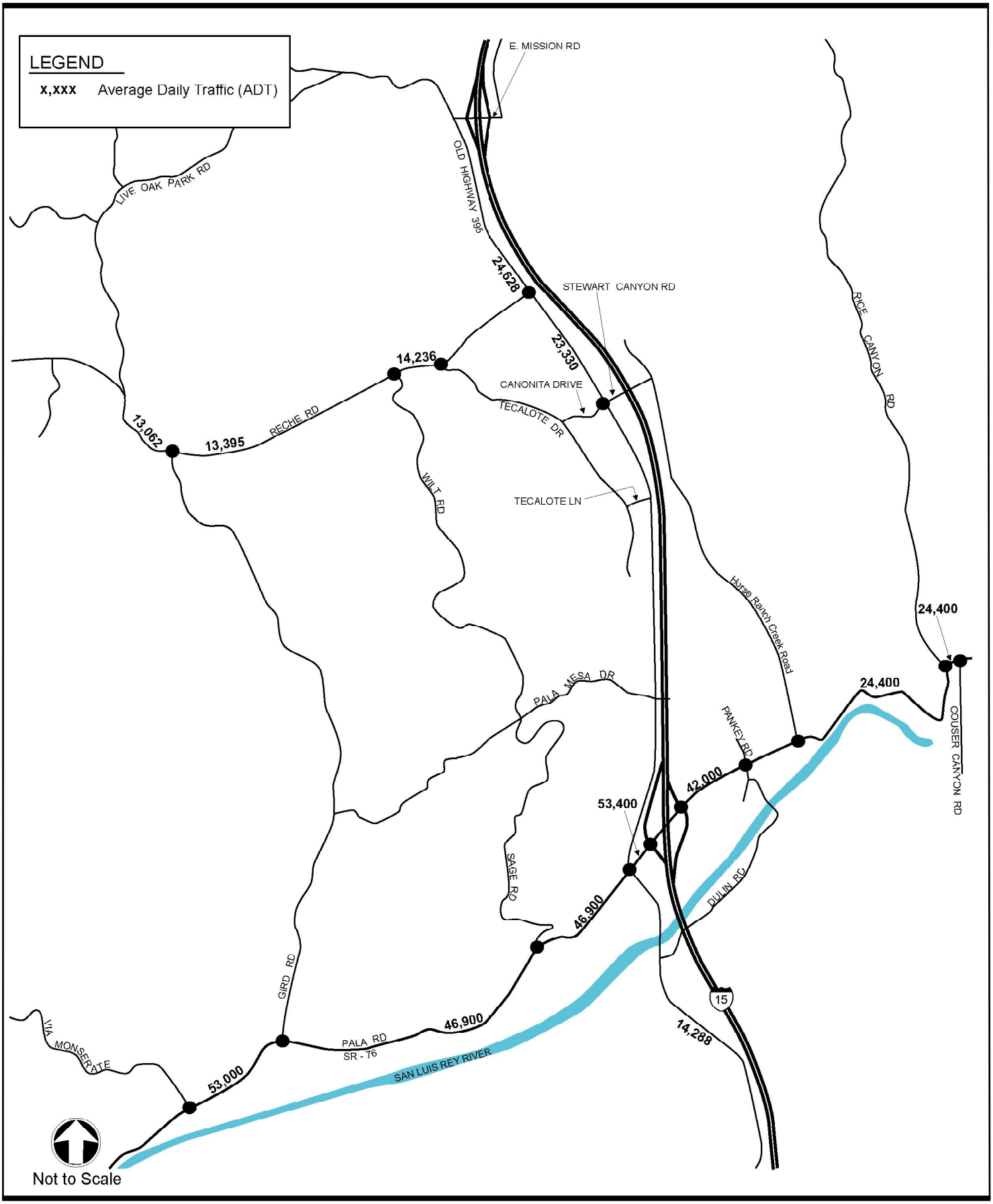

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Horzon Year 2030 With Buildout - Phase II ADT Volumes

Palomar Community College - North Education Center EIR

Figure 2.2-16

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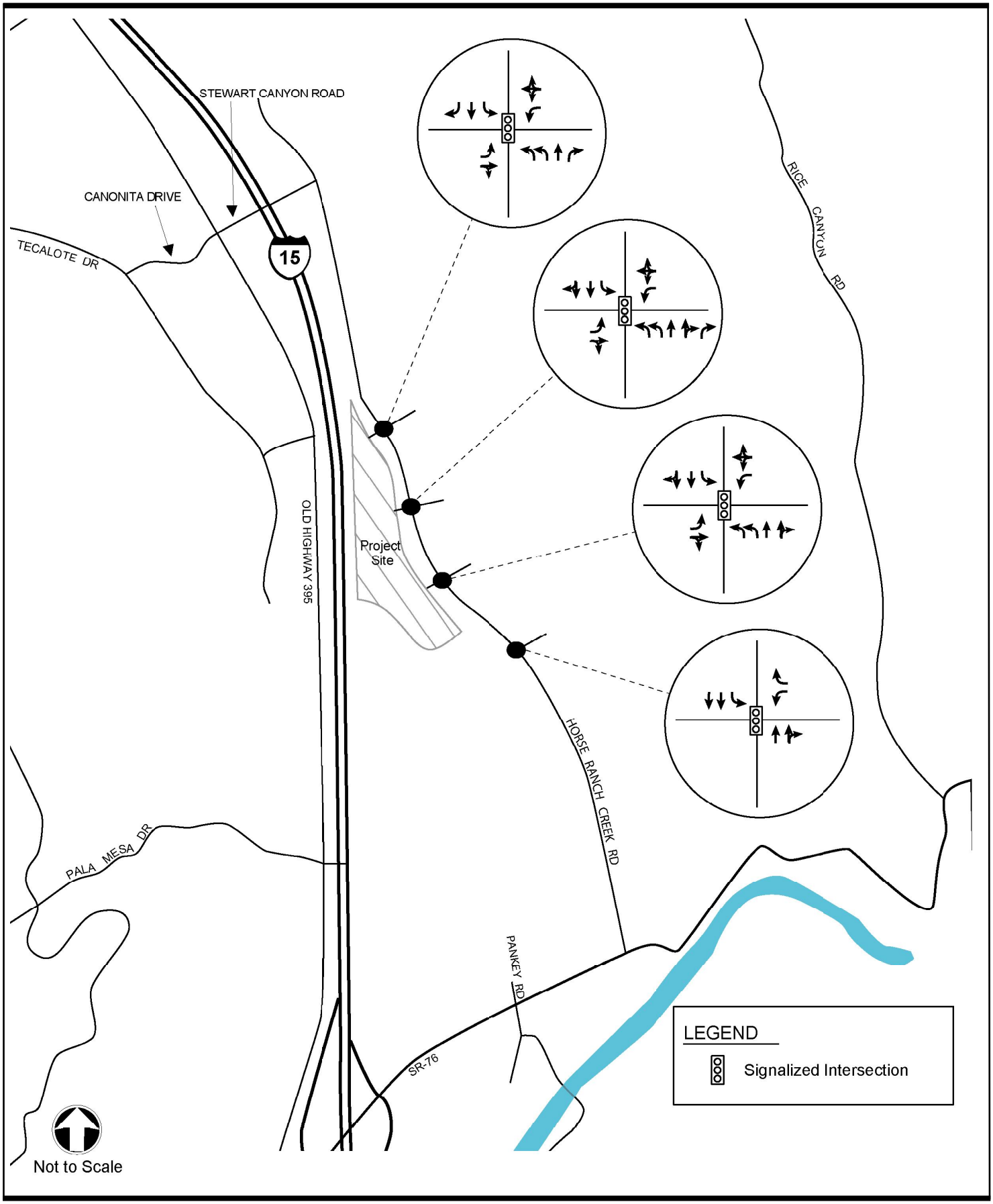

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Internal Roads Geometry

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Figure 2.2-17

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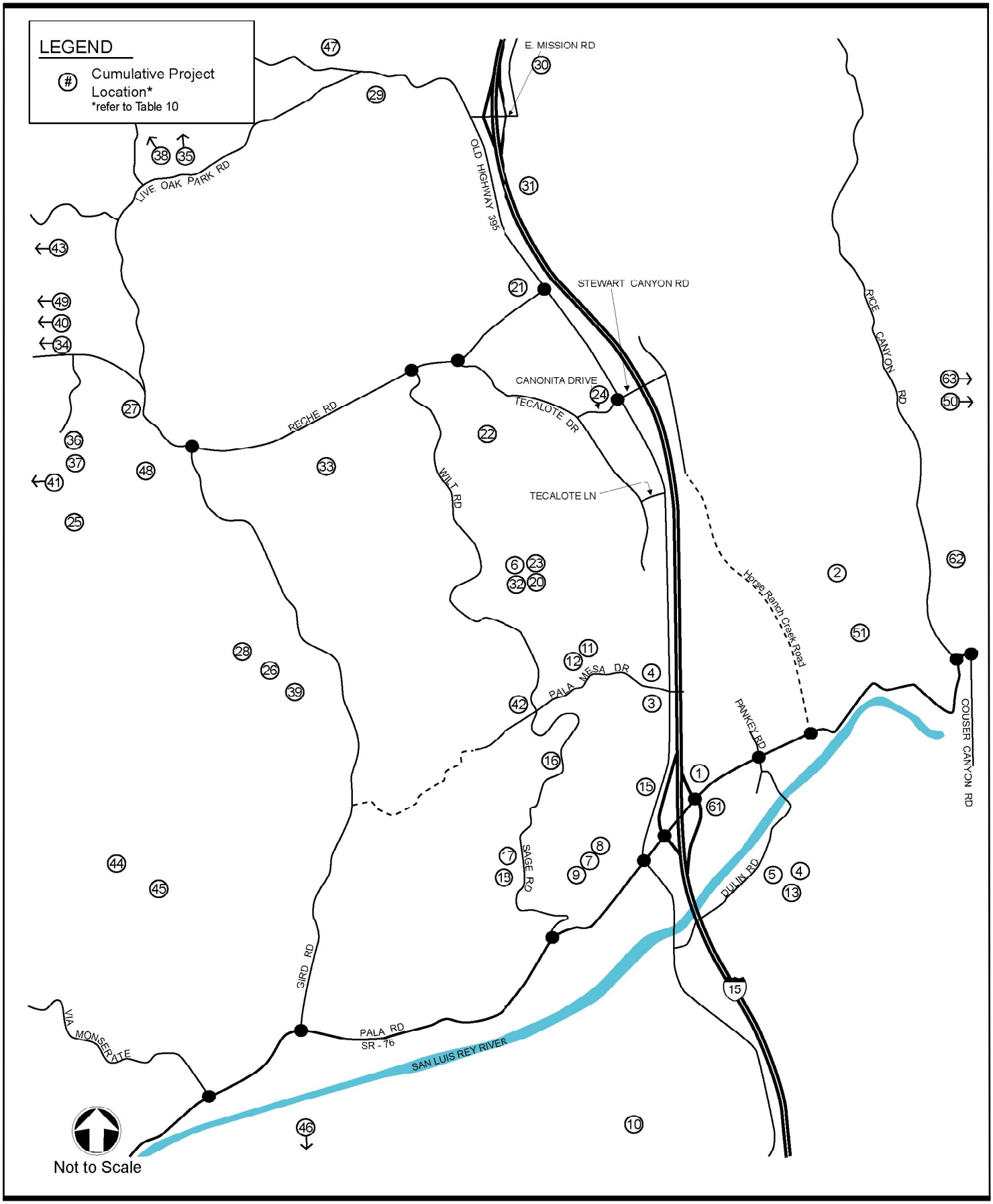

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Cumulative Project Locations

Palomar Community College - North Education Center EIR

Figure 2.2-18

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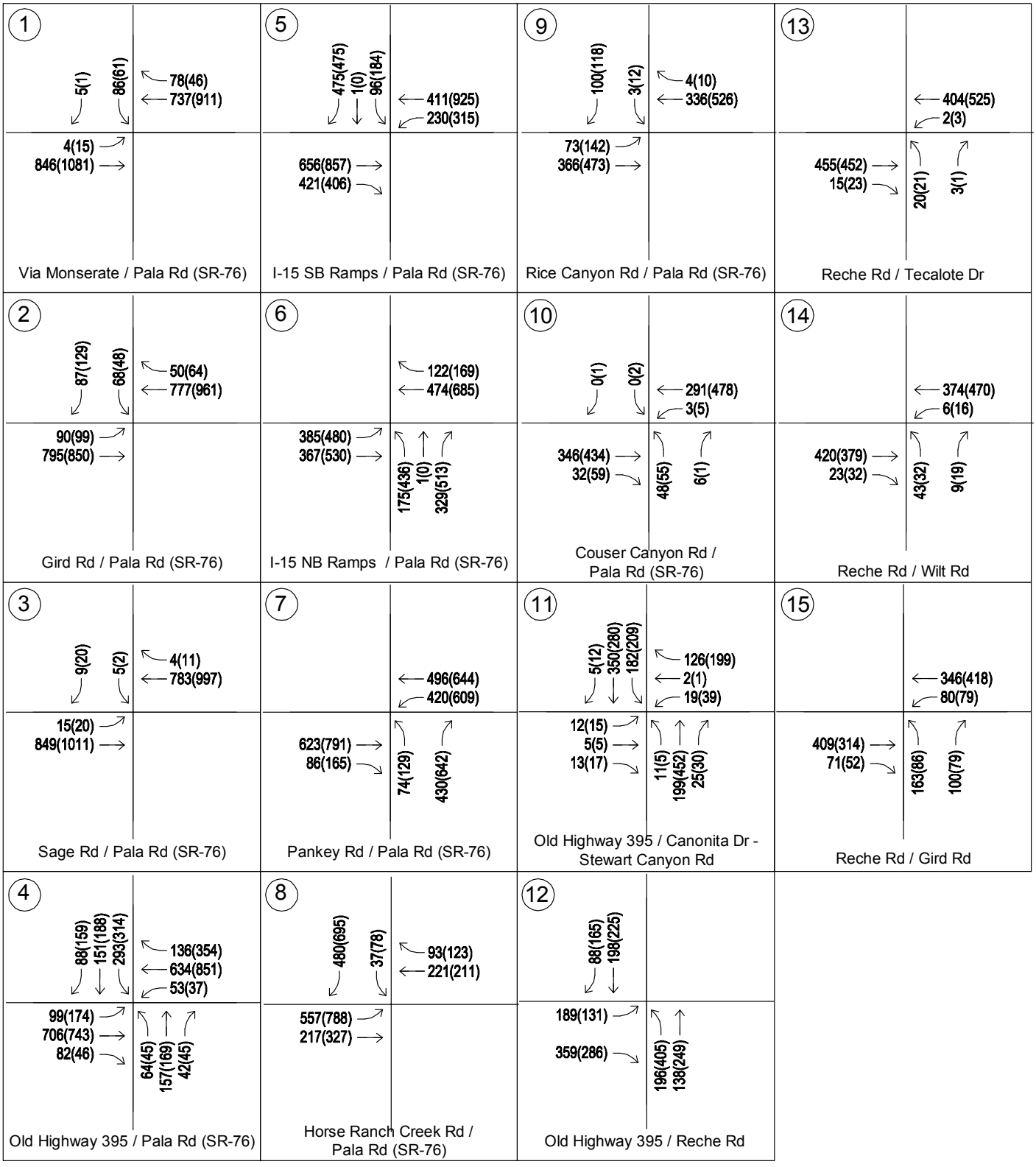

xx(xx) am/pm peak hour volume

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Existing Plus Cumulative Plus Project - Phase I Peak Hour Intersection Volumes

Palomar Community College - North Education Center EIR

Figure 2.2-19

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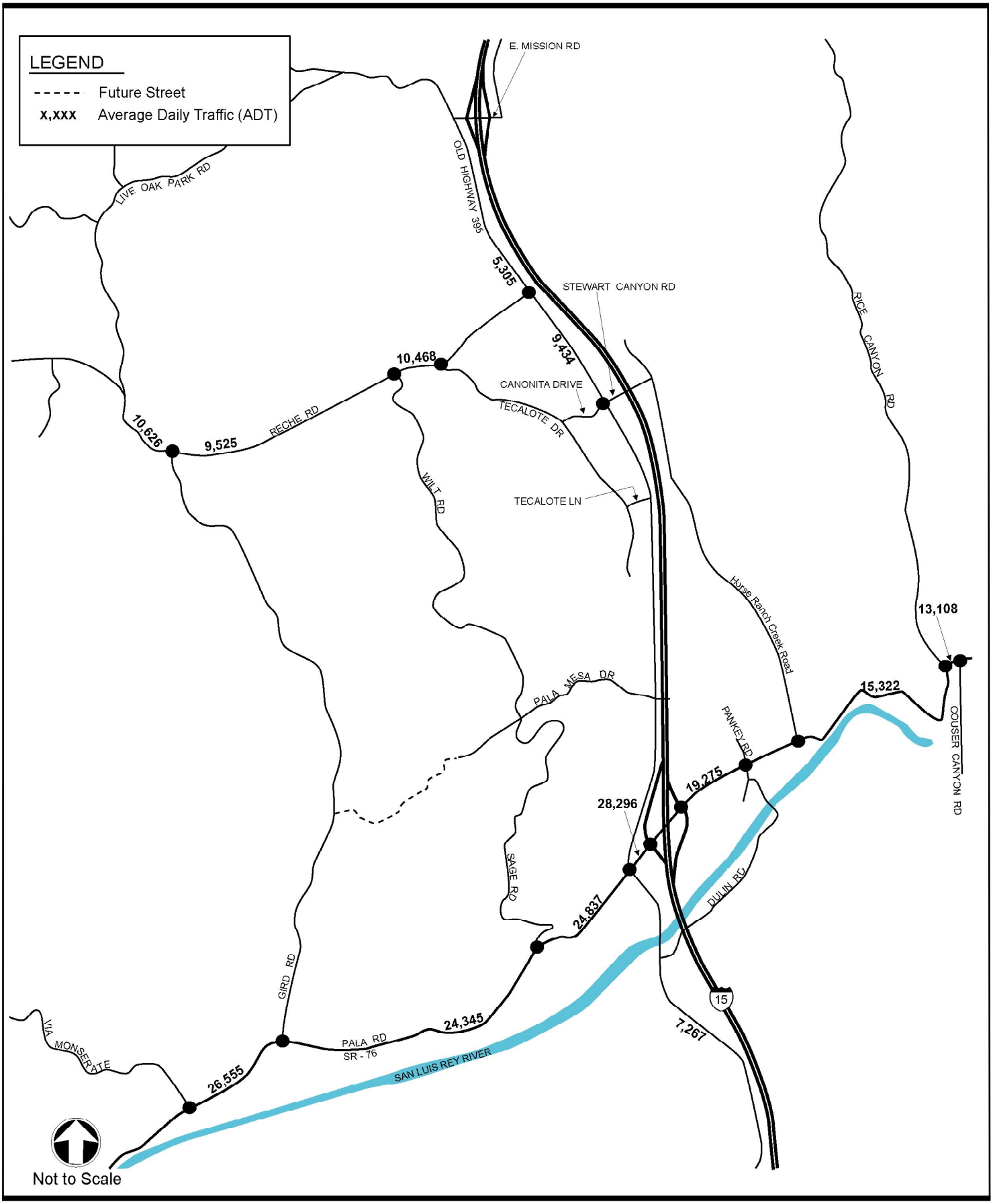

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Existing Plus Cumulative Plus Project - Phase I ADT Volumes

Palomar Community College - North Education Center EIR

Figure 2.2-20

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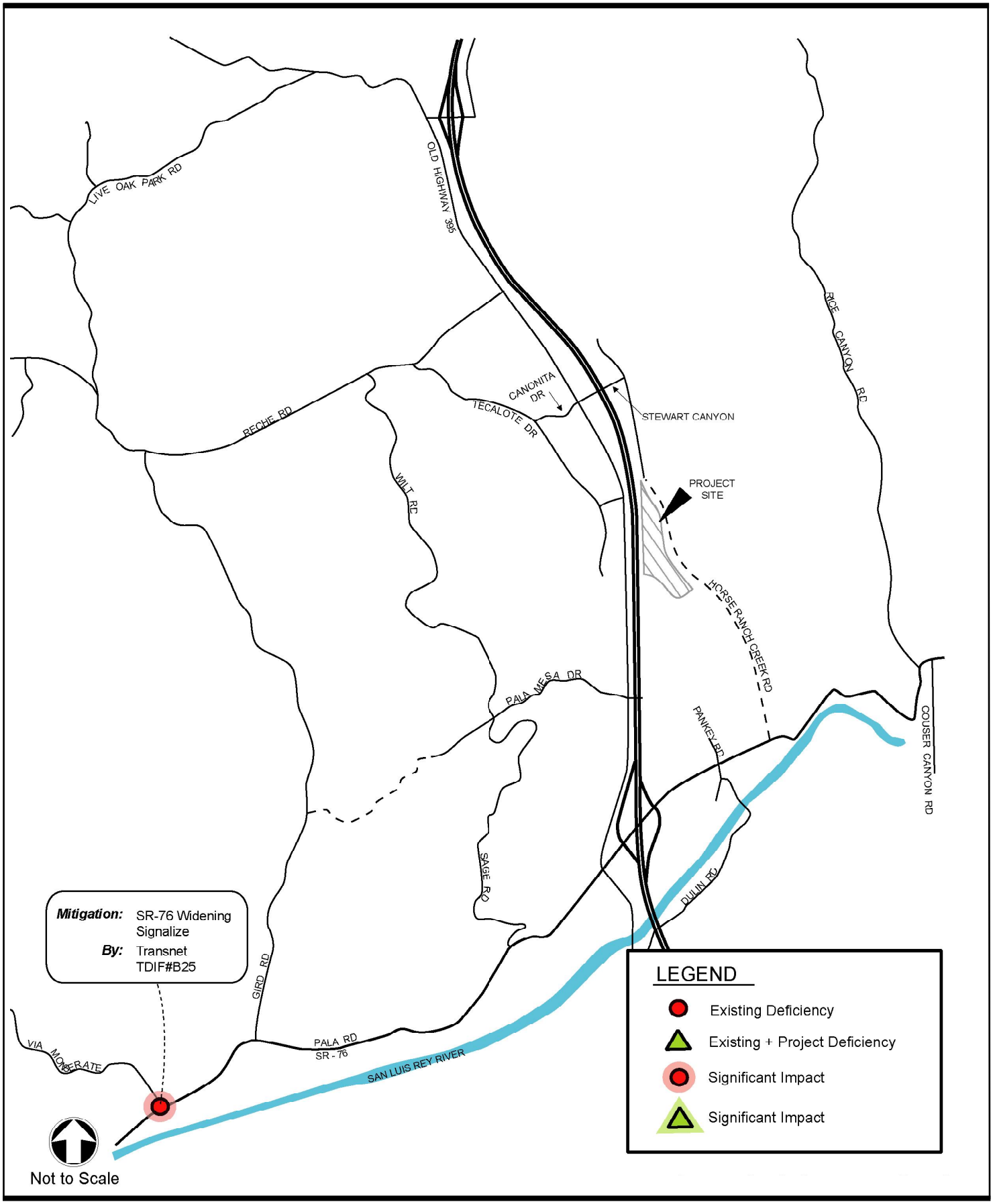

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Existing Conditions - Deficiencies & Mitigation

Palomar Community College - North Education Center EIR

Figure 2.2-21

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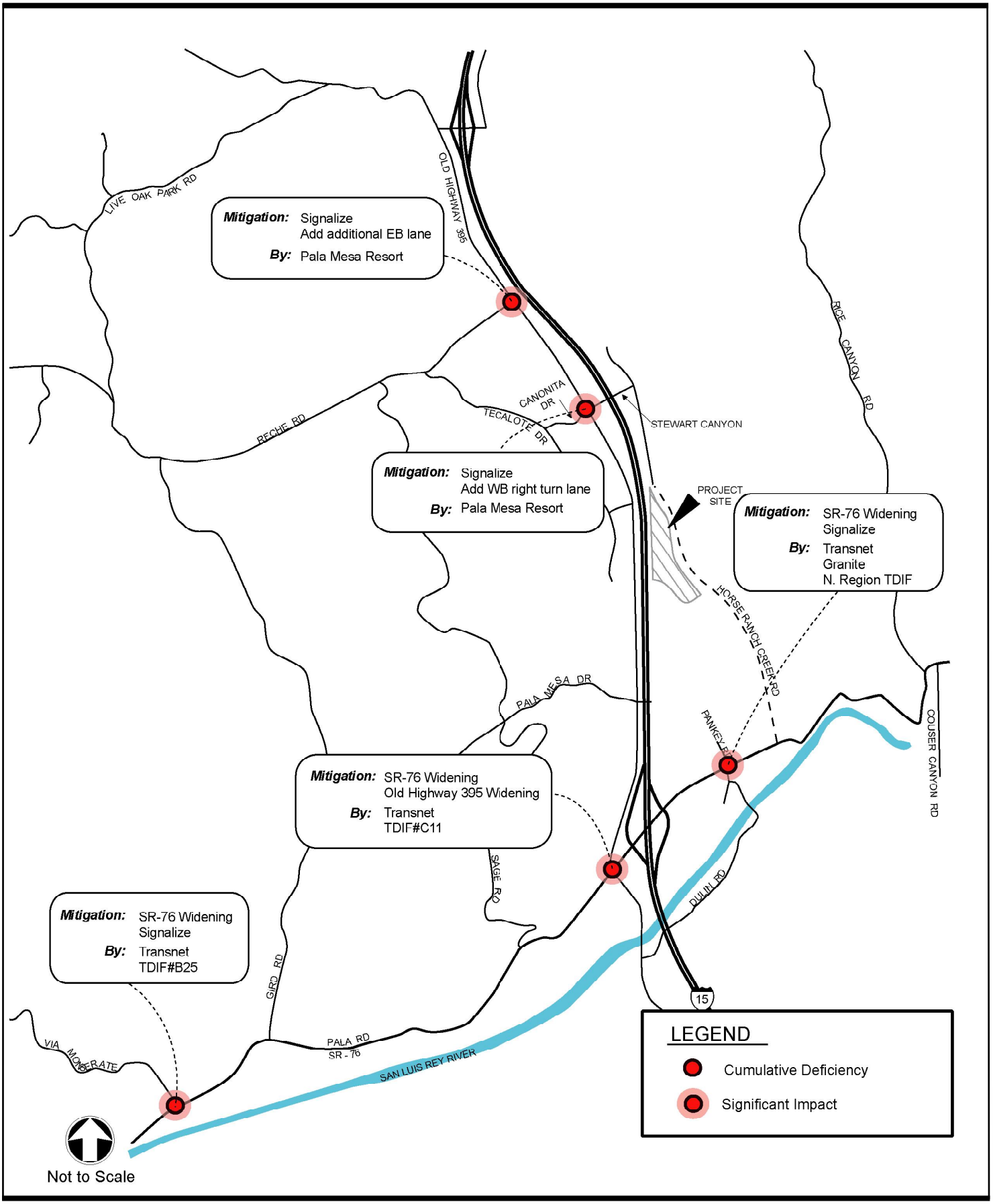

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Cumulative Conditions - Deficiencies & Mitigation

Palomar Community College - North Education Center EIR

Figure 2.2-22

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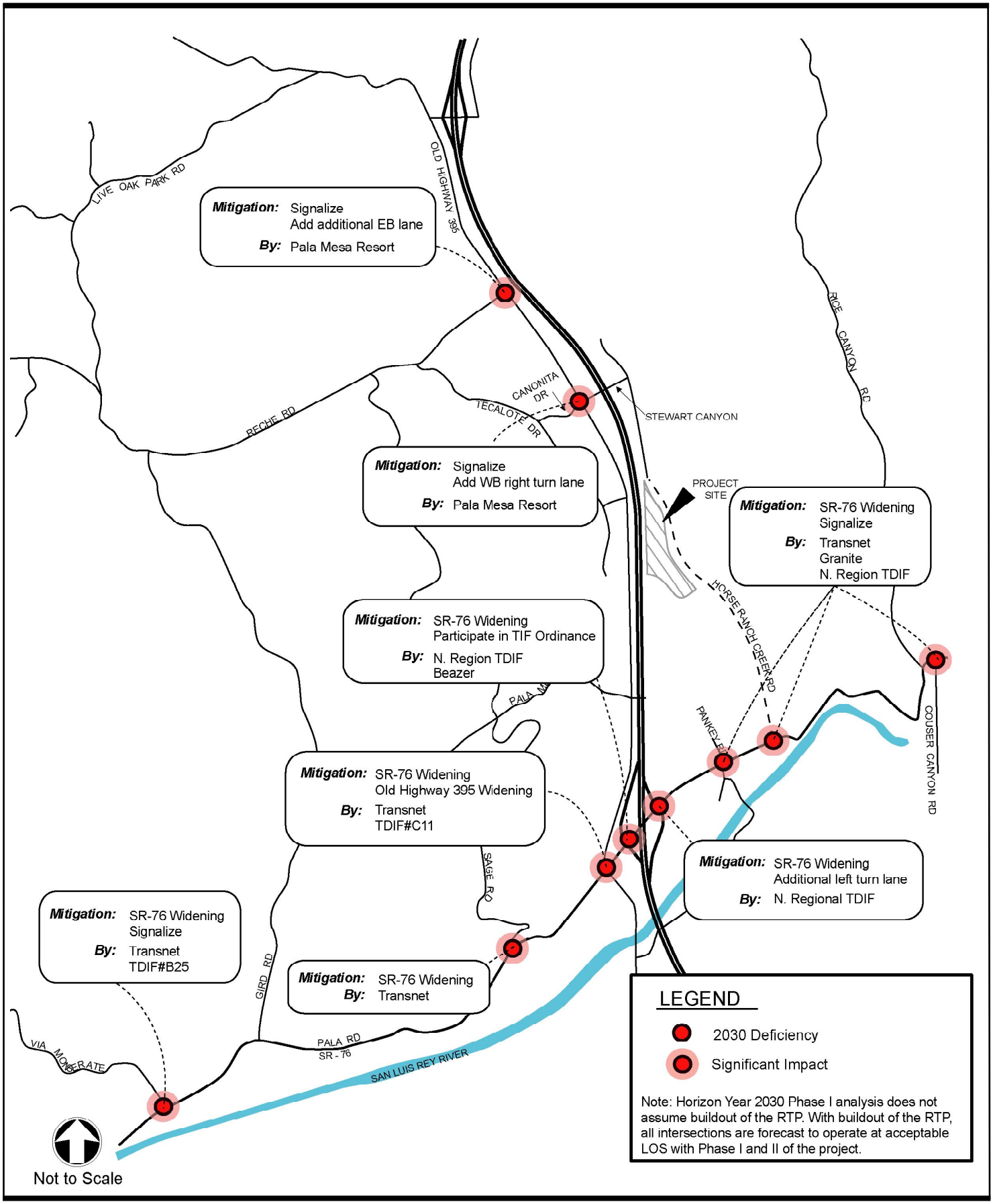

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Horizon Year 2030 Plus Phase I Conditions Deficiencies & Mitigation

Palomar Community College - North Education Center EIR

Figure 2.2-23

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3.0 SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT THAT CAN BE MITIGATED

3.1 BIOLOGICAL RESOURCES

The following biological resources analysis is based on the *Biological Resources Report* prepared by Tierra Environmental Services (Tierra), dated August 2007 and revised November 2007 and June 2008. The technical report is located in Appendix C of this EIR.

3.1.1 Existing Conditions

3.1.1.1 Physical Characteristics

The project area can be described as being moderately flat with low, rolling hills occurring on the northeastern portion of the site. Elevation onsite ranges from approximately 270 feet to 365 feet above mean sea level. The majority of habitat onsite includes a mixture of non-native grassland and pastureland, coyote brush scrub, disturbed coyote brush scrub, and southern cottonwood-willow riparian forest. Pampas grass is present in many areas onsite; however, all existing vegetation within the proposed development footprint would be removed during grading of the site.

Horse Ranch Creek, a north-to-south trending unnamed blue-line drainage, occurs immediately west of the western boundary. Horse Ranch Creek is concrete-lined for a portion of its length that parallels I-15. To the south of the project site, the creek widens and is no longer channelized. This drainage eventually flows into the San Luis Rey River. Two small, roughly southwest-trending seasonal drainages also occur in the southeastern portion of the project area. These drainages are not mapped on the USGS Bonsall quadrangle. Both drain watersheds to the east that are currently in use as agriculture as orchards. Flows in these drainages may be increased from irrigation of those orchards. Private residences and agricultural areas occur in the vicinity of the project area.

Eight soil series are reported from the project area including the Arlington, Grangeville, Ramona, Visalia, Vista, Placentia, Arlington, Cieneba, and Wyman series (USDA 2007). Soils in the Arlington series consist of moderately well drained, moderately deep coarse sandy loams that are underlain by weakly cemented granitic alluvium. These soils are on alluvial fans and occur on slopes ranging from 2 to 9 percent. Arlington coarse, sandy loam, occurring on 2 to 9 percent slopes (AvC), is reported from the project area. This soil type occurs on gentle to moderate slopes on alluvial fans (USDA 2007).

3.1.1.2 Onsite Land Uses

Historically, this land has been used for cattle grazing. Currently, cattle graze within the project area and in areas to the east and south of the project area. The project site is undeveloped with no existing structures.

As shown in Figure 3.1-1, the project area includes the 56.5-acre development area where the proposed college facilities will be located. It includes an approximately 25-acre native area that will be left in its natural state and no development is proposed at this time. The areas offsite include approximately ~~54.3~~56.4 acres which include the graded area for Horse Ranch Creek Road and an area for a borrow pit. ~~The offsite area also includes a 1.2-acre area where future road improvements will occur for traffic mitigation.~~

~~For purposes of this biological resources analysis, the term onsite refers to the entire development footprint including the offsite improvement areas.~~

3.1.1.3 Investigation Methodologies

Four biological surveys were conducted by Tierra Environmental Services. The biological surveys were conducted during a time of year when annual plant species and migratory birds would not be present in San Diego County. Due to cool weather conditions, conditions for observing birds and reptiles were suboptimal. Furthermore, at the time of the surveys, grasses onsite consisted of low growth blades with no identifiable features. Consequently, most grasses could not be identified to species or genus level. Nomenclature used in this report conforms to Simpson and Rebman (2001) and Hickman (1993) for vegetation; Holland (1986) for vegetation communities; Sibley (2000) for birds; Jameson and Peeters (1988) for mammals; and Behler and King (1979) for reptiles and amphibians.

Prior to field surveys, a search was conducted of the California Natural Diversity Data Base (CNDDB; CDFG 2006) a computerized inventory of endangered, threatened, or rare species occurrences maintained by the California Department of Fish and Game (CDFG). The potential occurrence of reported species was assessed during the field survey. All surveys were conducted pursuant to the California Environmental Quality Act (CEQA) and in consistency with the Natural Community Conservation Plan (NCCP). Four field surveys were conducted between December 14, 2006 and February 28, 2007. A wetland delineation was conducted in February 2007.

3.1.1.4 Focused Coastal California Gnatcatcher Surveys

The biological surveys determined that appropriate habitat for coastal California gnatcatcher (*Polioptila californica californica*) occurs onsite. Subsequently, a habitat assessment and focused surveys of the project area and offsite areas for the presence/absence of coastal California gnatcatcher onsite were conducted. Six focused surveys for the coastal California gnatcatcher were completed between March 15, 2007 and April 20, 2007. Surveys were conducted according to the U.S. Fish and Wildlife Service (USFWS) approved protocol for areas located outside of an MSCP Subarea Plan.

3.1.1.5 Least Bell's Vireo Focused Surveys

The biological surveys also determined that appropriate habitat for least Bell's vireo (*Vireo bellii pusillus*) occurs in the southern portion of the site (within the Native Area) and south of the project site as well. Eight focused surveys were conducted onsite for this species. Surveys were conducted on April 16, 26; May 7, 18, 30; June 13, 26; and July 12 of 2007. Surveys were conducted according to the U.S. Fish and Wildlife Service (USFWS) recommended protocol for least Bell's vireo.

Riparian habitats occurring in association with Horse Ranch Creek were surveyed by walking transects with use of a handheld global positioning system (GPS) and stopping every 75 feet to listen and search for vireo and other bird species. A footpath occurring along the western fence line was used to access areas of appropriate habitat. The drainages were surveyed by walking along either side of appropriate habitat and stopping every 75 feet to listen and search for vireos and other bird species. The eight morning surveys involved listening for vocalizations and visually searching for least Bell's vireo with the aid of binoculars. The least Bell's vireo focused survey report is presented in Appendix B of Appendix C.

3.1.1.6 Arroyo Toad Habitat Assessment

Due to the proximity of the project area to the San Luis Rey River, a habitat assessment for arroyo toad was deemed necessary. Subsequently, AMEC Earth and Environmental, Inc. (AMEC) conducted a habitat assessment on April 30 and May 9 of 2007. The assessment was conducted during the day with repeat visits for the focused surveys at night. The habitat assessment for arroyo toad is included in Appendix C of Appendix C.

3.1.1.7 Botany

Vegetation communities are described according to classifications provided in Holland (1986). However, it should be noted, that in some cases Holland vegetation community categories do not accurately describe habitats onsite. In these instances, a habitat type that accurately described vegetation onsite was used.

Nine vegetation communities were detected onsite and offsite improvement areas, including coastal freshwater marsh, southern cottonwood-willow riparian forest, southern willow scrub, alkali meadow, Diegan coastal sage scrub, disturbed Diegan coastal sage scrub, coyote brush scrub, disturbed coyote brush scrub, and non-native grassland. Ornamental areas, agricultural areas, disturbed areas, and developed areas also occur within the project area; refer to Figures 3.1-1~~ and 3.1-2~~. A complete list of all plant species detected onsite is included in Appendix B of Appendix C.

Coastal Freshwater Marsh (San Diego County Element Code 52410)

Coastal freshwater marsh is dominated by perennial, emergent monocots four meters to five meters tall, often forming completely closed canopies (Holland 1986). Plant species characteristic of this community include willow sedge (*Carex lanuginosa*), yellow nutsedge (*Cyperus esculentus*), spike sedges (*Eleocharis* spp.), cattails (*Typha* spp.), and viscid bulrush (*Scirpus acutus*). Plant species detected onsite included southern cattail (*Typha domingensis*), yerba mansa (*Anemopsis californica*), saltgrass (*Distichlis spicata*), selloa pampas grass (*Cortaderia selloana*), red willow (*Salix laevigata*), and salt cedar (*Tamarix ramosissima*).

Southern Cottonwood-Willow Riparian Forest (San Diego County Element Code 61330)

Southern cottonwood-willow riparian forest, as described by Holland (1986), is characterized by tall, open, broad-leafed winter-deciduous riparian forests dominated by western cottonwood (*Populus fremontii* ssp. *fremontii*), and several willow species (*Salix* spp.). The understory is usually composed of shrubby willows. This vegetation community typically occurs in sub-irrigated and frequently overflowed lands along rivers and streams. Plant species associated with this habitat include western sycamore (*Populus racemosa*), western cottonwood, Goodding's black willow (*Salix gooddingii*), arroyo willow (*Salix lasiolepis*), narrow-leaf willow (*Salix exigua*), red willow (*Salix laevigata*), and Douglas mugwort (*Artemisia douglasiana*). Plant species detected onsite included red willow, mule-fat (*Baccharis salicifolia*), viscid bulrush (*Scirpus acutus* var. *occidentalis*), western cottonwood, yerba mansa, salt cedar, wild celery (*Apium graveolens*), mistletoe (*Phoradendron* sp.), and selloa pampas grass.

Southern Willow Scrub (San Diego County Element Code 63320)

Southern willow scrub, as described by Holland (1986), is characterized by dense broad-leafed, winter deciduous riparian thickets dominated by several willow species (*Salix* ssp.), scattered western cottonwood, and western sycamore. Plants onsite included red willow, coast live oak (*Quercus agrifolia* var. *agrifolia*), and tree tobacco (*Nicotiana glauca*).

Alkali Meadow (San Diego County Element Code 45310)

According to Holland (1986), alkali meadow is a dense to fairly open growth of perennial grasses and sedges. Alkali meadow supports relatively few species and typically occurs on fine-textured, more of less permanently moist, alkaline soils. Plant species typically occurring in alkaline meadow include iodine bush (*Allenrolfea occidentalis*), yerba mansa (*Anemopsis californica*), saltgrass (*Distichlis spicata*), rush (*Juncus* sp.), and common scratchgrass (*Muhlenbergia asperifolia*). Plant species detected onsite included Mexican rush (*Juncus mexicanus*), saltgrass, yerba mansa, Bermuda grass (*Cynodon dactylon*), and spike-rush (*Eleocharis* sp.).

Diegan Coastal Sage Scrub (San Diego County Element Code 32500)

Diegan coastal sage scrub is characterized by low, soft to woody subshrubs that are most active in winter and early spring (Holland 1986). This vegetation community is typically dominated by coastal sagebrush (*Artemisia californica*) and California buckwheat (*Eriogonum fasciculatum*), together with laurel sumac (*Malosma laurina*) and white sage (*Salvia apiana*). Plant species detected onsite included coastal sagebrush, sawtooth goldenbush (*Hazardia squarrosa*), broom baccharis (*Baccharis sarothroides*), California buckwheat (*Eriogonum fasciculatum* var. *fasciculatum*), sweet fennel (*Foeniculum vulgare*), deerweed (*Lotus scoparius*), black sage (*Salvia melitensis*), phacelia (*Phacelia distans*), and blue elderberry (*Sambucus mexicana*).

The presence of non-native species and the sparse distribution of typically dominant shrub species are the characteristics that distinguish disturbed Diegan coastal sage scrub from undisturbed Diegan coastal sage scrub. Disturbed Diegan coastal sage scrub onsite supported spreading goldenbush (*Isocoma menziesii*), coastal sagebrush, California buckwheat, telegraph weed (*Heterotheca grandiflora*), short-pod mustard (*Hirschfeldia incana*), sweet fennel, tocalote (*Centaurea melitensis*), and deerweed.

Coyote Brush Scrub (San Diego County Element Code 3200)

Coyote brush scrub is not a vegetation community described by Holland (1986). However, due to its composition of low, soft-woody shrubs ranging in height from 0.5 to 2 meters, this vegetation community is best described as a coastal scrub habitat. Coyote brush is dominated by coyote brush (*Baccharis pilularis*). Other plant species occurring onsite include spreading goldenbush (*Isocoma menziesii* var. menziesii), blue elderberry, great marsh evening-primrose (*Oenothera elata* ssp. *hookeri*), tocalote (*Centaurea melitensis*), California buckwheat, and coast prickly-pear (*Opuntia littoralis*).

The abundance of non-native species and the sparse distribution of coyote brush are the characteristics that distinguish disturbed coyote brush scrub from undisturbed coyote brush scrub. Grazing occurs within this habitat and so the undergrowth consists mostly of non-native grasses. Plant species detected onsite included coyote brush, tocalote, California buckwheat, selloa pampas grass, and tree tobacco.

Non-Native Grassland (San Diego County Element Code 42200)

Non-native grassland has a dense to sparse cover of annual grasses with flowering culms 0.2-0.5 meters high. The majority of areas of non-native grasslands onsite are currently used as pastureland. During the biological surveys, grasses onsite consisted of low growth blades with no identifiable features. Consequently, grass species could not be identified to species or genus level. Despite active grazing, non-native grassland supports rodents, as indicated by rodent holes, and thus, provides appropriate habitat for small mammals and foraging areas for raptors.

3.1.1.8 Wildlife

Wildlife species were detected during the biological survey with binoculars or by unaided visual observation. A list of all wildlife species observed during the biological survey is presented in Appendix C of Appendix C.

Rare and/or Endangered or Sensitive Wildlife Species

A list of sensitive wildlife species potentially occurring onsite has been generated based on the results of the CNDDB, field observation, and previous biological surveys and reports. The ecology and potential for occurrence for these species is summarized in Table 3.1-1.

The CNDDB reported the potential occurrence onsite for federally and state endangered southwestern willow flycatcher (*Empidonax traillii extimus*) and least Bell's vireo (*Vireo bellii pusillus*); federally endangered and state threatened Stephen's kangaroo rat (*Dipodomys stephensi*); federally endangered San Diego ambrosia (*Ambrosia pumila*) and arroyo toad (*Bufo californicus*); and federally threatened and state special concern species coastal California gnatcatcher (*Polioptila californica californica*). The southern portion of the project site supports potentially appropriate habitat for southwestern willow flycatcher, least Bell's vireo, coastal California gnatcatcher, San Diego ambrosia, and Stephen's kangaroo rat. Furthermore, the San Luis Rey River, situated approximately 1.2 miles south of the southernmost portion of the project area, provides potentially appropriate habitat for arroyo toad. The river is approximately 700 feet from the disturbed area where Horse Ranch Creek Road is proposed to connect to SR 76. ~~The ecology and potential for occurrence for all species reported as potentially occurring onsite is summarized in Table 3.1-1.~~

In addition, several sensitive bird species were detected <u>either</u> onsite <u>or within the area surrounding the project site.</u>~~,~~ <u>These species</u> ~~including~~ <u>include</u> least Bell's vireo<u>,</u> coastal California gnatcatcher, white-faced ibis, Cooper's hawk, San Diego cactus wren, yellow warbler, yellow-breasted chat, rufous-crowned sparrow, and white-tailed kite. Cooper's hawk and white-tailed kite<u>.</u> ~~were observed onsite during the biological surveys.~~ <u>The status, habitat type, potential for occurrence and whether the species was identified during the surveys is discussed below and summarized in Table 3.1-1.</u>

<u>The proposed project will include the extension of existing water lines to the project site for water service. Areas associated with the proposed water line alignment were not included in the habitat assessment for coastal California gnatcatcher, nor were focused surveys for this species conducted in these areas. The northern portion of the proposed water line alignment is in an area that burned during the 2007 Rice wildfire in San Diego County. Prior to the fire, potentially appropriate habitat for coastal California gnatcatcher occurred in the vicinity of the northern portion of the alignment, which extends from the Stewart Canyon Road/Pankey</u>

Road intersection south to the northwestern property boundary. The southern portion of the proposed alignment was not affected by the 2007 Rice wildfire. Potentially appropriate habitat for coastal California gnatcatcher occurs in the vicinity of the southern portion of the alignment, along Shearer Crossing, south of the Pala Creek overpass along SR 76/Pala Road.

Focused surveys for least Bell's vireo and southwestern flycatcher were also not conducted in these areas. Potentially appropriate habitat for least Bell's vireo and southwestern willow flycatcher occurs in the vicinity of the southern portion of the proposed alignment in association with Pala Creek, in an area adjacent to Shearer Crossing on the Pala Creek overpass.

3.1.1.9 Rare and/or Endangered or Sensitive Plant Species

A list of sensitive plant species potentially occurring onsite has been generated based on the results of the CNDDB, field observation, and previous biological surveys and reports. No sensitive plant species were detected during the biological surveys. However, surveys were conducted during a time of year when spring annuals would not have been present above ground. Focused surveys for sensitive plants should be conducted within areas of Diegan coastal sage scrub and disturbed Diegan coastal sage scrub located offsite where they are not subject to grazing.

The CNDDB reported the potential occurrence onsite for federally endangered San Diego ambrosia (*Ambrosia pumila*). The project area supports potentially appropriate habitat for San Diego ambrosia. Focused surveys for San Diego ambrosia conducted in September 2007, were negative for the presence of San Diego ambrosia within the impact area.

3.1.1.10 Sensitive Habitats

Coastal freshwater marsh, a sensitive wetland habitat, is typically considered to be of high ecological value. Coastal freshwater marsh onsite consists of a small area of marsh habitat occurring in the southeastern portion of the site within the Native Area, adjacent to southern cottonwood-willow riparian forest. Although small in size, coastal freshwater marsh onsite is contiguous with other native wetland habitats. This habitat is considered to be of moderate ecological value. The USFWS, ACOE, CDFG, U.S. Environmental Protection Agency (EPA), and the County consider coastal freshwater marsh a sensitive wetland habitat.

Southern cottonwood-willow riparian forest and southern willow scrub, both sensitive wetland habitats, are typically of high ecological value as these vegetation communities provide potential habitat for least Bell's vireo and southwestern willow flycatcher, as well as other sensitive bird species and migratory birds. Southern cottonwood-willow riparian forest onsite occurs in association with Horse Ranch Creek, which provides a source of water for wildlife, and with two small drainages in the southeastern portion of the site. Southern willow scrub also occurs in association with one of these small drainages. The USFWS, ACOE, CDFG, EPA, and the County consider southern cottonwood-willow riparian forest and southern willow scrub sensitive wetland habitats.

Alkali meadow, a sensitive wetland habitat, occurs adjacent to southern cottonwood-willow riparian forest and southern willow scrub. Surface water was evident in areas delineated as alkali meadow. Water was approximately one inch in depth over much of the southwestern portion of the project. Based on the presence of wetland plants and wetland hydrology, alkali meadow habitats are considered to be wetland habitat by the ACOE and CDFG. Alkali

meadow is considered to be of moderate ecological value. The USFWS, ACOE, CDFG, EPA, and the County consider alkali meadow a sensitive wetland habitat.

In general, Diegan coastal sage scrub is considered a sensitive upland habitat of high ecological value. This vegetation community provides potential habitat for the coastal California gnatcatcher (*Polioptila californica californica*) as well as a variety of wildlife species. Diegan coastal sage scrub onsite is of high ecological value as it occurs near or contiguous to larger areas of coastal sage scrub. Disturbed Diegan coastal sage scrub onsite supports native and non-native plant species and sparser native components than undisturbed Diegan coastal sage scrub. Nonetheless, disturbed Diegan coastal sage scrub provides habitat for wildlife species. Furthermore, this habitat provides potential habitat for coastal California gnatcatcher. Many areas of disturbed Diegan coastal sage scrub onsite are contiguous with or occur near areas of undisturbed Diegan coastal sage scrub. This habitat is considered to be of moderate ecological value. Diegan coastal sage scrub is considered a sensitive upland habitat by the USFWS, CDFG, EPA, and the County.

Coyote brush scrub, a type of coastal sage scrub and a sensitive upland habitat, is dominated by coyote brush. These areas provide habitat for small mammals and avian species. This habitat occurs adjacent to other sensitive habitat and is considered to be of moderate to low ecological value. Disturbed coyote brush scrub provides suboptimal habitat for bird and small mammals and supports non-native, invasive plant species. Disturbed coyote brush scrub is considered to be of low ecological value.

Non-native grassland is a sensitive upland habitat. Onsite, these areas are used as pastureland for grazing cattle. Consequently, plant species occurring onsite consist of grass species, sparsely distributed spreading goldenbush, and annual non-native plants, such as short-pod mustard. Non-native grassland onsite supports rodent species and due to the large area it occupies onsite provides appropriate foraging habitat for raptor species, including white-tailed kite, Cooper's hawk, red-tailed hawk, red-shouldered hawk, and American kestrel. Non-native grassland is considered to be of moderate ecological value.

3.1.2 Regulatory Requirements

Sensitive habitats include those communities considered unique because they host many species of plants and animals that are rare or substantially depleted. In the project area, sensitive upland habitats include Diegan coastal sage scrub, disturbed Diegan coastal sage scrub, coyote brush scrub, disturbed coyote brush scrub, and non-native grassland. Sensitive wetland habitats include coastal freshwater marsh, southern cottonwood-willow riparian forest, southern willow scrub, and alkali meadow.

3.1.2.1 Federal

Endangered Species Act

Administered by the United States Fish and Wildlife Service (USFWS), the Endangered Species Act (ESA) provides the legal framework for the listing and protection of species and their habitats identified as being endangered or threatened with extinction. Action that jeopardize endangered or threatened species and their habitats are considered a "take" under the ESA. Section 9(a) of the ESA defines take as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." Section 4(d) of the ESA regulate action that could jeopardize endangered or threatened species. A special

rule under Section 4(d) of he ESA authorizes “take” of certain protected species under approved state NCCP programs. The County of San Diego participates in a 4(d) program relative to Diegan coastal sage scrub.

Migratory Bird Treaty Act

Nesting raptors, such as red-tailed hawks and burrowing owls, are protected under the Federal Migratory Bird Treaty Act (MBTA). This law is generally protective of migratory birds but does not actually stipulate the type of protection required. Most often, protection is in the form of restrictions on disturbances allowed near active raptor nests.

Wetland Assessment

Wetlands in San Diego County are subject to jurisdiction by the CDFG pursuant to Section 1600 of the California Fish and Game Code; and the ACOE and the EPA pursuant to Section 404 of the Clean Water Act. In California, the Regional Water Quality Control Board assumes the responsibility of the EPA through issuance of a Section 401 Water Quality Certification.

The Environmental Services Division (ESD) of the CDFG conducts all aspects of CDFG wetlands regulation, permitting, and mitigation. ESD's primary role in wetlands management is the execution of Streambed Alteration Agreements that may be required for construction projects that impact wetlands associated with rivers, streams, or lakes. ESD also confers with other State and Federal permitting agencies including the ACOE (CWA § 404 Permits), the State Water Resources Control Board, and its Regional Water Quality Control Boards (Section 401 Water Quality Certification).

ACOE jurisdiction under Section 404 of the Clean Water Act includes wetlands and extends to “waters of the U.S.” Section 404 of the Clean Water Act requires that anyone interested in depositing dredged or fill material into "waters of the U.S., including wetlands" must receive authorization for such activities. The ACOE has been assigned responsibility for administering the Section 404 permitting process. The Regional Water Quality Control Board (RWQCB) assumes jurisdiction of waters of the U.S. and wetlands under Section 401 of the Clean Water Act. Any project requiring a 404 permit from the ACOE requires a Section 401 Water Quality Certification from the RWQCB.

The Fish and Wildlife Coordination Act requires that the ACOE coordinate their actions with the USFWS and the CDFG. The final determination of whether an area is a wetland and whether the activity requires a permit must be made by the appropriate ACOE District office.

A wetland delineation of the project area was conducted by C. Nordby on February 28, 2007; refer to Appendix A of Appendix C. In the project area, coastal freshwater marsh and alkali meadow are considered wetlands habitats by the ACOE and CDFG. Portions of southern cottonwood-willow riparian forest with appropriate soils and hydrology are considered wetland habitats by the ACOE and CDFG. Portions of southern cottonwood-willow riparian forest lacking clear indicators of hydrology are considered wetlands by the CDFG only. Southern willow scrub is considered a wetland habitat by the CDFG. Unvegetated portions of the southeastern drainage are considered waters of the U.S. by the ACOE and wetland by the CDFG. The drainage occurring south of this area supports wetland habitat according to the ACOE and CDFG. Downstream this drainage is unvegetated and is considered waters of the U.S. by the ACOE. Impacts to jurisdictional wetlands are considered significant according to

the ACOE, CDFG and EPA. Mitigation for impacts to these areas would involve the creation and restoration of wetlands to achieve no-net-loss of wetland function and values.

Wetland Delineation

The ACOE currently requires that wetland delineations be performed using the 1987 Wetland Delineation Manual (ACOE 1987). The 1987 manual delineates wetlands based on three parameters: the prevalence of hydrophytic vegetation; the presence of hydric soils; and the presence of wetland hydrology. Hydrophytic vegetation refers to "water-loving" or wetland indicator plants. Wetland plants are classified as obligate or facultative based on their requirements for wetland conditions during their life cycles (Reed 1988). Obligate (OBL) wetland plants require wetland conditions, at least saturated soils, during periods in their life cycle to survive. Facultative (FAC) wetland plants prefer wet or moist conditions; however, depending on the species, may be found in wetlands, uplands or transitional areas. Facultative species have been further described to include a range of preference from upland to wetland conditions as facultative upland (FACU), facultative (FAC), and facultative wetland (FACW). Hydrophytic vegetation is considered to be prevalent in an area if more than 50 percent of the dominant species are OBL, FACW, or FAC.

Hydric soils are soils that are saturated, flooded or ponded long enough during the growing season to develop anaerobic conditions that favor the growth and regeneration of hydrophytic vegetation (ACOE 1987). Such soils generally develop indicators of anaerobic conditions, such as reduced regions in the soil profile. The U.S. Natural Resources Conservation Service (formerly U.S. Soils Conservation Service) has published a list of soils that qualify as hydric soils.

Wetland hydrology encompasses all hydrologic characteristics of areas that are periodically inundated or have soils saturated to the surface at some time during the growing season. Wetland hydrology can be obvious or subtle. Surface saturation is an obvious indication, as is free water in a pit excavated to examine soils. Less obvious indicators include watermarks or water-stained leaves.

The 1987 ACOE Manual includes two methods for determining wetland boundaries: the routine method and the comprehensive method. The routine delineation method usually involves a field visit where existing conditions are observed and indicators of wetland vegetation, hydric soils and wetland hydrology are noted and mapped on an aerial photograph or facsimile, such as an orthotopographic photograph. The comprehensive delineation method involves the analysis of vegetation, soils, and hydrology along a number of transects, randomly distributed along a main transect that parallels the project. For this project, the routine method of wetland delineation was used and included the following procedures:

An aerial photo (1" = 200’) was used as a reference and for mapping the jurisdictional boundaries. The wetland boundary was determined based on the presence of obligate and facultative wetland plant species and evidence of hydrology. The wetland delineation report prepared by REC for the adjacent Campus Park project was used to confirm the presence of hydric soils onsite.

All jurisdictional areas, including wetlands and waters of the U.S., were delineated according to methods outlined in the ACOE 1987 Wetland Delineation Manual (ACOE 1987); refer to Appendix F of Appendix C.

3.1.2.2 State

NCCP Compliance

The Natural Community Conservation Program (NCCP) was established in 1991 by state law. The NCCP is broader in its orientation and objectives than the California and Federal Endangered Species Acts, which are designed to identify and protect species that have already declined in numbers significantly. The primary objective of the NCCP is to conserve natural communities while accommodating compatible land use. The focus of the initial effort was the coastal sage scrub habitat of Southern California. The southern California coastal sage scrub region is organized into eleven NCCP planning "subregions." Some subregions are organized into "subareas" that correspond to the geographic boundaries of participating jurisdictions or landowners.

Due to the absence of a localized habitat conservation plan that includes the project area, impacts to upland habitats will require compliance with the NCCP. Take of coastal sage scrub is allowed under Section 4(d) of the Endangered Species Act (ESA), which defines the conditions under which take of the coastal California gnatcatcher would not be considered a violation of the ESA. Impacts to coastal sage scrub are limited to five percent of the total acreage occurring within the County in accordance with the 4(d) rule of the federal ESA and require a Habitat Loss Permit (HLP) pursuant to the Habitat Loss Ordinance 8365.

Evaluation and ranking of coastal sage scrub habitats is required in order to determine an appropriate mitigation ratio. Protection should be afforded to lands that are likely to be important to long-term conservation due to size and density, location, and biologic components. Habitat area evaluated based on the NCCP Logic Flowchart, a step-down evaluation process. According to the NCCP Logic Flowchart, the project area supports Diegan coastal sage scrub defined as being of intermediate value; refer to Appendix G of Appendix C. Although Diegan coastal sage scrub onsite consists of small, fragmented areas of habitat, it is in close proximity to more expansive areas of Diegan coastal sage scrub and should be considered for its potential significance for subregional conservation planning.

RWQCB Certification

If an action proposes to conduct an activity that may result in any discharge to Water of the U.S., a Section 401 (Section 401 of the Clean Water Act) Water Quality Certification must be obtained from the Regional Water Quality Control Board.

3.1.2.3 County of San Diego

Resource Protection Ordinance

The Resource Protection Ordinance (RPO), effective October 10, 1991, provides development restriction on sensitive lands within the jurisdiction of the County of San Diego. The resources protected by the County under the RPO included wetlands floodplains, steep slopes, sensitive biological habitats, and prehistoric and historic sites. On July 23, 2004, the San Diego County Planning Commission determined that the project site and most of the area

where offsite improvements are located are exempt from the RPO requirements (PC7-23RPO Exemption) because a Tentative Map for the site was recorded prior to August 10, 1988.

3.1.2.4 Permits Required

The proposed project would result in impacts to ACOE and/or CDFG wetland habitats. Impacts would include grubbing and filling wetlands. Such action would require an ACOE Section 404 permit, Regional Water Quality Control Board (RWQCB) Section 401 Water Quality Certification and CDFG Section 1600 Streambed Alteration Agreement. For take of coastal sage scrub, an HLP from the County of San Diego is required.

3.1.2.5 Wildlife Corridors/Linkages

Wildlife corridors are habitat areas that allow animal movement and provide connectivity between habitat patches and more expansive habitat areas. These linkages and core areas provide an important network of viable native habitats and plant communities. The majority of the project area is currently used as pasture for grazing cattle and does not provide the vegetative cover required to function as a wildlife corridor. However, vegetated areas offsite occurring in association with Horse Ranch Creek provide dense vegetative cover that links areas onsite to habitats to the north and also south to the San Luis Rey River. Thus, these areas function as a wildlife corridor. Vegetated areas associated with the southeastern drainages may also function as movement corridors.

3.1.3 Thresholds for Determining Significance

The following conditions, based on state CEQA guidelines, should be considered and evaluated to provide evidence to support a conclusion of impact significance. A significant impact to biological resources would be considered to occur if the project would:

Special Status Species

1. Impact one or more individuals of a species listed as federally or state endangered or threatened.
2. Result in a loss of functional foraging habitat for raptors. Alteration of less than five acres of foraging habitat could only be considered less than significant if a biologically based determination can be made that the project would not have a substantially adverse effect on the regional long-term survival of any raptor species.
3. Increase noise and/or nighttime lighting to a level above ambient proven to adversely affect sensitive species.
4. Increase human access or predation or competition from domestic animals, pests or exotic species to levels that would adversely affect sensitive species.
5. Impact nesting success of sensitive animals through grading, clearing, fire fuel modification, and/or noise generating activities such as construction.

Riparian Habitat or Sensitive Natural Community

6. Result in project-related construction, grading, clearing, or other activities would temporarily or permanently remove sensitive native or naturalized habitat on or off the project site.

7. Result in any of the following occurring to or within jurisdictional wetlands and/or riparian habitats as defined by ACOE, CDFG and the County of San Diego: removal of vegetation; grading; obstruction or diversion of water flow; adverse change in velocity, siltation, volume of flow, or runoff rate; placement of fill; placement of structures; construction of a road crossing; placement of culverts or other structures; construction of a road crossing; placement of culverts or other underground piping; any disturbance of the substratum; and /or any activity that may cause an adverse change in native species composition, diversity and abundance.
8. Not include a wetland buffer adequate to protect the functions and values of existing wetlands. Typically, buffers of a minimum of 25 feet and a maximum of 200 feet are necessary to protect wetlands.

Wildlife Movement and Nursery Sites

9. Prevent wildlife access to foraging habitat, breeding habitat, water sources, or other areas as necessary for their reproduction.
10. Substantially interfere with connectivity between blocks of habitat, or would potentially block or substantially interfere with a local or regional wildlife corridor or linkage.
11. Create artificial wildlife corridors that do not follow natural movement patterns.
12. Increase noise and/or or nighttime lighting in a wildlife corridor or linkage to levels proven to affect the behavior of the animals identified in a site-specific analysis of wildlife movement.
13. Not maintain an adequate width for an existing wildlife corridor or linkage and/or would further constrain an already narrow corridor through activities such as reduction of corridor width, removal of available vegetative cover, placement of incompatible uses adjacent to it, and placement of barriers in the movement path.

Local Policies, Ordinances, Adopted Plans

14. The project would impact coastal sage scrub (CSS) vegetation in excess of the County's 5% habitat loss threshold as defined by the NCCP process guidelines.
15. Preclude or prevent the preparation of the subregional NCCP.
16. Impact any amount of sensitive habitat lands in open space areas as appropriate and as outlined in the RPO. ~~Not minimize and/or mitigate coastal sage scrub habitat loss in accordance with Section 4.3 of the NCCP process guidelines.~~
17. Not minimize and/or mitigate coastal sage scrub habitat loss in accordance with Section 4.3 of the NCCP process guidelines.~~Not conform to the goals and requirements as outlined in any applicable Habitat Conservation Plan (HCP), Habitat Management Plan (HMP), Special Area Management Plan (SAMP), Watershed Plan, or similar regional planning effort.~~
18. Not conform to the goals and requirements as outlined in any applicable Habitat Conservation Plan (HCP), Habitat management Plan (HMP), Special Area Management Plant (SAMP), Watershed Plan, or similar regional planning

effort.~~Preclude connectivity between areas of high habitat values, as defined by the NCCP Process Guidelines.~~

19. Preclude connectivity between areas of high habitat values, as defined by the NCCP Process Guidelines.~~Reduce the likelihood of survival and recovery of listed species in the wild. Would result in the killing of migratory birds or destruction of active migratory bird nests and/or eggs.~~
20. Reduce the likelihood of survival and recovery of listed species in the wild. Would result in the killing of migratory birds or destruction of active migratory bird nests and/or eggs.

3.1.4 Environmental Impact

The proposed project would result in direct and indirect impacts to sensitive upland and wetland habitats, sensitive species, wildlife corridors, and jurisdictional wetlands areas; refer to Table 3.1-2 and Figures 3.1-~~3~~ 2 and 3.1-~~4~~3. The significance of proposed impacts is based on thresholds of significance provided above. For the purposes of quantifying impacts and mitigation this impact analysis will not differentiate between disturbed Diegan coastal sage scrub and undisturbed Diegan coastal sage scrub or disturbed coyote brush scrub and undisturbed coyote brush scrub. As such, disturbed Diegan coastal sage scrub and disturbed coyote brush scrub will be referred to as Diegan coastal sage scrub and coyote brush scrub, respectively.

In addition, the biological impact analysis takes into consideration potential impacts caused by required brush clearing activities to reduce the potential risk for wildfire to occur. Onsite and offsite areas affected by brush clearing activities are included within the limits of disturbance as shown on Figure 3.1-1. The proposed mitigation measures include acreage for impacts to sensitive resources as the result of required brush clearing.

3.1.4.1 Direct Impacts

Sensitive Habitats

Upland Habitats

Impact B-1a through ~~B-1c~~B-1d Implementation of the proposed project would result in significant direct onsite and offsite impacts on sensitive upland habitats including ~~3.47~~2.97 acres of Diegan coastal sage scrub, 21.63 acres of coyote brush scrub, and ~~72.78~~74.25 acres of non–native grassland, as the project would permanently remove sensitive native and/or naturalized habitats onsite that are considered sensitive habitat lands. All of the impacts to Diegan coastal sage scrub occur offsite within the area proposed for offsite road improvements. This area is within the jurisdiction of the County of San Diego. Under Threshold 6, potential impacts to sensitive upland habitats are considered significant.

Mitigation would be required for these impacts. In order to comply with the ESA, a HLP from the County would be required for impacts to Diegan coastal sage scrub.

Jurisdictional Wetlands

Impact B-2a through ~~B-2d~~B-2f Construction of the proposed project would result in impacts on jurisdictional habitats of the ACOE, CDFG and County. Project impacts are presented in Table 3.1-2. All proposed impacts to jurisdictional wetlands would occur offsite.

Impacts to ACOE/CDFG jurisdictional wetlands include ~~0.26~~0.58 acre of alkali meadow, ~~0.15~~0.25 acre of coastal freshwater marsh, and ~~0.07~~0.35 acre of southern cottonwood-willow riparian forest. Impacts to CDFG-only jurisdictional wetlands include ~~0.31~~0.35 acre of southern willow scrub. ~~No impacts to ACOE waters of the U.S., also considered CDFG wetlands, have been proposed.~~

Habitat Loss Permit Findings

As stated in the *Biological Technical Report*, a total of 5.94 acres of mitigation would be required for impacts on Diegan coastal sage scrub to mitigate for the loss of 0.04 acre onsite and 2.93 acre offsite (permanent) of potential coastal California gnatcatcher habitat. A Habitat Loss Permit (HLP) from the County of San Diego would be required prior to the removal of coastal sage scrub on the site.

The following findings have been made to authorize take of coastal California gnatcatcher habitat under the Interim 4(d) Rule of the state Endangered Species Act, consistent with the NCCP guidelines and County Habitat Loss Permit:

1. *The habitat loss does not exceed the five-percent guideline.*
2. *The habitat loss would not preclude connectivity between areas of high habitat values.*
3. *The habitat loss would not preclude or prevent the preparation of the subregional NCCP.*
4. *The habitat loss has been minimized and mitigated to the maximum extent practicable in accordance with Section 4.3 of the NCCP Guidelines.*
5. *The habitat loss would not appreciably reduce the likelihood of survival and recovery of a listed species.*

Recommended findings with supporting facts appear in a separate document attached to the project's environmental findings for consideration by the decision-maker. The findings are incorporated by reference in this EIR. The findings are appropriate to incorporate because they provide supporting evidence that the project is consistent with the County's Habitat Loss Permit Ordinance and the 4(d) rule of the state Endangered Species Act and that potential impacts to California gnatcatcher habitat are less than significant.

Sensitive Wildlife Species

California Gnatcatcher

~~Impact B-3~~ ~~Implementation of the proposed project would result in potential significant impacts to two pairs of coastal California gnatcatcher detected within Diegan coastal sage scrub at the Old Highway 395/Stewart Canyon Road and Canonita Drive site.~~ The proposed project would result in impacts to approximately 0.04 acre of Diegan coastal sage scrub habitat onsite and 2.93 acres offsite. None of the habitat was determined to be occupied during the focused surveys.~~The project proposes to impact 0.5 acre of Diegan coastal sage scrub associated with offsite road improvements at this intersection. Impacts to this area of Diegan coastal sage scrub would result in impacts to occupied coastal California gnatcatcher habitat.~~

Least Bell's Vireo

Impact ~~B-4~~B-3 None of the 15 least Bell's vireo individuals detected during focused surveys occur within the project area. However, five individuals occur in southern cottonwood-willow riparian forest within 500 feet of the southern project boundary. In order to avoid impacts considered significant under Thresholds 1 and 5, no grubbing, clearing, or grading will be conducted within 300 ft. of appropriate habitat for least Bell's vireo during its breeding period (March 15 to September 15).

Southwestern Willow Flycatcher

Impact ~~B-5~~B-4 The breeding season for least Bell's vireo overlaps with the breeding season for southwestern willow flycatcher and although focused surveys for southwestern willow flycatcher were not conducted onsite, the removal of vegetation in riparian habitat could result in potential significant impacts to the southwestern willow flycatcher.

Sensitive Raptors and Migratory Birds

Impact ~~B-6~~B-5 In addition to the state and federal Endangered Species Acts that protect sensitive wildlife, the Migratory Bird Treaty Act (MBTA, 1918) protects nesting migratory bird species. This federal statute 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. With the exception of introduced bird species, all migratory birds onsite and their nests would be protected by the MBTA. As such, project activities resulting in removal of vegetation during the breeding season for migratory birds (February to August) could result in potentially significant impacts to migratory birds.

Other Sensitive Wildlife Species

Impact ~~B-7~~B-6 Several sensitive bird species were detected during the general biological surveys and focused surveys, including white-faced ibis, Cooper's hawk, San Diego cactus wren, yellow warbler, yellow-breasted chat, and rufous-crowned sparrow, all of which are California special concern species. In addition, white-tailed kite, a species fully protected by the CDFG when nesting, was detected onsite. Grubbing, clearing, or grading activities associated with the proposed project conducted within habitat for the above mentioned bird species during the breeding season (February to August) or within 500 feet of occupied raptor nests would result in a potentially significant impact.

Sensitive Plant Species

No sensitive plants were detected during the biological surveys. However, surveys by Tierra biologists were conducted during a time of year when spring annuals would not have been present above ground. Based on historical and existing land uses, as well as the observances made during the biological surveys, no impacts to sensitive plant species as a result of implementation of the proposed project are anticipated.

3.1.4.2 Indirect Impacts

Edge Effects

Impact ~~B-8~~B-7 Indirect impacts may be the result of secondary effects from direct impacts or those impacts that over time cause the degradation of a resource by changing its function, health or quality. Indirect impacts often continue in the long-term and may actually increase,

unlike direct impacts, which typically occur as a single event. "Edge effects" are a common type of indirect impact. In such a situation, habitats are indirectly impacted as a result of removing adjacent habitats thereby creating an exposed edge that may then be subject to increased disturbance and encroachment by non-native species. Indirect impacts may also occur as the result of trampling of vegetation by construction crews, soil erosion, or a decline in the availability of a resource, such as water or prey. Habitat fragmentation and loss of habitat or watershed integrity are also considered indirect impacts.

Permanent indirect impacts potentially resulting from the proposed project may include increased edge effects, artificial lighting, increased noise levels from traffic and human presence, and increased potential for intrusion into surrounding native habitats by humans and domestic pets. The project is surrounded by Interstate 15 on the west and pasture land on the east. To the south of the site is southern cottonwood-willow riparian forest. The proposed development footprint is separated from the riparian forest by the Native Area. No development is proposed within the Native Area to avoid impacts to sensitive wetland habitats; however, any future development of the Native Area would require additional environmental analysis. The limits of the proposed building site include a 50-foot setback from any wetland areas onsite to provide a buffer. Proposed developments would eliminate areas of upland habitat that currently provide a buffer for southern cottonwood-willow riparian forest. Other potential indirect impacts include encroachment of non-native species into native habitats, litter, and use of toxic chemicals (e.g. fertilizers, pesticides, herbicides, and other hazardous materials). Temporary indirect impacts associated with construction activities include increased noise levels, human disturbance, trampling, and soil erosion.

As mentioned previously, the proposed project will include extension of existing water lines to the site for water service. An existing water line will be extended from Stewart Canyon Road/Canonita Drive, south along existing Pankey Road, then within proposed Horse Ranch Creek Road; refer to Exhibit A of Appendix C. From the intersection of proposed Horse Ranch Creek Road/SR 76, the water line will be extended to the west within SR 76, south along existing Pankey Road, then within existing Shearer Crossing to connect with an existing water line; refer to Exhibit B of Appendix C. These improvements will occur within existing, paved roadway segments, with an assumed disturbance area of 10 feet to either side of centerline. The roadway segments represent previously disturbed areas with no sensitive resources identified within the assumed limits of disturbance, and therefore, no direct impacts to sensitive resources would occur as the result of extension of the water lines. However, potential indirect impacts to sensitive species may occur as the result of related construction noise. A survey conducted in November 2007 by Tierra Environmental Services identified limited areas of southern cottonwood-willow riparian forest and Diegan coastal sage scrub to the south of SR 76, alongside roadways in which the proposed water line would be constructed. These habitats have the potential to support sensitive avian species. Therefore, as indirect impacts to sensitive avian species may occur from noise associated with water line construction, mitigation would be required to reduce the potential for disturbance to such species.

3.1.5 Cumulative Impact Analysis

The proposed project is considered to contribute to the cumulative loss of habitats including Diegan coastal sage scrub, non-native grassland, and southern cottonwood-willow riparian forest. Fourteen projects from Table 1-2, including the Palomar Community College - North

Education Center, were considered for the cumulative impacts analysis. These projects were specifically considered due to their potential to contribute to cumulative impacts as the result of a loss of habitat or species within the region, or for connectivity issues. However, five of the fourteen projects were determined not to result in impacts to native habitats. As such, these projects are not included in the cumulative impacts analysis. The remaining nine projects were determined to result in impacts to sensitive habitats and species are, therefore, included in the cumulative impacts analysis for this project.

Diegan coastal sage scrub is the upland habitat of most concern occurring on and in the vicinity of the project area. Diegan coastal sage scrub is known to have the potential to support a variety of sensitive species, including coastal California gnatcatcher. In the vicinity of the project area, Diegan coastal sage scrub occurs as contiguous patches of habitat. As such, the cumulative impact study area was identified based on Diegan coastal sage scrub habitat in the vicinity of the project area. The study area includes corridors that connect habitats occurring north and south of SR 76 and corridors connecting habitats occurring west and east of I-15. Projects included in the study area have the potential to impact these corridors and/or habitats and thereby have the potential to disrupt the contiguity of Diegan coastal sage scrub in the area.

The proposed project area and offsite affected areas support approximately ~~3.47~~2.97 acres of Diegan coastal sage scrub. More expansive areas of coastal sage scrub habitat occur north and northeast of the project area. Furthermore, approximately 140 acres of coastal sage scrub occur approximately 0.5 mile from the project area, north of SR 76 and west of I-15. Farther west, an additional 170 acres of habitat extend to the west, north of SR 76. Approximately 1,400 feet west of the southern portion of the project area, west of I-15, is a 130-acre patch of coastal sage scrub and north of that patch, approximately 1,500 feet from the project area is a 75-acre patch of coastal sage scrub. An approximately 220-acre grouping of coastal sage scrub habitat occurs about two miles south of the project site, east of I-15 and south of SR 76.

3.1.5.1 Diegan Coastal Sage Scrub ~~and Coastal California Gnatcatcher~~

Impact ~~B-9~~B-8 Six of the nine projects being considered in the cumulative impacts analysis would result in impacts to Diegan coastal sage scrub. Together, these six projects would result in impacts on a total of approximately 9~~4.0~~ acres Diegan coastal sage scrub. The proposed project would result in impacts to approximately ~~3.47~~2.97 acres of Diegan coastal sage scrub which represents approximately ~~3.7~~3.1 percent of the total acreage of Diegan coastal sage scrub from the cumulative projects. As such, the majority of the impact occurs with or without the proposed project. ~~The project will impact approximately 0.5 acre of coastal sage scrub in an offsite area as part of roadway improvements to the existing Old Highway 395/Cannon Drive/Stewart Canyon intersection. Two pairs of California gnatcatchers were identified in this area. Because the roadway improvements include adding a right-turn lane to an existing intersection, the project is not expected to impact the gnatcatchers beyond removing a small portion of coastal sage scrub.~~ The project contributes to the cumulative loss of approximately 94 acres of Diegan coastal sage scrub which exceeds the significance criteria listed in Threshold 6. Therefore, potential impacts are considered cumulatively considerable.

3.1.5.2 Non-native Grassland

Impact ~~B-10~~B-9 Six of the nine projects being considered for the cumulative impacts analysis will result in impacts to non-native grassland. Together, these six projects would result in impacts to a total of approximately ~~194~~ 195 acres of non-native grassland which provides foraging habitat for raptor species. The proposed project would result in impacts to approximately ~~72.96~~74.25 acres of non-native grassland (includes 72.3 acres of non-native grassland/pastureland), which represents approximately 38 percent of the total cumulative impact. As such, the majority of the cumulative impact occurs with or without the proposed project. The project contributes to the cumulative loss of approximately 194 acres of non-native grassland which exceeds the significance criteria listed in Threshold 2. Therefore, potential impacts are considered cumulatively considerable.

3.1.5.3 Southern Cottonwood-Willow Riparian Forest

Impact ~~B-11~~ B-10 Two of the nine projects being considered for the cumulative impacts analysis will result in impacts to southern cottonwood-willow riparian forest. Southern cottonwood-willow riparian forest provides habitat for least Bell's vireo as well as other sensitive bird species. Together, these projects would result in impacts to a total of ~~39.52~~39.8 acres of southern cottonwood-willow riparian forest. The proposed project would result in impacts to approximately ~~0.07~~0.35 acres of southern cottonwood-willow riparian forest, which represents less than one percent of the total acreage of the riparian forest habitat. As such, the cumulative impact occurs with or without the proposed project. The project contributes to the cumulative loss of approximately ~~39.52~~39.8 acres of southern cottonwood-willow riparian forest, which exceeds the significance criteria listed in Threshold 7. Therefore, potential impacts are considered cumulatively considerable.

3.1.6 Mitigation Measures

3.1.6.1 Direct Impacts

Sensitive Habitats

Upland Habitats

Mitigation Measure B-1a: Impacts to ~~3.47~~ 2.97 acres of Diegan coastal sage scrub (includes 2.11 acre disturbed Diegan coastal sage scrub) would require mitigation at a 2:1 ratio, for a total of 6.94 acres of mitigation. ~~As the proposed project would result in impacts to 0.5 acre of coastal California gnatcatcher occupied habitat, at least one acre of coastal sage scrub provided as mitigation shall be occupied by coastal California gnatcatcher.~~ Mitigation for impacts to Diegan coastal sage scrub shall be accomplished through purchase of ~~6~~5.94 acres of coastal sage scrub within an approved offsite mitigation area, to the satisfaction of the County of San Diego and the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity.

Mitigation Measure B-1b: Impacts to 21.63 acres of coyote brush scrub shall require mitigation at a ~~1.5:1~~2:1 ratio for a total of ~~32.45~~43.26 acres. Coyote bush scrub can be appropriate habitat for coastal California gnatcatcher. Mitigation for impacts to coyote brush scrub shall be accomplished through purchase of ~~32.45~~43.26 acres of coyote brush scrub within an approved offsite mitigation area, to the satisfaction of the County of San Diego and

the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity.

Mitigation Measure B-1c: Impacts to ~~72.96~~74.25 acres of non-native grassland shall require mitigation at a 0.5:1 ratio for a total of ~~36.48~~37.13 acres. ~~As such, mitigation for impacts to non-native grassland in the form of purchase of Diegan coastal sage scrub, a habitat of higher ecological value, is considered appropriate.~~ Mitigation for impacts to non-native grassland shall be accomplished through purchase of ~~36.48~~37.13 acres of ~~Diegan coastal sage scrub~~native habitat within an approved offsite mitigation area, to the satisfaction of the County of San Diego and the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity.

Mitigation Measure B-1d: The District shall be required to prepare a Management and Monitoring Plan for the ongoing maintenance of offsite mitigation areas. The Plan shall be subject to the approval of the County of San Diego and the Wildlife Agencies, prior to initiating construction activities. The Plan shall identify a funding commitment and an appropriate natural lands management organization, outline biological resources on the site, provide for monitoring of biological resources, address potential impacts, and identify actions to be taken to eliminate or minimize those impacts.

Jurisdictional Wetland Habitats

Mitigation Measure B-2a: Impacts to ~~0.26~~0.58 acre of alkali meadow shall be mitigated at a 3:1 ratio, with mitigation in the form of creation, required at a minimum ratio of 1:1, for a total of ~~0.78~~1.74 acres. Mitigation for impacts to alkali meadow shall be accomplished by creating ~~0.26~~0.58 acre of alkali meadow within an approved mitigation area dedicated as open space. The remaining ~~0.52~~1.16 acre required for mitigation shall be accomplished through restoration and enhancement (2:1 ratio) of alkali meadow within an approved mitigation area dedicated as open space, or through preservation of ~~0.52~~1.16 acre of alkali meadow (1:1 ratio) within an approved mitigation area, to the satisfaction of the County of San Diego and the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity.

Mitigation Measure B-2b: Impacts to ~~0.15~~0.25 acre of coastal freshwater marsh shall require mitigation at a 3:1 ratio, with mitigation in the form of creation, required at a minimum ratio of 1:1, for a total of ~~0.45~~0.75 acres. Mitigation for these impacts shall be accomplished by creating ~~0.15~~0.25 acre of coastal freshwater marsh, within an approved mitigation area dedicated as open space. The remaining ~~0.30~~0.50 acre required for mitigation shall be accomplished through the restoration and enhancement (2:1 ratio) of coastal freshwater marsh within an approved mitigation area dedicated as open space, or through preservation of ~~0.30~~0.50 acre of coastal freshwater marsh within an approved mitigation area, to the satisfaction of the County of San Diego and the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity.

Mitigation Measure B-2c: Impacts to ~~0.07~~0.35 acre of southern cottonwood-willow riparian forest shall require mitigation at a 3:1 ratio, with mitigation in the form of creation required at a minimum ratio of 1:1, for a total of ~~0.21~~1.05 acres. Mitigation for these impacts shall be

accomplished by creating ~~0.07~~0.35 acre of southern cottonwood-willow riparian forest, within an approved mitigation area dedicated as open space. The remaining ~~0.14~~0.70 acre required for mitigation shall be accomplished through the restoration and enhancement (2:1 ratio) of southern cottonwood-willow riparian forest, within an approved mitigation area dedicated as open space, or through preservation of ~~0.14~~0.70 acre of southern cottonwood-willow riparian forest within an approved mitigation area, to the satisfaction of the County of San Diego and the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity.

Mitigation Measure B-2d: Impacts to ~~0.31~~0.35 acres of southern willow scrub shall require mitigation at a 3:1 ratio, with mitigation in the form of creation, required at a minimum ratio of 1:1, for a total of ~~0.93~~1.05 acre. Mitigation for these impacts shall be accomplished by creating ~~0.31~~0.35 acre of southern willow scrub, within an approved mitigation area dedicated as open space. The remaining ~~0.62~~0.70 acre of mitigation shall be accomplished through the restoration and enhancement (2:1 ratio) of southern willow scrub, within an approved mitigation area dedicated as open space, or through preservation of ~~0.62~~0.70 acre of southern willow scrub within an approved mitigation area, to the satisfaction of the County of San Diego and the Wildlife Agencies. The habitat shall be placed within a dedicated biological open space easement, prior to impacts occurring on the project site, and managed in perpetuity.

Mitigation Measure B-2e: The District shall be required to prepare a wetland creation/restoration/enhancement plan (as appropriate) for the mitigation of project impacts to jurisdictional wetland habitat and for ongoing maintenance requirements. The District shall submit the Plan to the County of San Diego and the Wildlife Agencies for approval, prior to initiating construction activities. The Plan shall include, but not be limited to, planting and irrigation plans, planting palettes and seed mix, implementation schedule, success criteria, vegetation monitoring, and contingency measures.

Mitigation Measure B-2f: The District shall be required to prepare a Management and Monitoring Plan for the ongoing maintenance of offsite mitigation areas. The plan shall be subject to the approval of the County of San Diego and the Wildlife Agencies, prior to initiating construction activities. The plan shall identify a funding commitment and an appropriate natural lands management organization, outline biological resources on the site, provide for monitoring of biological resources, address potential impacts, and identify actions to be taken to eliminate or minimize those impacts.

Sensitive Species

~~**Mitigation Measure B-3:**~~

~~(a) Impacts to coastal California gnatcatcher habitat shall be mitigated through habitat-based mitigation given in Mitigation Measure B-1a.~~

~~(b) Cause to be placed on the face of the grading and improvement plans, "No clearing or grubbing of sensitive habitats shall occur from February 15 to August 31 of any year unless nesting activity is completed for the year (prior to August 31) or as approved by the County and concurred with the Wildlife Agencies."~~

~~(c) Cause to be placed on the face of the grading plans:~~

~~(1)"Conspicuous construction fencing shall be maintained in place to protect all open space easements and/or the designated onsite Native Area, until the conclusion of construction;" and,~~

~~(2)"Prior to commencement of grading, the applicant shall submit to the County of DPLU and/or the Wildlife Agencies a statement from a California Registered Engineer, or licensed surveyor, verifying that said engineer or surveyor has examined the construction fencing and determined that is has been placed at the outer edge of the construction area."~~

Mitigation Measure B-~~4~~3: All clearing and grubbing in southern cottonwood-willow riparian forest shall be restricted during the breeding season for least Bell's vireo (March 15 to September 15), thereby avoiding direct impacts to this species.

Habitat-based mitigation required in Mitigation Measures B-2c and B-2d shall be offered for direct impacts to least Bell's vireo habitat. Impacts to southern cottonwood-willow riparian forest and southern willow scrub shall require offsite mitigation at a 3:1 ratio, for a total of ~~0.21~~1.05 acre and ~~0.93~~1.26 acre, respectively, as described in Mitigation Measures B-2c and B-2d.

Mitigation Measure B-~~5~~4: All clearing and grubbing in southern cottonwood-willow riparian forest shall be restricted during the breeding season for southwestern willow flycatcher (March 15 to September 15), thereby avoiding direct impacts to this species. Impacts to areas of potentially appropriate habitat (southern cottonwood-willow riparian forest) for southwestern willow flycatcher shall be mitigated for at a 3:1 ratio, as described in Mitigation Measure B-2c.

Mitigation Measure B-~~6~~5:

(a) Project activities resulting in potentially direct impacts to migratory birds, such as clearing and grubbing, shall be restricted during the breeding season for migratory birds (approximately February to ~~August~~September). In the event that construction activities occur within the breeding season, a nesting bird survey shall be required in order to avoid direct impacts from grubbing of vegetation. The nesting survey shall be conducted prior to commencement of project activities occurring within the migratory bird breeding season. Nesting bird surveys shall include the entire area affected by project improvements, as well as native habitat located within 300 feet of the project boundary. Nesting bird surveys shall be conducted no more than one week prior to the scheduled start date for project activities impacting native habitat. In the event that nesting birds are detected within the study area, clearing and grubbing activities shall be restricted until the end of the breeding season.

(b) Cause to be placed on the face of the grading plans, "To avoid potential impacts on any potentially nesting migratory birds, one of the following clearing and grubbing limitations shall apply: a County-certified, qualified biologist shall perform a survey to be completed not more than one week prior to initiation of activities, and based on the survey; certify in writing to the Wildlife Agencies that there are no nesting migratory birds on the project site; If the biologist's survey has located nesting migratory birds, certify in writing to the County and/or

Wildlife Agencies as appropriate that nests are not within 300 feet of the project boundary; The biologist shall verify in writing to the County and/or Wildlife Agencies that nesting has occurred but has ceased and clearing, grubbing and grading can occur until the following February 1 without impact on nesting migratory birds.

Mitigation Measure B-~~7~~6: Direct impacts to white-faced ibis, white-tailed kite, Cooper's hawk, San Diego cactus wren, yellow warbler, yellow-breasted chat, and rufous-crowned sparrow shall be avoided by restricting clearing of vegetation during the breeding season (approximately February to September). Mitigation for impacts to habitats used by these species shall occur as habitat-based mitigation, as stated in Mitigation Measures B-1a and B-1c, and B-2a and B-2c.

3.1.6.2 Indirect Impacts

Mitigation Measure B-~~8~~7: Indirect impacts shall be mitigated through implementation of the following measures:

(a) The limits of grading shall be temporarily flagged and fenced with silt fencing or construction fencing, prior to grading to prevent impacts to areas adjacent to the limits of grading. Prior to clearing of vegetation, a qualified biologist shall inspect the location of the fence to ensure that no vegetation loss occurs from installation of the fence. The fencing shall be temporary and shall only be removed upon the completion of grading, brushing and clearing activities.

(b) A qualified biologist shall monitor the limits of grading during clearing, grubbing, and grading activities. The site shall be monitored once a day and reports shall be submitted to the ~~County of San Diego~~ District weekly~~. Unanticipated impacts to sensitive resources shall be reported to the appropriate resource agencies within 24 hours.~~ The biological monitor shall have the authority to halt construction activities to prevent or avoid the take of any listed species and/or to ensure compliance with all avoidance, minimization, and mitigation measures. Any unauthorized impacts or actions shall be brought to the attention of the District and the Wildlife Agencies within 24 hours.

(c) To reduce potential indirect impacts resulting from construction activities or resulting noise, no ~~No grubbing, c~~learing, ~~or~~ grading, or trenching shall be conducted within 300 feet of appropriate habitat for least Bell's vireo during its breeding period (March 15 to September 15); appropriate habitat for coastal California gnatcatcher during its breeding period (February 15 to August 31); and within 500 feet of occupied raptor nests.

(d) All proposed lighting of the completed project shall be shielded and directed away from riparian habitats immediately west of the project area.

(e) Native plants shall be used to the greatest extent feasible in the landscape areas adjacent to and/or near existing areas of native habitat. The use of invasive plants or vegetation that requires intensive irrigation, fertilizers, or pesticides adjacent to native habitat (Native Area) shall be prohibited. Water used for landscaping shall be directed away from adjacent habitat and contained and/or treated within the development footprint.

(f) Permanent signage shall be installed along the northern boundary of the onsite Native Area to identify the area as such, and to restrict access into this area of the property. Signage shall be clearly visible and shall be placed approximately every 100 feet along the northerly limits of the Native Area. Signage shall be corrosion resistant, a minimum of six by nine inches in size, not less than three feet in height above ground surface, and state the following: "Sensitive Environmental Resources; Disturbance Beyond this Point is Restricted."

~~3.1.6.2~~3.1.6.3 Cumulative

Mitigation Measure B-~~9~~8: Mitigation for this impact is the same as for Mitigation Measure B-1a.

Mitigation Measure B-~~10~~9: Mitigation for this impact is the same as Mitigation Measure B-1c.

Mitigation Measure B-~~11~~10: Mitigation for this impact is the same as for Mitigation Measure B-2c.

3.1.7 Impact After Mitigation

Implementation of Mitigation Measure B-1a ~~and B-3~~ would reduce potential impacts associated with Impact B-1a ~~and Impact B-3~~. ~~These~~ This mitigation measure~~s~~ ~~are~~ is intended to reduce potential impacts on ~~coastal California gnatcatchers as the result of the impacts to~~ Diegan coastal sage scrub habitat, sensitive habitat appropriate for coastal California gnatcatcher. Mitigation proposed would ensure that natural resources of equal to or greater value are preserved to compensate for the loss of sensitive habitat. ~~Mitigation~~ Additional mitigation measures would also restrict clearing and grubbing activities to reduce the potential of the habitat to support breeding activities during the breeding season of the coastal California gnatcatcher, which is generally defined as February 15 through August 31. As such, potential impacts would be reduced to less than significant.

Implementation of Mitigation Measure B-1b would reduce potential impacts associated with Impact B-1b. This mitigation measure is intended to reduce impacts to ~~a~~ coyote bush scrub, sensitive habitat appropriate for coastal California gnatcatcher. Mitigation ratios for coyote brush scrub are lower than those required for Diegan coastal sage scrub as coyote brush scrub does not provide habitat for sensitive species. Mitigation proposed would ensure that natural resources of equal to or greater value are preserved to compensate for the loss of sensitive habitat. As such, potential impacts would be reduced to less than significant.

Implementation of Mitigation Measures B-1c and B-~~10~~ 9 would reduce the potential non-native grasslands impacts associated with Impacts B-1c and B-~~10~~9. Implementation of these mitigation measures would reduce potential direct and cumulative impacts to non-native grassland to less than significant by purchasing ~~Diegan coastal sage scrub~~native habitat at a 0.5:1 ratio to what was impacted. This requirement would ensure that natural resources of an equal to or greater value are preserved to compensate for the loss of sensitive habitat types. As such, potential direct and cumulative impacts would be reduced to less than significant.

Implementation of Mitigation Measures B-2a through ~~B-2d~~ B-2f would reduce potential impacts associated with Impacts B-2a through ~~B-2d~~B-2f. Impacts to jurisdictional wetland habitats will require mitigation at a 3:1 ratio. In order to avoid net loss of wetland functions and values, impacts to wetlands would require mitigation in the form of creation at a

minimum ratio of 1:1. The remaining 2:1 ratio requirement can be accomplished in the form of restoration, enhancement, and/or preservation of comparable wetland habitat in an approved mitigation bank. Implementation of these mitigation measures would ensure that natural resources of equal to or greater value are preserved to compensate for the loss of jurisdictional wetlands. Therefore, potential impacts would be reduced to less than significant.

Implementation of Mitigation Measures B-~~4~~ 3 and B-~~11~~ 10 would reduce potential impacts associated with Impacts B-~~4~~ 3 and B-~~11~~10. These mitigation measures are intended to reduce impacts to least Bell's vireo as the result of the impacts to southern cottonwood-willow riparian forest and southern willow scrub habitats. Mitigation proposed would ensure that natural resources of equal to or greater value are preserved to compensate for the loss of sensitive habitat. Mitigation would also restrict clearing or grading activities that would reduce the potential of the habitat to support breeding activities during the breeding season of the least Bell's vireo (generally defined as March 15 through September 15). As such, potential direct and cumulative impacts would be reduced to less than significant.

Implementation of Mitigation Measure B-~~5~~ 4 would reduce potential impacts associated with Impact B-~~5~~4. This mitigation measure is intended to reduce impacts to southwestern willow flycatcher as the result of impacts to riparian habitats. Mitigation proposed would ensure that natural resources of equal to or greater value are preserved to compensate for the loss of sensitive habitat. The mitigation measure would also restrict clearing and grubbing activities that would reduce the potential of the habitat to support breeding activities during the breeding season of the southwestern willow flycatcher, which overlaps with the breeding season of the least Bell's vireo (generally defined as March 15 through September 15). As such, potential impacts would be reduced to less than significant.

Implementation of Mitigation Measure B-~~6~~ 5 would reduce potential impacts associated with Impact B-~~6~~5. This mitigation measure would ensure compliance with the Migratory Bird Treaty Act and would ensure avoidance of impacts to potentially nesting migratory birds. Clearing and grubbing would be restricted during raptor breeding season (approximately February through September) unless a survey is conducted to demonstrate that clearing and grubbing would not disturb habitat where foraging or nesting activities may occur. Therefore, potential impacts would be reduced to less than significant.

Implementation of Mitigation Measure B-~~7~~ 6 would reduce potential impacts associated with Impact B-~~7~~6. This mitigation measure would ensure the avoidance of impacts to potentially nesting white-faced ibis, white-tailed kite, Cooper's hawk, San Diego cactus wren, yellow warbler, yellow-breasted chat, and rufous-crowned sparrow restricting the clearing of vegetation during nesting season (approximately February through September). Therefore, potential impacts would be reduced to less than significant.

Implementation of Mitigation Measure B-~~8~~ 7 would reduce potential impacts associated with Impact B-~~8~~7. This mitigation measure would ensure that indirect impacts on sensitive biological species would be reduced through lighting restrictions, signage, and the use of landscaping with native plants in areas adjacent to open space to ensure that indirect disturbance of sensitive species caused by humans, animals, or other activities would be reduced for the long term. The mitigation proposed would reduce impacts to less than significant.

Implementation of Mitigation Measure B-~~9~~ 8 would reduce potential cumulative impacts associated with Impact B-~~9~~8. This mitigation measure is intended to reduce cumulative impacts on coastal California gnatcatchers as the result of impacts to Diegan coastal sage scrub habitat. Mitigation proposed would ensure compliance with the NCCP by requiring that an HLP be obtained in accordance and consistent with the goals and objectives of the NCCP. The requirements of the NCCP are designed to maintain the viability of biological resources and future regional preserves such that cumulative impacts of projects on Diegan coastal sage scrub, other habitats, and sensitive species remain less than significant. As such, implementation of this mitigation measure would reduce the project's contribution to potential cumulative impacts to less than significant.

TABLE 3.1-1 THREATENED, ENDANGERED OR RARE SPECIES POTENTIALLY OCCURRING ON THE PROJECT AREA

Species	Status[1]	Habitat[2]	Presence/Description
Birds			
Coastal California gnatcatcher (Polioptila californica californica)	federally threatened; state special concern species	Coastal sage scrub.	~~Two pairs were detected in Diegan coastal sage scrub in the project area around proposed road improvements.~~Not detected onsite. Known to occur in the project vicinity (offsite).
Least Bell's vireo (Vireo bellii pusillus)	federally endangered; state endangered	Dense willow woodland/scrub.	Five individuals were detected within 500 ft. of the project boundary during focused surveys.
Southwestern willow flycatcher (Empidonax traillii extimus)	federally endangered; no state status	Riparian habitats.	Moderate potential for occurrence; southern cottonwood-willow riparian forest provides appropriate habitat.
White-faced ibis (Plegadis chihi)	no federal status; state special concern species	Salt and freshwater marshes and lakes.	Approximately 30 individuals were detected in alkali meadow onsite.
White-tailed kite (Elanus leucurus)	no federal status; state fully protected species (when nesting)	Riparian woodland, marsh habitat, partially cleared or cultivated fields and grassy foothills.	One individual detected overhead non-native grassland within the project area.
Cooper's hawk (Accipiter cooperii)	no federal status; state special concern species	Oak woodlands and in riparian habitats.	One individual detected within southern cottonwood-willow riparian forest.
San Diego cactus wren (Campylorhynchus brunneicapillus ssp. sandiegensis)	no federal status; state special concern species	Thickets of Opuntia cactus in Diegan coastal sage scrub.	Detected in coastal sage scrub offsite within the project area.
Yellow-breasted chat (Icteria virens)	no federal status; state special concern species	Riparian habitats.	Several individuals detected in riparian habitats within and adjacent to the project area.
Yellow warbler (Dendroica petechia)	no federal status; state special concern species	Breeding habitat is restricted to riparian woodland.	Several individuals detected in riparian habitats within and adjacent to the project area.
Rufous-crowned sparrow (Aimophila ruficeps canescens)	no federal status; state special concern species	Dry, rocky slopes with scattered scrub and patches of grass and forbs.	Detected in coastal sage scrub offsite within the project area.
Mammals			
Stephen's kangaroo rat (*Dipodomys stephensi*)	federally endangered; state threatened	Open grasslands; areas with sparse (less than 30%) shrub cover.	Low potential for occurrence. Non-native grassland provides appropriate habitat; however, substrates onsite are unsuitable.
Amphibians			
Arroyo toad (*Bufo californicus*)	federally endangered; state special concern species	Rivers with slow-moving water and shallow, gravelly pools adjacent to gravelly terraces.	Not detected. Habitat assessment determined that appropriate habitat does not occur onsite.

Species	Status[1]	Habitat[2]	Presence/Description
Plants			
San Diego Ambrosia (*Ambrosia pumila*)	federally endangered; no state status	Chaparral, coastal scrub, valley and foothill grassland, and vernal pools.	Moderate potential for occurrence; Diegan coastal sage scrub, disturbed Diegan coastal sage scrub, and non-native grassland offsite but within the project area provide appropriate habitat.

TABLE 3.1-2 PROJECT IMPACTS (IN ACRES)

Habitat	Impacts Onsite (acres)	~~Impacts from Road Improvements (acres)~~	Impacts Offsite (acres)	Total Project Impacts (acres)	Mitigation Ratio	Total Mitigation
Diegan coastal sage scrub	0.04	~~0.5~~	2.93	~~3.47~~2.97	2:1	~~6.94~~5.94
Coyote brush scrub	21.63	~~0.0~~	0.0	21.63	~~1.5:1~~2:1	~~32.45~~43.26
Non-native grassland	~~33.78~~33.94	~~0.0~~	~~39.02~~40.31	~~72.96~~74.25	0.5:1	~~36.48~~37.13
Alkali meadow	0.0	~~0.0~~	~~0.26~~0.58	~~0.26~~0.58	3:1	~~0.78~~1.74
Coastal freshwater marsh	0.0	~~0.0~~	~~0.15~~0.25	~~0.15~~0.25	3:1	~~0.45~~0.75
SCWRF*	0.0	~~0.0~~	~~0.07~~0.35	~~0.07~~0.35	3:1	~~0.21~~1.05
Southern willow scrub	0.0	~~0.0~~	~~0.31~~0.35	~~0.31~~0.35	3:1	~~0.72~~
~~Waters of the U.S.~~	~~0.0~~	~~0.0~~	~~0.0~~	~~0.0~~	~~-~~	~~-~~
Disturbed areas	0.0	~~0.43~~	2.28	~~2.71~~2.28	-	-
Ornamental areas	0.93	~~0.0~~	~~2.17~~2.23	~~3.1~~3.16	-	-
Agricultural areas	0.0	~~0.04~~	3.96	~~4.0~~3.96	-	-
Developed areas	0.0	~~0.26~~	3.16	~~3.42~~3.16	-	-
~~Sycamore~~	~~0.16~~	~~0.0~~	~~0.0~~	~~0.16~~	~~-~~	~~-~~
Total	***56.54***	~~***1.23***~~	~~***54.31***~~***56.4***	~~***112.08***~~***112.94***	-	~~***78.03***~~***90.92***

* SCWRF = southern cottonwood-willow riparian forest

TABLE 3.1-3 PROJECT IMPACTS TO JURISDICTIONAL HABITATS (IN ACRES)

Jurisdictional Habitat	ACOE/CDFG	CDFG	Total Impact*	Total Mitigation
Alkali meadow	~~0.26~~0.58	0.0	~~0.26~~0.58	1.74
Coastal freshwater marsh	~~0.15~~0.25	0.0	~~0.15~~0.25	0.75
Southern cottonwood-willow riparian forest	~~0.07~~0.35	0.0	~~0.07~~0.35	1.05
Southern Willow Scrub	0.0	~~0.31~~35	~~0.31~~0.35	~~0.93~~1.05
~~Waters of the U.S. Channel~~	~~0.0~~	~~0.0~~	~~0.0~~ -	-
Total:	**~~0.48~~1.18**	**~~0.31~~.35**	**~~0.79~~1.53**	**~~2.37~~4.59**

* All impacts to jurisdictional habitat would occur offsite within Horse Ranch Creek Road.

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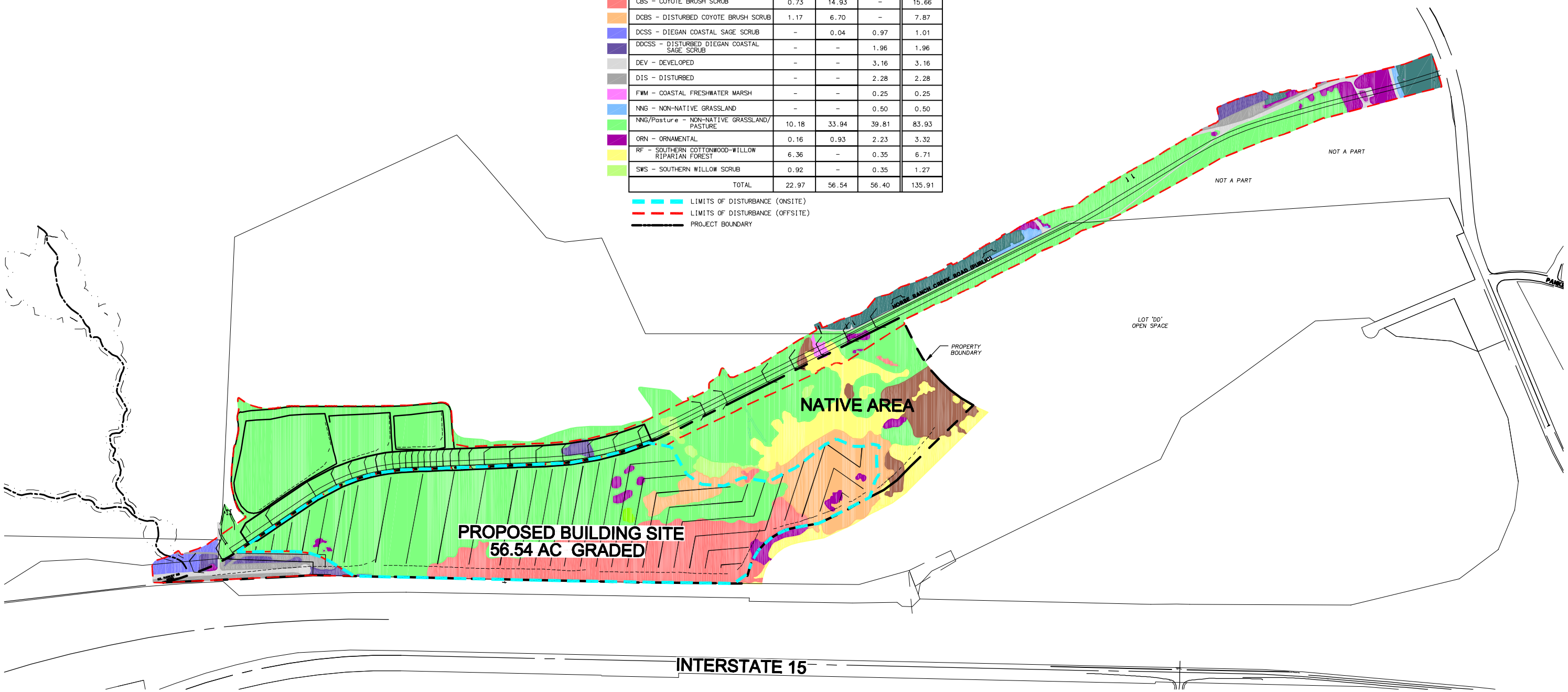
LIMITS OF DISTURBANCE / BIOLOGICAL HABITAT

SCALE: 1"=600'

BIOLOGICAL HABITAT CALCULATIONS

HABITAT	NATIVE AREA	ONSITE	OFFSITE	TOTAL ACREAGE
AG - AGRICULTURAL AREAS	-	-	3.96	3.96
AM - ALKALI MEADOW	3.45	-	0.58	4.03
CBS - COYOTE BRUSH SCRUB	0.73	14.93	-	15.66
DCBS - DISTURBED COYOTE BRUSH SCRUB	1.17	6.70	-	7.87
DCSS - DIEGAN COASTAL SAGE SCRUB	-	0.04	0.97	1.01
DDCSS - DISTURBED DIEGAN COASTAL SAGE SCRUB	-	-	1.96	1.96
DEV - DEVELOPED	-	-	3.16	3.16
DIS - DISTURBED	-	-	2.28	2.28
FWM - COASTAL FRESHWATER MARSH	-	-	0.25	0.25
NNG - NON-NATIVE GRASSLAND	-	-	0.50	0.50
NNG/Pasture - NON-NATIVE GRASSLAND/ PASTURE	10.18	33.94	39.81	83.93
ORN - ORNAMENTAL	0.16	0.93	2.23	3.32
RF - SOUTHERN COTTONWOOD-WILLOW RIPARIAN FOREST	6.36	-	0.35	6.71
SWS - SOUTHERN WILLOW SCRUB	0.92	-	0.35	1.27
TOTAL	22.97	56.54	56.40	135.91

LIMITS OF DISTURBANCE (ONSITE)
LIMITS OF DISTURBANCE (OFFSITE)
PROJECT BOUNDARY



JUNE 11, 2008

FIGURE 3.1-1

RBF CONSULTING
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9755 CLAIREMONT MESA BOULEVARD, SUITE 100
SAN DIEGO, CALIFORNIA 92124-1324
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IMPACTS TO BIOLOGICAL HABITAT

SCALE: 1"=600'

BIOLOGICAL HABITAT CALCULATIONS

HABITAT	ONSITE	OFFSITE	TOTAL IMPACTS
AG - AGRICULTURAL AREAS	-	3.96	3.96
AM - ALKALI MEADOW	-	0.58	0.58
CBS - COYOTE BRUSH SCRUB	14.93	-	14.93
DCBS - DISTURBED COYOTE BRUSH SCRUB	6.70	-	6.70
DCSS - DIEGAN COASTAL SAGE SCRUB	0.04	0.97	1.01
DDCSS - DISTURBED DIEGAN COASTAL SAGE SCRUB	-	1.96	1.96
DEV - DEVELOPED	-	3.16	3.16
DIS - DISTURBED	-	2.28	2.28
FWM - COASTAL FRESHWATER MARSH	-	0.25	0.25
NNG - NON-NATIVE GRASSLAND	-	0.50	0.50
NNG/Pasture - NON-NATIVE GRASSLAND/ PASTURE	33.94	39.81	73.75
ORN - ORNAMENTAL	0.93	2.23	3.16
RF - SOUTHERN COTTONWOOD-WILLOW RIPARIAN FOREST	-	0.35	0.35
SWS - SOUTHERN WILLOW SCRUB	-	0.35	0.35
TOTAL	56.54	56.40	112.94

LIMITS OF DISTURBANCE (ONSITE)
LIMITS OF DISTURBANCE (OFFSITE)
PROJECT BOUNDARY

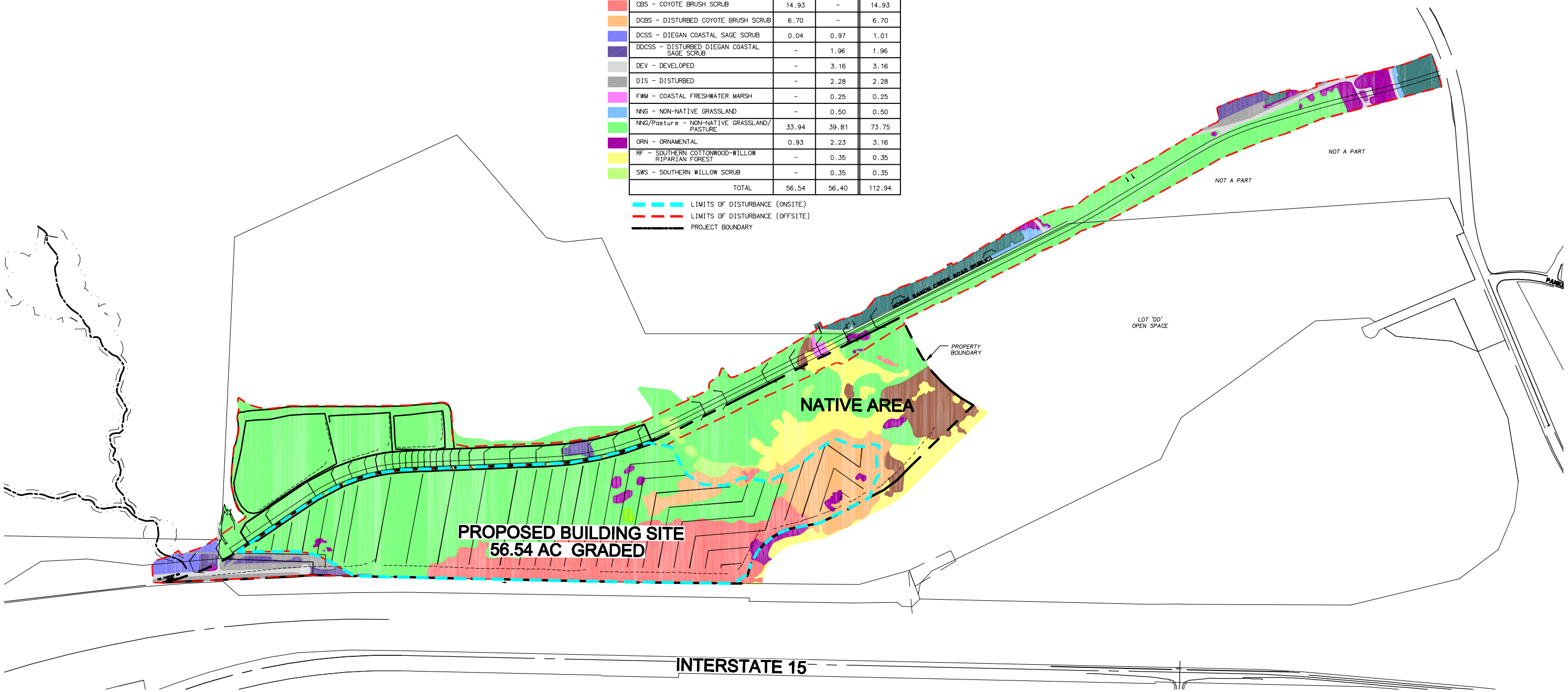

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FIGURE 3.1-2

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SCALE: 1"=600'

PALOMAR COMMUNITY COLLEGE
NORTH EDUCATION CENTER
JURISDICTIONAL WETLAND IMPACT MAP

JURISDICTIONAL WETLAND IMPACT CALCULATIONS

HABITAT	ACOE/CDFG JURISDICTIONAL WETLANDS ACREAGE	CDFG JURISDICTIONAL WETLANDS ACREAGE	TOTAL ACREAGE
AM - ALKALI MEADOW	0.58	-	0.58
FWM - COASTAL FRESHWATER MARSH	0.25	-	0.25
RF - SOUTHERN COTTONWOOD-WILLOW RIPARIAN FOREST	0.35	-	0.35
SWS - SOUTHERN WILLOW SCRUB	-	0.35	0.35
TOTAL	1.18	0.35	1.53

NOTE: ALL IMPACTS OCCUR WITHIN HORSE RANCH CREEK ROAD

PROJECT BOUNDARY

DEVELOPMENT FOOTPRINT

LIMITS OF OFFSITE DISTURBANCE

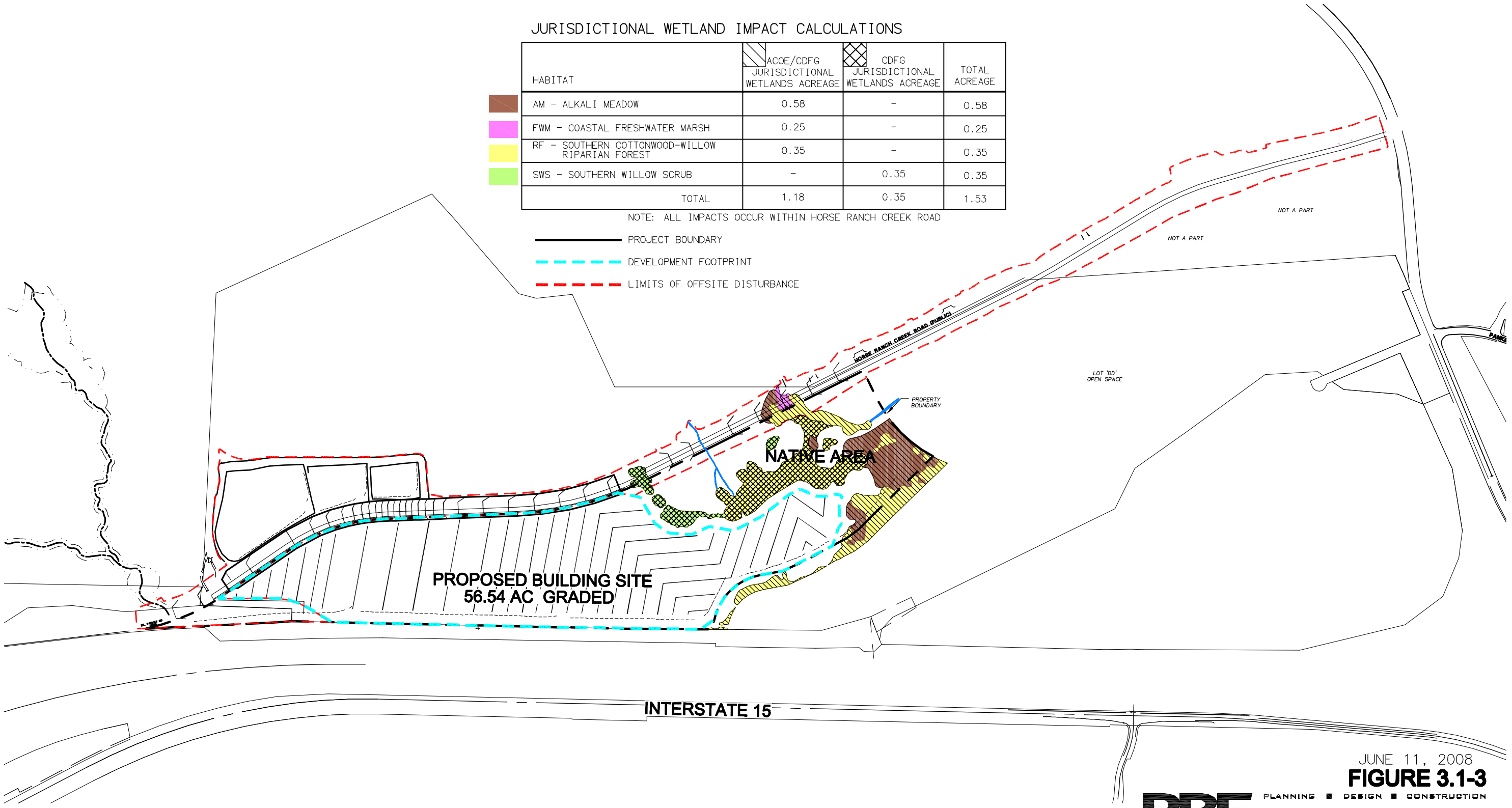

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FIGURE 3.1-3

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3.2 CULTURAL RESOURCES

The following cultural resources analysis is based on the *Cultural Resources Survey and Testing Report for the Palomar Community College North Education Center* prepared by Tierra Environmental Services (Tierra), dated August 2007 and revised November 2007. The technical report is located in Appendix D of this EIR.

3.2.1 Existing Conditions

3.2.1.1 Project Setting

Natural Setting

The project area is located in the northern portion of San Diego County, within the interior valleys of the region. The area consists of valley grasslands surrounded by steep to moderately steep mountain uplands. The landscape of the project area is largely a product of the region's geology. During the Jurassic and late Cretaceous (>100 million years ago) a series of volcanic islands paralleled the current coastline in the San Diego region. The remnants of these islands stand as Mount Helix, Black Mountain, and the Jamul Mountains, among others. This island arc of volcanoes spewed out vast layers of tuff (volcanic ash) and breccia that have since been metamorphosed into hard rock of the Santiago Peak Volcanic formation. These fine-grained rocks provided a regionally important resource for Native American flaked stone tools and some of the prehistoric quarry sites north of the project reflect this material.

At about the same time, a granitic and gabbroic batholith was being formed under and east of these volcanoes. This batholith was uplifted and forms the granitic rocks and outcrops of the Peninsular Range, including Mount Palomar. The project is near the southwestern margin of this batholith and is underlain by these granitic rocks that are exposed as bedrock outcrops of granodiorite rock throughout the vicinity. The large and varied crystals of these granitic rocks provided particularly good abrasive surfaces for Native American seed processing and this bedrock was frequently used for milling of seeds.

The project area can be described as being moderately flat with low, rolling hills occurring on the northeastern portion of the site. Elevation onsite ranges from approximately 270 feet to 365 feet above mean sea level. Horse Ranch Creek, a north-to-south trending unnamed blue-line drainage, occurs immediately west of the western boundary. Horse Ranch Creek is concrete-lined for a portion of its length that parallels I-15. As the creek continues south off the project site it widens and is no longer channelized. This drainage eventually flows into the San Luis Rey River. Two small, roughly southwest-trending seasonal drainages also occur in the southeastern portion of the project area.

Eight soil series are reported from the project area including the Arlington, Grangeville, Ramona, Visalia, Vista, Placentia, Fallbrook and Wyman series (USDA 2007). In addition, nine vegetation communities were detected onsite, including coastal freshwater marsh, southern cottonwood-willow riparian forest, southern willow scrub, alkali meadow, Diegan coastal sage scrub, disturbed Diegan coastal sage scrub, coyote brush scrub, disturbed coyote brush scrub, and non-native grassland. Ornamental areas, agricultural areas, disturbed areas, and developed areas also occur within the project boundaries.

Cultural Setting

The cultures identified in the general vicinity of the project consist of the possible Paleoindian period, which has been termed the San Dieguito Complex, the Archaic represented by the Pauma Complex, and the Late Prehistoric period, and specifically where the project is located, the period known as the San Luis Rey Complex. A brief discussion of the cultural elements in the project area is provided in Appendix D of this EIR.

Historic Context of the Project Site

The project area is located in what was historically the Rancho Monserrat, a Mexican land-grant to the original owner in 1846. A small adobe was constructed in the area where the Pankey Ranch complex now stands at the intersection of SR 76 and proposed Horse Creek Ranch Road. The land remained under ownership of the original family until over time, much of the rancho lands were sold off. During the late 1880's to mid 1900's, the rancho changed ownership several times. The rancho was at one time considered as a possible site for a reservation for the Cupeño inhabitants of northern San Diego County, who were evicted from their own lands in 1903. However, the 3,000-acre ranch continued to be used primarily for dairy pasture and raising alfalfa. As ownership changed over the years, the focus on production switched from dairying to raising truck crops.

During the 1930's until 1943, the land served as part of a ranch that supported equestrian uses associated with horse racing. Most recently, the ranch has been under the ownership of the Pankey family since 1946. Several parcels have been sold off from the ranch, and are now known as the Passerelle (Campus Park) and Pappas (Campus Park West) parcels. Under the current ownership, the project area has been used for agricultural and grazing purposes.

3.2.1.2 Investigation Methodology

Methodologies for identifying existing conditions included review of institutional records and reports concerning the project area and immediate vicinity, a field survey of the site and offsite road improvement areas, surface mapping, artifact collection, and graphic and photographic documentation.

Survey Methods

The literature search for the project was conducted at the South Coastal Information Center (SCIC) of the California Archaeological Inventory at San Diego State University. This records search included site records and reports for the project area and for sites within a one-mile radius of the project, along with historic research.

The field survey of the project area was conducted by Tierra on January 11, 12, and February 28, 2007. Visibility was generally good because of the previous grazing and mowing in the area. The area is comprised of very low, rolling hills, on an alluvial fan at the base of the west face of Monserate Mountain. The project area was generally open, with the exception of areas of riparian vegetation surrounding an unnamed creek near the southern portion of the parcel.

Testing Methods

Fieldwork consisted of two basic methods: surface mapping and the excavation of shovel test pits. Fieldwork commenced by examining the entire project site. The locations of artifacts were mapped and a site's surface boundaries were determined as artifacts were identified. A

total of fifteen shovel test pits (STPs) were excavated throughout the site to identify subsurface deposits and to define site boundaries and integrity. Only one STP (#7) produced more than one or two artifacts. All cultural material was collected and taken to the Tierra laboratory for processing.

Laboratory Analysis

All cultural material was appropriately washed, separated by material class, counted, weighed and/or measured, and given consecutive catalog numbers. It is expected that the archaeological collections and associated documentation will eventually be permanently curated at a qualified local repository.

Records Search Results

A literature search for the project was conducted at the SCIC of the California Archaeological Inventory at San Diego State University. This records search included site records and reports for the project area and for sites within a one-mile radius of the project, along with historic research. The archival research consisted of literature and records searches at local archaeological repositories and an examination of historic maps, aerial photographs, and historic site inventories.

Records searches at the SCIC indicated that within a one-mile radius of the project area, thirty-three archaeological investigations have taken place in the vicinity of the project; refer to Table 1 of Appendix D. The project site has previously been nearly completely surveyed by four prior surveys and no cultural resources have been previously recorded within the project area. Offsite areas affected by the project have also been previously surveyed and resulted in the identification of two cultural resources (CA-SDI-682 and CA-SDI-16890).

The records search identified eight cultural resources that have been identified through previous research within a one-mile radius of the project area. The eight resources include the two cultural resources located in areas associated with offsite road improvements associated with the project. Nearly all of the cultural resources recorded in the project vicinity are prehistoric. These sites are dominated by bedrock milling features and associated cultural material indicating temporary occupation. Other sites are temporary camps or pictograph sites; refer to Table 2 of Appendix D.

Historic research included an examination of a variety of resources. The current listings of the National Register of Historic Places, the California Inventory of Historic Resources (State of California 1976), and the California Historical Landmarks (State of California 1992) were checked for historic resources. In addition, the 1901 San Luis Rey, 1942 Temecula and 1949 edition of the Pala USGS Quadrangles indicated no historic structures within the area.

3.2.2 Thresholds for Determining Significance

Appendix G of the CEQA Guidelines contains analysis guidelines related to the assessment of cultural impacts. As stated in Appendix G, the proposed project would result in a significant impact if it would:

- Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5 of the CEQA Guidelines;

- Cause a substantial adverse change in the significance of an archaeological resource as identified in Section 15064.5 of the CEQA Guidelines; or,
- Disturb any human remains, including those interred outside of formal cemeteries.

The importance of cultural resources under State law as defined in CEQA has recently been refined to coincide with those of the California Register. The criteria used to evaluate cultural resources are specified by recent revisions to CEQA. Specific to cultural resources is Section 15064.5. "Determining the Significance of Impacts to Archaeological and Historical Resources."

This section introduces the term "historical resources" defining them as:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852) including the following:

   (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

   (B) Is associated with the lives of persons important in our past;

   (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,

   (D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

3.2.3 Environmental Impact

The cultural resource survey identified the following prehistoric and historic resources within the project area. These resources were evaluated for their potential for significant impacts to occur as the result of the proposed project.

3.2.3.1 Prehistoric Resources

NCC-1

This resource is an isolated granitic mano located on the slope of a low ridge in an area of pastureland. This resource does not possess the characteristics necessary to be eligible for the California Register or County of San Diego thresholds for significance; therefore, impacts would be less than significant.

NCC-2

NCC-2 is an isolated granitic mano fragment. The mano fragment is roughly one-half of a cobble and appears to have been broken after its use. The artifact was located in a flat area between two knolls. This resource does not possess the characteristics necessary to be eligible for the California Register or County of San Diego thresholds for significance; therefore, impacts would be less than significant.

CA-SDI-682

Impact CR-1 Site CA-SDI-682 is a well-known site referred to in the archaeological literature as the Pankey Site and thought to be the ethnographic village of Tom-Kav. The site was relocated during the current survey. In July 2006, the site was relocated and evaluated by ASM Affiliates (ASM) for essentially the same road alignment that is proposed for the current project (Ní Ghabláin 2006). At that time, the site was determined to extend further to the west than originally recorded. To avoid redundancy, no further effort during the current project was made to evaluate the site due to the recent date of the archaeological work performed at the site. The discussion of work performed at CA-SDI-682 is summarized from the report associated with that work (Ní Ghabláin 2006).

In 1958 and 1959, a portion of the site was excavated by True just east of the ranch road. Additional excavations were conducted by True in the early 1960s and by the property owner in the mid-1960s. True found a number of bedrock milling features and pictographs associated with artifacts including, crescents, leaf-shaped points, felsite chipping waste, etc. Radiocarbon dates indicted that the site older than 5500 B.P. meaning that it is a Pauma site that is contemporary with earlier coastal La Jollan sites. In addition to these early dates, True also found considerable deposits dating to the Late Prehistoric and indicative of both San Luis Rey I and San Luis Rey II periods of occupation.

ASM relocated the site in 2003 and found it to be as True had described it, though somewhat more disturbed from the intervening 40 years. Limited trenching was conducted in 2004 on the west side of the ranch road to determine whether the site boundaries extended west of the road. Archaeological deposits, including ceramics, debitage, groundstone, vertebrate remains, and worked bone, were identified in seven of eight backhoe trenches. ASM subsequently conducted further testing of the western deposits in 2005. A total of 35 STPs and 13 backhoe trenches were excavated west of the ranch road and were concentrated primarily within the Pankey Ranch complex and near a bedrock milling locus (C) located to the north and

adjacent to the road. Cultural materials associated with midden deposits include aboriginal ceramics, groundstone, bone tools, historic glass, animal bones, debitage, bifaces, projectile point, and fire affected rock (FAR).

CA-SDI-682 has previously been determined to be eligible for listing on both the California Register~~,~~ and the National Register of Historic Places (NRHP). The site is also considered an RPO resource by the County of San Diego. Because of the latter status, impacts to the site cannot be mitigated through data recovery, and the site must be protected and avoided. Three individual loci of intact cultural deposits were identified during the evaluation and are referred to as Locus A, B, and C. Locus A and Locus B are located within the Pankey Ranch complex, while Locus C is slightly north. Loci A and B are probably contributory to the significance of site CA-SDI-682 and fall under the protection of the RPO.

Locus C consists of sparse, deeply buried deposits, probably covered by extensive colluvial deposition. It is unlikely that this deposit represents an intact portion of CA-SDI-682, and as such is not considered. However, due to the deeply buried nature of the deposit, it is possible that undetected, intact archaeological deposits exist below ground surface.

Although the archaeological survey of the south side of SR 76 was negative, the ground surface in this area approximates the original landform slope that tapered down from the granite hill. Based on the landform configuration and proximity of the area to CA-SDI-682 and intact deposits associated with the site, project-related ground disturbing activity on the south side of SR 76 may result in potential impacts to unidentified subsurface archaeological deposits. Similarly, ground-disturbing activities associated with improvements at Horse Ranch Creek Road/SR 76 may have the potential to impact unidentified subsurface archaeological deposits at Locus B. Impacts to such resources in this area would be potentially significant and mitigation is required.

3.2.3.2 Historic Resources

NCC-3

This resource is a historic period landscape feature and a sparse scatter of associated artifacts. The area is located on top of a knoll that is circled with very mature pepper trees. The site boundaries correspond to the knoll and are roughly 40 meters by 30 meters. Artifacts located on the surface during the survey include, a DjerKiss make-up container; a flat mother-of-pearl button, pull-tab cans, amethyst glass, soda bottle, ½"-inch diameter galvanized pipe, milled wood (2'x 6" planks), a small piece of glazed earthen ware, rusted tin, and a screw top jar. A pile of cement rubble and an unlined pit approximately seven feet long and two feet wide is located on top of the knoll. The pit has a broken PVC pipe running through it. The pit could have been made as a result of the scouring effects from the water of the broken pipe or it could have been intentional. At the south edge of the knoll is an area that looks to have been graded as a driveway which is visible in the 1928 aerial. The driveway dead ends at some of the pepper trees.

As stated previously, a review of historic maps did not indicate the presence of historic structures where the site is located. A 1928 aerial photograph of the site on record that the County of San Diego Cartographic Services department shows that there were a number small buildings present where the site is located. A larger barn and other structures are also present to the north of the site but no trace of these buildings was relocated during the survey.

The structures appear to be related to agricultural use as they are not residences and at that time citrus groves and other truck crops were present across the floor of the valley. The buildings look to be packing sheds or similar types of structures. Mr. William Pankey indicated that the site was the likely location of a pump house and shed from the 1920s period and that in the 1940s a ranch house was moved to the area before being demolished in the 1960s or 1970s.

The test and evaluation of site NCC-3 was undertaken through the excavation of 15 STPs resulting in the recovery of approximately 38 diagnostic historic artifacts. Most of the items were consistent with agricultural or industrial use including a number of rusted hardware items such as nails and fasteners, a graduated spray bottle, ant poison, galvanized water pipes, terra cotta drainage pipes, spark plugs, shock absorbers, wiring, and fencing materials. Domestic items were recovered in noticeably fewer numbers but include two buttons, ceramic sherds from that least three different vessels, a marble, and a compact. The artifacts span the period from the 1920s-1970s, and were relatively sparse in number and widespread over the area. No clear areas of concentration were either on the surface or subsurface. It is likely that the razing of the structures and clearing the site of debris resulted in the mixing the soil context with no archaeological value remaining.

A single prehistoric artifact was located at the site. A small interior green metavolcanic flake was recovered. No other prehistoric artifacts were recovered anywhere during excavation of NCC-3.

The large number of hardware and related artifacts is consistent with the aerial photograph of the site taken in 1928 that appears to show the pump house and shed while the few domestic artifacts are related to the later period when a ranch house was moved to the area as workers quarters. The lack of substantial deposits containing domestic refuse that would be expected in a domestic setting such as large numbers of condiment containers, bottles, cans, dishes etc., make interpretations of ranch life during period of the 1940s to 1960s difficult to determine from the material remains present at the site. A clear image of the specific activities conducted at the site is not possible, due to the extremely disturbed context of the deposits and the relative scarcity of artifacts.

The survey and excavations of NCC-3 have shown that the structures associated with the site have been completely removed, and that the integrity of archaeological deposits has been thoroughly disturbed and mixed. The resource appears to have been related to maintenance or work activities associated with the Rancho San Luis Rey and Pankey Ranch periods of ownership more so than residential use.

Site NCC-3 does not embody the characteristics outlined under Criteria C under CEQA or the County RPO, nor is the site associated with important persons or events in state or local history. NCC-3 is not likely to yield important information in the history of the State of California or San Diego County, and therefore the site does not meet local or state thresholds for significant resources. Documenting the site and results of the investigation on California Department of Parks and Recreation Record forms should be considered to have fully exhausted the research potential of NCC-3. Impacts would therefore be less than significant.

CA-SDI-16890

This resource is the site Rancho Monserate and the present Pankey Ranch complex. The resource was evaluated by ASM in 2006 as part of the earlier mentioned cultural resources work and other than relocation of the historic structures no evaluation was made beyond that which was conducted in October 2006 by ASM from which this summary is drawn.

An 1869 survey of the Rancho Monserate shows two buildings. One is labeled "Morels House" and the other "Ruins of the ranch house, the Monserate." An 1896 survey also shows ruins located at this location. In 1908 a road survey indicated three structures and a well with no specific mention of ruins. No remains of the rancho buildings were evident in the current survey or that performed by ASM.

Nine historic structures, either presently existing or no longer extant, were identified on the property by ASM and confirmed during the current survey. Three of the buildings have been destroyed. Six buildings within the Pankey Ranch Complex are at least 50 years old and their potential for eligibility to the California and local registers was assessed. Descriptions of the buildings are provided below.

Building #1

This building is a small wood-framed garage, constructed between the 1920s and 1930s. The building measures approximately 19 feet by 15 feet and possesses a hipped roof with overhanging eaves and exposed rafters. The exterior is sided with overlapping 6" wide boards. Small casement windows are present high up on the walls and large windows are set in the east and west walls. The door has been removed and the windows are boarded up. In general, the building has an unkempt and neglected appearance.

Building #3

This building is a long rectangular bunkhouse measuring 20 x 70 feet and used for housing workers. The building rests on fieldstone foundation with walls and roof constructed of galvanized tin on a wood frame. There is a row of six twin-awning windows in the north end of the east wall for what was once a workshop. The building has a central corridor with bedrooms on either side and a kitchen built of cinder blocks on the south side. The bedrooms each have twin-awning windows for ventilation. Several alterations appear to have taken place since the original construction of the building.

Building #4

Building #4 is the former Pankey residence, a single-story, front-gabled California bungalow constructed sometime between 1928 and 1932. The exterior is sided with horizontal overlapping boards. Several windows including double-hung windows, fixed pane windows, and casement windows are present. The windows all appear to likely have had wooden casings but several have been replaced with aluminum casings. A number of alterations and additions are apparent including a bathroom and bedroom at the southeast corner and a large addition to the north end of the building. The building was converted to a duplex sometime in the more recent past.

Building #5

This building is a small garage that is nearly collapsed. The building has horizontal overlapping board siding and a gabled roof. Two casement windows are present in the

northwall and the building was accessed via a sliding door in the west wall. The walls have begun to separate and the roof has collapsed into the building for the most part.

Building #8

This building is a rustic shed wooden shed with a shed roof. The sliding door is located on the east side and is constructed of sheet metal. On the south side a large garage style door is missing and the building is open. A single window is present in the east wall. The building is believed to have possibly been constructed after 1960, but an exact date is unknown.

Building #14

Building #14 is a board formed poured concrete building, roof included, measuring approximately nine square feet with six-inch thick walls. The building is accessed via a door in the center of the south wall and no windows are present. The building is reported to have been the refrigeration room attached to the former cookhouse during the period when the site was part of the San Luis Rey Ranch.

Based on the evaluations none of these historic buildings appear to be eligible for listing on the California Register or Local Register. Therefore, no further preservation or recording is recommended for these resources.

Two small areas of intact cultural deposits were identified through testing at the site in 2006. Both deposits are less than 300 m² and are located in within the slightly elevated, triangular-shaped area bounded by Pala Road on the south, Horse Creek Ranch Road on the east, and an agricultural field to the north. The area has been impacted over the years by construction of numerous buildings, interconnecting roads, water lines, septic systems, and other facilities.

Impact CR-2 The possible presence of the remains of the Rancho Monserate adobe and Morel House remains. As it would be difficult to identify unknown resources using current techniques, possible detection would require grading monitoring. Impacts to unknown resources could potentially occur during ground disturbing activity (from project-related roadway improvements) in the area of CA-SDI-16890. Impacts would therefore be significant and mitigation is required.

3.2.4 Cumulative Impact Analysis

The study area selected for the cumulative analysis for potential impacts to cultural resources was defined as the one-mile radius utilized for the records search, conducted at the SCIC at San Diego State University. The records search identified eight recorded cultural sites within a one-mile radius of the project site, which included two cultural resources located in areas associated with offsite roadway improvements proposed with the project. These eight resources suggest that a variety of site types are present within the project area, ranging from prehistoric habitation sites to historic structures. Nearly all of the cultural resources recorded in the project vicinity are prehistoric; refer to Appendix D for a description of resources identified.

In general, according to CEQA, the importance of cultural resources comes from the research value and related data that they are able to provide, wherein a cumulative loss of such information may represent a significant impact. For sites considered less than significant, the information would be preserved through recordation and test excavations. Sites identified as significant would be placed in open space easements to avoid impacts to cultural resources

and to preserve the data. Significant sites not placed within open space easements would preserve the information through recordation, test excavations, and data recovery programs that would be filed with the County of San Diego and the SCIC. Artifact collections from any potentially significant site would also be curated at the San Diego Archaeological Center and would be available to other archaeologists for study.

Impacts on prehistoric and historic resources resulting from the proposed project would be reduced to less than significant through mitigation measures proposed. Mitigation for CA-SDI-16,890 and CA-SDI-682 would be provided through avoidance, capping, or and/or monitoring activities, and would reduce the project's potential impacts on such area resources. Potential impacts to undiscovered resources that may be encountered during offsite grading activities would be reduced to less than significant through the requirement for grading monitoring to ensure that any significant resources would be protected from disturbance and/or damage.

Similarly, impacts resulting from those projects identified within the cumulative impact study area would be mitigated to less than significant through the placement of cultural resources within open space easements, data recovery, curation, and/or reporting and would not be considered to cumulatively contribute to a significant impact to cultural resources. All discretionary projects within the County would be required to conform with applicable County standards related to cultural resources, including the County's Resource Protection Ordinance (RPO) criteria for archaeological, prehistoric and historic sites. Therefore, cumulative impacts are considered less than significant, and no mitigation is proposed.

3.2.5 Mitigation Measures

3.2.5.1 Prehistoric Resources

The following mitigation measures shall be implemented to ensure that potential adverse impacts to prehistoric resources from implementation of the proposed project are reduced below a level of significance:

Mitigation Measure CR-1:

Archaeological Site Capping Plan

An archaeological site capping plan for the protection of site CA-SDI-682 ~~Loci A and~~ Locus B shall be implemented to the satisfaction of the County of San Diego Director of Planning and Land Use. Implementation of the capping plan shall include the following:

- Prior to placing the cap, submit a letter to the Director of Planning and Land Use that a County certified archaeologist has been retained to supervise and monitor capping of the archaeological site.
- Capping of the archaeological site shall be conducted by first placing construction fabric (e.g. Amoco) or a minimum of six inches of sterile sand over the entire area of the archaeological site to be capped. Cover the sand layer with 1.5 to 2.0 feet of clean fill dirt. This layer shall be "feathered" out to ten feet beyond the defined boundary of the capping area to create a buffer. The materials used for capping shall be stockpiled and spread by hand.

- After capping, the soil cap shall be landscaped with drought-resistant shallow rooted species. Selection of the species shall be made in consultation with a landscape architect. Temporary irrigation shall be a drip system and shall be removed as soon as the vegetation has established.
- After the cap has been completed and the landscaping installed, the archaeologist shall prepare a final letter report that details how the capping procedure and landscaping was completed.
- After capping, all of the following activities are prohibited from taking place on the capped archaeological site: grading; excavation; placement of soil, sand, rock, gravel, or other material; clearing of vegetation; construction, erection, or placement of any building or structure; vehicular activities; trash dumping; or use for any purpose other than open space.

The sole exception(s) to the prohibition is:

- The planting of shallow rooted plants, irrigation lines, or utility lines in the sterile cap above the archaeological deposits, according to a plan approved by the Director of Planning and Land Use.

Moreover, recommendations per County directives include:

Archaeological Open Space Easement Dedication

~~Grant~~ Prior to issuance of a grading permit, the District shall provide evidence to the County of San Diego that an open space easement ~~over portions of Lot(s) as shown on the~~ has been recorded over the limits of Locus B. This easement is for the protection of archaeological site CA-SDI-682, ~~Loci A and~~ Locus B, and prohibits all of the following on any portion of the land subject to said easement: grading; excavation; placement of soil, sand, rock, gravel, or other material; clearing of vegetation; construction, erection, or placement of any building or structure; vehicular activities; trash dumping; or use for any purpose other than open space.

The sole exception(s) to the prohibition is:

- Scientific investigations conducted pursuant to a research design prepared by an archaeologist certified by the Register of Professional Archaeologists and approved by the Director of Planning and Land Use.
- Implementation of a site capping plan approved by the Director of Planning and Land Use.
- Selective clearing of vegetation by hand to the extent required by written order of the fire authorities for the express purpose of reducing an identified fire hazard.
- Uses, activities, and placement of structures expressly permitted by the Director of Planning and Land Use, whose permission may be given only after following the procedures and complying with all requirements applicable to an Administrative Permit pursuant to the Zoning Ordinance of the County of San Diego.
- Activities required to be conducted pursuant to a revegetation, habitat management or landscaping plan approved by the Director of Planning and Land Use.

- Vegetation removal or application of chemicals for vector control purposes where expressly required by written order of the Department of Environmental Health of the County of San Diego, in a location and manner approved in writing by the Director of Planning and Land Use.

Temporary Fencing for Archaeological Sites

Prior to approval of grading permits or improvement plans, the applicant shall:

Prepare and implement a temporary Fencing and Signage Plan for the protection of archaeological site CA-SDI-682, ~~Loci~~ Locus A and ~~Loci~~ Locus B, during any grading activities required within fifty (50) feet of the limits of Locus A, or the open space easement dedicated over Locus B. ~~one-hundred feet (100') of open space easement "A," as shown on the open space exhibit plot plan dated_____~~. The fencing plan shall be prepared in consultation with a qualified archaeologist to the satisfaction of the County of San Diego Director of Planning and Land Use. The fenced area shall include a buffer sufficient to protect the archaeological site. The fence shall be installed under the supervision of a qualified archaeologist prior to commencement of grading or brushing and will be removed only after the grading operations have been completed.

Grading Monitoring Program

A Grading Monitoring Program shall be implemented to mitigate for the potential presence of undiscovered, buried resources in the proximity of CA-SDI-682, including ~~Loci~~ Locus C and where grading would occur in on the south side of SR 76. The Grading Monitoring Program shall include the following:

Prior to approval of grading or improvement plans, the applicant shall:

- Implement a Grading Monitoring Program to mitigate potential impacts to undiscovered buried cultural resources to the satisfaction of the Planning Director.

- Provide evidence to the Department of Planning and Land Use that a County certified archaeologist and Native American Monitor have been contracted to implement a Grading Monitoring Program to the satisfaction of the Director of Planning and Land Use (DPLU). The consulting archaeologist shall contract with a Native American monitor to be involved with the Grading Monitoring Program. A letter from the Project Archaeologist shall be submitted to the Director of Planning and Land Use.

- If human remains are discovered, the Principal Investigator shall contact the City Coroner. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains.

- Complete and submit a final report that documents the results, analysis, and conclusions of all phases of the Grading Monitoring Program to the satisfaction of the Director of Planning and Land Use.

3.2.5.2 Historic Resources

The following mitigation measure shall be implemented to ensure that potential adverse impacts to historic resources from implementation of the proposed project are reduced below a level of significance:

Mitigation Measure CR-2:

Grading Monitoring Program

A Grading Monitoring Program shall be implemented to mitigate for the potential presence of undiscovered, buried resources in the proximity of CA-SDI-16890. The Grading Monitoring Program shall include the following:

Prior to approval of grading permits or improvement plans, the applicant shall:

- Implement a Grading Monitoring Program to mitigate potential impacts to undiscovered buried cultural resources. ~~to the satisfaction of the Planning Director~~. A Monitoring Discovery and Historic Properties Treatment Plan shall be prepared to the satisfaction of the County of San Diego Director of Planning and Land Use.

- Provide evidence to the Department of Planning and Land Use that a County certified archaeologist ~~has~~ and Native American Monitor have been contracted to implement a Grading Monitoring Program to the satisfaction of the Director of Planning and Land Use (DPLU). The consulting archaeologist shall contract with a Native American monitor to be involved with the Grading Monitoring Program. A letter from the Project Archaeologist shall be submitted to the Director of Planning and Land Use.

- A Monitoring Discovery and Historic Properties Treatment Plan shall be prepared, prior to commencement of all construction activity. The applicant shall complete and submit a final report that documents the results, analysis, and conclusions of all phases of the Grading Monitoring Program to the satisfaction of the Director of Planning and Land Use.

- If human remains are discovered, the Principal Investigator shall contact the County Coroner. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains.

3.2.6 Impact After Mitigation

Implementation of Mitigation Measure CR-1 would reduce impacts associated with Impact CR-1, which could result in impact~~s~~ to archeological site~~s~~ CA-SDI-16890. The avoidance and capping of the existing archeological site~~s~~ will ensure that no disturbance ~~would~~ occurs to the existing site~~s~~, ~~and~~ thereby preserving ~~their~~ its archaeological significance. Furthermore, in case of future accidental discovery of additional archeological ~~sites~~resources, a certified archaeologist will implement a grading, monitoring and data recovery program. Monitoring ~~would~~ will help reduce the potential damage to archeological sites discovered during grading that might not otherwise be recognized. Monitoring would also help ensure

existing resources are not accidentally disturbed. With implementation of this mitigation measure, potential impacts on cultural resources would be reduced to less than significant.

Implementation of Mitigation Measure CR-2 would reduce impacts associated with Impact CR-2, which could result in potential impacts from the accidental and unanticipated uncovering of existing historical resources. To mitigate impacts if existing historical resources are discovered, a professional archaeologist monitor will be onsite to observe ground disturbing activity in the area of CA-SDI-16890 and a Monitoring Discovery and Historic Properties Treatment Plan will be prepared prior to commencement of construction activity. Implementation of Mitigation Measure will reduce potential impacts to historical resources to less than significant.

3.3 NOISE

The purpose of this section is to analyze project-related noise source impacts onsite and to surrounding land uses. This section evaluates short-term construction related impacts, as well as future buildout conditions. Mitigation measures are also recommended to avoid or lessen potential noise impacts. The following analysis is based on the acoustical study prepared by Investigative Science and Engineering (ISE). The technical report is included as Appendix E of this EIR.

3.3.1 Existing Conditions

The project site consists of approximately 85 undeveloped acres located east of Interstate 15 (I-15) between Pala Road/State Route 76 (SR 76) and Pala Mesa Heights Drive, in the community of Fallbrook, CA. Regional access to the site can be obtained via I-15 and/or SR 76. Land immediately surrounding the project site is generally undeveloped or utilized for agricultural operations.

The project site is located within a well-defined north-south trending valley, with steep hills rising to the east and west. Further to the south, and just south of SR 76, is the San Luis Rey River, which generally trends in an east-west direction across the valley floor in the vicinity of the site. Elevations onsite range approximately between 270 to 365 feet above mean sea level (AMSL).

3.3.1.1 Noise Scales and Definitions

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise will generally increase with the environmental sound level. However, many factors will also influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, will all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed."

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB).

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and,
- The community response to changes in the community noise environment.

Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear; refer to Table 3.3-1.

Community noise levels can be described in terms of the community noise equivalent level (CNEL). The CNEL is the average A-weighted sound level during a 24-hour day. It is obtained by adding five dBA to sound levels in the evening hours (7 P.M. to 10 P.M.) and by adding 10 dBA to sound levels during the nighttime (10 P.M. to 7 A.M.). The 5- and 10-dBA penalties are applied to take into account for increased noise sensitivity during evening and nighttime hours.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud, and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various single-event sound levels in different environments are illustrated on Figure 3.3-1.

3.3.1.2 Sensitive Receptors

Human response to noise varies widely depending on the type of noise, time of day and sensitivity of the receptor. The effects of noise on humans can range from temporary or permanent hearing loss to mild stress and annoyance due to such things as speech interference and sleep deprivation. Prolonged stress, regardless of the cause, is known to contribute to a variety of health disorders. Noise, or the lack of it, is a factor in the aesthetic perception of some settings, particularly those with religious or cultural significance. Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours.

3.3.1.3 Ambient Noise Measurements

Measurements to determine existing ambient noise were performed on February 9, 2007. All equipment was calibrated before testing at Investigative Science and Engineering's (ISE) acoustics and vibration laboratory to verify conformance with ANSI S1-4 1983 Type 2 and IEC 651 Type 2 standards.

A Quest Model 2900 ANSI Type 2 integrating sound level meter was used as the data collection device. The meter was mounted to a tripod five-feet above ground level in order to simulate the noise exposure of an average-height human being. Two short-term {one-hour} sound level measurements were taken on the proposed site as described below.

The meter locations (denoted as Monitoring Locations ML 1 and ML 2) were both located along the northwestern edge of the site roughly 240- and 190-feet east of Interstate 15 respectively; refer to Figure 3.3-2. This was done in order to obtain an estimate of the worst-case existing onsite noise during peak-hour traffic conditions. All monitoring sites were spatially logged using a geographic positioning system (GPS) for both horizontal and vertical control.

The results of one-hour sound level monitoring are shown in Table 3.3-2. The values for the energy equivalent sound level (Leq), the maximum and minimum measured sound levels (Lmax and Lmin), and the statistical indicators L10, L50, and L90, are given for each monitoring location.

Measurements collected at the monitoring locations ML 1 and ML 2 reflect the typical sound levels associated with the community setting with existing adjacent major roadway activities. The hourly average sound levels (or Leq-h) recorded over the monitoring period ranged between 66.0 to 67.6 dBA. As indicated by the monitoring equipment, at least 90 percent of the time (L90) the onsite sound level was approximately 63.7 to 65.6 dBA. The acoustic floor for the site, as seen by the Lmin indicator was found to be 60.9 dBA. This would be considered the lowest attainable sound levels for the project area during daytime hours.

3.3.1.4 Regulatory Setting

The proposed project site is located in the County of San Diego and under typical circumstances would be subject to applicable plans, polices and regulations as mandated by the County of San Diego. However, due to the proposed use of the site as an educational a North Education Center, this type of project is exempt from the jurisdiction of the County. As such, Palomar Community College District is the lead agency for the project, and thereby attains jurisdictional rights regarding development and implementation of land use regulations. Offsite road improvements on County lands would occur under the jurisdiction of the County of San Diego.

The Palomar Community College District has not adopted significance criteria to analyze noise impacts that may result from implementation of the proposed project. As such, in analyzing the potential noise impacts resulting from the proposed project, adopted plans, policies, and regulations as defined by the County will be utilized to the maximum extent possible and are provided below.

Operational Noise Standards

The applicable sound levels under Section 36.404 are a function of the time of day and the land use zone. Sound levels are measured at the boundary of the property containing the noise source. The relevant limits are given in Table 3.3-3. In the case where two adjacent property lines differ in zoning, the applicable threshold would be the arithmetic average of the two standards.

State of California Guidelines

California Environmental Quality Act

CEQA was enacted in 1970 and requires that all known environmental effects of a project be analyzed, including environmental noise impacts. Under CEQA, a project has a potentially significant impact if the project exposes people to noise levels in excess of standards established in the local general plan or noise ordinance. Additionally, under CEQA, a project has a potentially significant impact if the project creates a substantial increase in the ambient noise levels in the project vicinity above levels existing without the project. If a project has a potentially significant impact, mitigation measures must be considered. If mitigation measures to reduce the impact to less than significant levels are not feasible due to economic, social, environmental, legal or other conditions, the most feasible mitigation measures must be considered.

California Government Code

California Government Code Section 65302 (f) mandates that the legislative body of each county and city adopt a noise element as part of their comprehensive general plan. The local

noise element must recognize the land use compatibility guidelines established by the State Department of Health Services, as shown in Table 3.3-4.

The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 dBA CNEL and "conditionally acceptable" up to 70 dBA CNEL. Multiple-family residential uses are "normally acceptable" up to 65 dBA CNEL and "conditionally acceptable" up to 70 dBA CNEL. Schools, libraries and churches are "normally acceptable" up to 70 dBA CNEL, as are office buildings and business, commercial and professional uses.

State of California CCR Title 24 Noise Insulation Standards

The California Code of Regulations (CCR), Title 24, Noise Insulation Standards, states that multi-family dwellings, hotels, and motels located where the CNEL exceeds 60 dBA, must obtain an acoustical analysis showing that the proposed design will limit interior noise to less than 45 dBA CNEL. A standard of 50 dBA CNEL is typically applied to classroom and office space area. Interior noise standards are typically applied to sensitive areas within the structure where low noise levels are desirable.

Worst-case noise levels, either existing or future, must be used for this determination. Future noise levels must be predicted at least ten years from the time of building permit application in accordance with State standards.

3.3.2 Thresholds for Determining Significance

Transportation noise levels, such as those produced by vehicles traveling to and from the project site, would typically be governed under Policy 4b of the *County of San Diego's Noise Element of the County's General Plan (as revised 7/06).* The relevant sections of the Noise Element are cited below:

Because exterior community noise equivalent levels (CNEL) above 60 decibels and/or interior CNEL above 45 decibels may have an adverse effect on public health and welfare, it is the policy of the County of San Diego that:

1. Whenever it appears that new *development* may result in any (existing or future) *noise sensitive land use* being subject to noise levels of CNEL equal to 60 *decibels (A)* or greater, an acoustical analysis shall be required.
2. If the acoustical analysis shows that noise levels at any *noise sensitive land use* will exceed CNEL equal to 60 decibels, modifications shall be made to the *development* which reduce the *exterior noise* level to less than CNEL of 60 *decibels (A)* and the *interior noise* level to less than CNEL of 45 *decibels (A)*[1].

1 **Action Program 4b1:** Recommend programs to soundproof buildings or redevelop areas where it is impossible to reduce existing source noise to acceptable levels.

Action Program 4b2: Study the feasibility of extending the application of Section 1092, California Administrative Code dealing with noise insulation standards to single-family dwellings, and incorporating higher standards for reduction of exterior noise intrusion into structures.

Action Program 4b3: Require present and projected noise level data to be included in Environmental Impact Reports. Designs to mitigate adverse noise impacts shall also be used.

3. If modifications are not made to the *development* in accordance with paragraph 2 above, the *development* shall not be approved unless a finding is made that there are specifically identified overriding social or economic considerations which warrant approval of the development without such modification; provided, however, if the acoustical study shows that sound levels for any noise sensitive land use will exceed a CNEL equal to 75 *decibels (A) even* with such modifications, the *development* shall not be approved irrespective of such social or economic considerations.

Construction noise impacts will be analyzed using the guidelines established by the County of San Diego Noise Ordinance, to the maximum extent possible, which restricts the allowable hours of construction activities to between 7 a.m. and 7 p.m., Monday through Saturday, excluding legal holidays. Furthermore, the noise levels associated with construction activities at residential receptors are not to exceed 75 dB, averaged over an eight-hour period per day.

It should be noted that the noise impact significance for Palomar Community College North Education Center would actually fall under the guidelines established by the California Department of Health Services, Office of Noise Control; Land Use Compatibility Guidelines (dated 1987) for educational uses. This standard, which is based upon an earlier 1974 EPA document entitled, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety," sets a maximum noise threshold of 70 dBA CNEL. This standard is less stringent than those guidelines set by the County of San Diego. As such, the proposed project has been analyzed using County of San Diego's Noise Element of the County's General Plan (as revised 7/06) as described above.

3.3.3 Environmental Impacts

3.3.3.1 Short-Term (Construction) Impacts

Construction activities generally have a short and temporary duration, lasting from a few days to a period of several months. Ground-borne noise and other types of construction-related noise impacts would typically occur during the initial site preparation, which can create the highest levels of noise; but is also generally the shortest of all construction phases. High ground-borne noise levels and other miscellaneous noise levels can be created by the operation of heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, compactors, scrapers, and other heavy-duty construction equipment.

Tables 3.3-5 through 3.3-7 indicate the anticipated equipment noise levels during construction. In order to estimate the "worst case" construction noise levels, the combined construction equipment noise levels have been calculated for the grading/excavation phases; refer to Table 3.3-5. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Development of the proposed project site will take place incrementally as individual buildings are constructed. Although a scheduled construction-phasing plan has not been established for the project, operational activities, including instruction, will commence in buildings as construction is completed for individual buildings. As such, remaining buildings

may be constructed while classroom instruction is occurring. According to Tables 3.3-5 through 3.3-7, noise levels could reach approximately a maximum 65.2 dBA at 500 feet from construction equipment. As such, proposed construction activities could not exceed the 75 dBA threshold per the County of San Diego Noise Ordinance. As such noise impacts resulting from project construction are not anticipated.

3.3.3.2 Long-term (Mobile) Impacts

The primary source of future (mobile) traffic noise near the project site would be from Interstate 15, Horse Ranch Creek Road, and Pala Mesa Road. Future ultimate traffic estimates for these roadways predict volumes as high as 232,000 ADT for Interstate 15 (*Source: SANDAG Series 10 - 2030 Traffic Volume Forecast*) and 21,576 ADT for Horse Ranch Creek Road. The future speed limits along Interstate 15 are projected to be 65 MPH for automobiles, medium sized vehicles, and 55 MPH for heavy sized trucks. A future speed limit for all vehicles along Pala Mesa Road and Horse Ranch Creek Road are projected to be 40 MPH. This would be an idealized case given in the absence of highway congestion (which would drastically reduce travel speeds too far below the maximum).

The capacity for a single freeway lane is 2,300 vehicles per hour *(Source: Caltrans Highway Capacity Manual 2002)*. As such, Interstate 15 was modeled with peak hour trip generation of 18,400.

Exterior Noise Levels

Final building pad elevations are unknown at this time. As such, modeled receptor elevations were considered five feet above the base grading elevation assuming a 50-, 100-, and 200-foot setback from the nearest boundary line of each proposed development area (i.e., within all noise sensitive areas and pertinent building façades as shown on the tentative layout). Second floor receptor areas were modeled at 15 feet above this base elevation. The modeled receptor locations, which are identified by red dots (•), are shown in Figure 3.3-3.

Impact N-1 The results of the acoustical modeling for the project site are shown in Table 3.3-8. The output shows the unmitigated and mitigated ground level noise sensitive areas as well as the corresponding second floor sound levels. The noise sensitive areas within the unmitigated column of the table exceeding the 70 dBA CNEL noise threshold would require noise mitigation if ultimately noise sensitive uses were placed within these spaces.

Interior Noise Levels

Impact N-2: As shown in Table 3.3-8, structural façades in excess of 60 dBA CNEL would exceed the CCR Title 24 Noise Insulation Standards and prior to commencement of operational activities would need to be further analyzed in order to demonstrate that the 45-dBA CNEL interior noise threshold can be attained for all interior sensitive use spaces.

Predicted Vehicular Noise Levels along Adjacent Roadways

The results showing the effect of traffic noise increases on the various servicing roadway segments associated with the proposed Palomar Community College North Education Center are presented in Tables 3.4-1 through 3.4-9 for the following scenarios:

- Table 3.3-9 Existing Traffic Noise Conditions
- Table 3.3-10 Existing Traffic Conditions plus Project

- Table 3.3-11 Existing Traffic Conditions Cumulative (without Project)
- Table 3.3-12 Existing Traffic Conditions plus Cumulative plus Project
- Table 3.3-13 2030 Build out Baseline Traffic Conditions
- Table 3.3-14 2030 Build out Baseline plus Project Traffic Conditions
- Table 3.3-15 Existing plus Project Related Traffic Noise Increases
- Table 3.3-16 Existing plus Cumulative plus Project Related Traffic Noise Increases
- Table 3.3-17 2030 plus Project Related Traffic Noise Increases

For each roadway segment examined, the worst case average daily traffic volume (ADT) and observed/predicted speeds are shown along with the corresponding reference noise level at 50-feet (in dBA). Additionally, the line-of-sight distance to the 60 and 65 dBA CNEL contours from the roadway centerline are provided as an indication of the worst-case unobstructed theoretical traffic noise contour placement.

As can be seen from the traffic data, the largest plus project noise increase would be 1.1 dBA CNEL along Old Highway 395, which is below the established 3.0-dBA significance thresholds; therefore, no impacts either direct or cumulative related to noise levels on adjacent roadways are expected from implementation of the proposed project.

3.3.3.3 Long-Term (Stationary) Noise Impacts

Noise associated with operational activities of the proposed North Education Center is typically generated by the following sources:

- Mechanical equipment (air conditioners, trash compactors, emergency generators, etc.);
- Typical parking lot activities (i.e., parking lot traffic and car door slamming); and,
- Landscape maintenance.

Mechanical Equipment

Impact N-3 Noise generated from mechanical equipment could significantly impact residential uses and other sensitive receptors within the project vicinity by exceeding the County's 60 dBA CNEL exterior noise standard for sensitive land uses (i.e. classrooms or residential units). Noise levels from mechanical equipment would be minimized with implementation of mitigation requiring the orientation of equipment away from any sensitive receptors, proper selection of equipment, and installation of equipment with proper acoustical shielding. Once development plans are finalized, the proposed project would be required to perform further acoustical analysis to ensure no further significant impacts would result from implementation of the proposed project.

Parking Lot Activities

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys may be an annoyance to adjacent noise-sensitive

receptors. Typical noise levels generated by parking areas are an estimated 70 dBA at 50 feet from the source during peak events (this is an "instantaneous" or peak noise level). Parking lot noise would also be partially masked by background noise from adjacent roads and typical community noise sources. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech. As noise generated within parking areas would be single-event and therefore temporary, impacts are considered to be less than significant.

3.3.3.4 Airports or Landing Strips

The proposed project site is not located within a comprehensive land use plan (CLUP) of a public airport. The nearest public airport is the Fallbrook Airpark located approximately 5 miles west of the project site. No private airports are located in the surrounding area that would have flight paths over the proposed project site. A small unimproved landing strip that is used only by remote control airplane enthusiasts is located to the south of the project site at the northern end of the Pankey Road. This airstrip is only used for hobby aircraft and does not generate a significant amount of noise that would adversely affect the proposed education center. Therefore, potential impacts from airports or landing strips are considered to be less than significant.

3.3.4 Cumulative Impact Analysis

As shown in Tables 3.3-16 and 3.3.17, the largest plus project noise increase would be 1.1 dBA CNEL along Old Highway 395, which is below the established 3.0-dBA significance thresholds. As such, cumulative impacts as a result of implementation of the proposed project are not anticipated.

3.3.5 Mitigation Measures

Implementation of the following mitigation measures will ensure that the proposed project would not result in the expose of persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

3.3.5.1 Long-Term (Mobile) Impacts

Mitigation Measure N-1: As outdoor use areas are developed concurrently with the campus, an exterior noise analysis based upon the final design of the buildings and outdoor areas shall be required. Upon completion of the final development plans for outdoor areas identified for use by students and faculty, the exterior noise analysis shall be prepared and submitted to the Palomar Community College District to ensure that outdoor noise levels are within the limits of State Guidelines and are conducive to an education environment.

Mitigation Measure N-2: Prior to issuance of building permits for the proposed project, a site-specific noise analysis (using worst-case noise levels, either existing or future) compliant with the California Code of Regulations (CCR), Title 24, Noise Insulation Standards shall be required. The acoustical analysis shall demonstrate that, at onsite locations where noise levels at structural façades is in excess of 60 dBA CNEL, the proposed architectural design will reduce interior noise to 50 dBA CNEL or less.

3.3.5.2 Long-Term (Stationary) Impacts

Mitigation Measure N-3: Electrical and mechanical equipment (i.e., ventilation and air conditioning units) shall be located away from sensitive receptor areas. Additionally, the following considerations should be given prior to installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporation of the use of parapets into building design. A site-specific noise analysis shall be required to demonstrate that noise from electrical and mechanical equipment does not exceed maximum interior noise level criteria established for sensitive land uses and that maximum exterior noise levels have been mitigated to the maximum extent feasible. Implementation of this mitigation measure will ensure that the proposed project will not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

3.3.6 Impact After Mitigation

Mitigation Measure N-1 would reduce long-term mobile impacts resulting from traffic impacts associated with traffic on Interstate 15. This mitigation measure would ensure noise levels in noise sensitive areas would be under the 70 CNEL noise standard as provided by the *California Department of Health Services, Office of Noise Control; Land Use Compatibility Guidelines (dated 1987)* for educational uses within affected noise sensitive areas as shown in Table 3.3-8.

Mitigation Measure N-2 would reduce long-term mobile impacts to sensitive receptors resulting from interior noise levels exceeded the 50-dBA CNEL or less limit. The acoustical analysis would demonstrate an interior noise level of 50-dBA CNEL or less; thereby ensuring potential impacts to sensitive receptors would be less than significant.

Mitigation Measure N-3 would reduce long-term (stationary) impacts associated with Impact N-3 to less than significant. This mitigation measure would require that design measures be implemented to reduce potential noise impacts from electrical and mechanical equipment (i.e., ventilation and air conditioning units) on sensitive receptor areas. With such measures as consideration for the selection and sizing of equipment or incorporation of the use of parapets into building design, noise impacts resulting from the operation of such equipment would be reduced to less than significant.

TABLE 3.3-1
NOISE DESCRIPTORS

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 P.M. to 10:00 P.M., and +10 dBA for the night, 10:00 P.M. to 7:00 A.M.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq}. The L_{dn} is calculated by averaging the Leq's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 P.M. to 7:00 A.M.), by 10 dBA to account for the increased sensitivity of people to noises that occur at night.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.

TABLE 3.3-2
MEASURED AMBIENT SOUND LEVELS – PALOMAR COMMUNITY COLLEGE NEC

		1-Hour Noise Level Descriptors in dBA					
Site	**Start Time**	**L_{eq}**	**L_{max}**	**L_{min}**	**L_{10}**	**L_{50}**	**L_{90}**
ML 1	3:00 p.m.	66.0	69.1	60.9	67.7	65.8	63.7
ML 2	4:00 p.m.	67.6	73.2	62.9	69.2	67.2	65.6

Monitoring Locations:

- ML 1: North portion of project site facing Interstate 15.
  GPS: 33°21.381'N x 117°16.50'W, EPE 10 ft.
- ML 2: North portion of project site facing Interstate 15.
  GPS: 33°21.301'N x 117°09.477'W, EPE 10 ft.

Measurements performed by ISE on February 9. EPE = Estimated Position Error.

TABLE 3.3-3
COUNTY OF SAN DIEGO NOISE ORDINANCE LIMITS

Land Use Zone	Time of Day	1-Hour Average Sound Level (dBA Leq)
R-S, R-D, R-R, R-MH, A-70, A-72, S-80, S-81, S-87, S-88, S-90, S-92, R-V, and R-U	7 a.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
R-R0, R-C, R-M, C-30, and S-86	7 a.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
S-94 and other commercial zones	**7 a.m. to 10 p.m.**	**60**
	10 p.m. to 7 a.m.	**55**
M-50, M-52, and M-54	Any time	70
S-82 and M-58	Any time	70

Source: County of San Diego Noise Ordinance Section 36.404, 1981.

TABLE 3.3-4
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Category		55	60	65	70	75	80	INTERPRETATION
Residential – (all) Single Family, Duplex, Mobile Home, Multi-Family, etc.								Normally Acceptable Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Transient Lodging – Motel, Hotel								Conditionally Acceptable New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning sill normally suffice.
School, Library, Church, Hospital, Nursing Home								Normally Unacceptable New construction or development should generally be discouraged. If a new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Auditorium, Concert Hall, Amphitheater								Land Use Discouraged New construction or development should generally not be undertaken.
Sports Arena, Outdoor Spectator Sports								**NOTE:** McClellan Palomar Airport Noise is regulated by the Airport Comprehensive Land Use Plan (CLUP). See the CLUP for airport noise compatibility guidelines.
Playground, Neighborhood Park								
Golf Course, Riding Stable, Water Recreation, Cemetery								
Office Building, Business Commercial, Planned Industrial and Professional								
General Industrial, Manufacturing, Utilities, Agriculture								

TABLE 3.3-5
PREDICTED CONSTRUCTION NOISE LEVELS – ROUGH GRADING OPERATIONS

Equipment Type	Qty. Used	Duty Cycle (Hrs. / day)	Source Level @ 50 Feet (dBA)	Cumulative Effect @ 50 Feet (dBA Leq-12h)
Dozer – D8 Cat	2	4	75	74.0
Loader	2	4	85	84.0
Water Truck	2	2	70	66.0
Scraper	4	4	75	77.0
			Aggregate Noise Level Measured @ 50-Feet:	85.2
			Noise Loss to nearest receptor @ 500-Feet:	-20.0
			Sum @ Property Line (500 ft Distant):	**65.2**

dBA = A-weighted decibels
Source: Noise Report

TABLE 3.3-6
PREDICTED CONSTRUCTION NOISE LEVELS – UNDERGROUND UTILITY CONSTRUCTION

Equipment Type	Qty. Used	Duty Cycle (Hrs. / day)	Source Level @ 50 Feet (dBA)	Cumulative Effect @ 50 Feet (dBA Leq-12h)
Track Backhoe	3	8	75	78.8
Loader	2	8	70	72.0
Concrete Truck	6	0.5	70	64.8
Dump/Haul Trucks	5	0.5	75	69.0
			Aggregate Noise Level Measured @ 50-Feet:	80.1
			Noise Loss to nearest receptor @ 500-Feet:	-20.0
			Sum @ Property Line (500 ft Distant):	**60.1**

dBA = A-weighted decibels
Source: Noise Report

TABLE 3.3-7
PREDICTED CONSTRUCTION NOISE LEVELS- SURFACE PAVING OPERATIONS

Equipment Type	Qty. Used	Duty Cycle (Hrs. / day)	Source Level @ 50 Feet (dBA)	Cumulative Effect @ 50 Feet (dBA Leq-12h)
Dump/Haul Trucks	25	0.5	75	76.0
Paver	1	8	70	69.0
Roller	2	8	75	77.0
			Aggregate Noise Level Measured @ 50-Feet:	79.9
			Noise Loss to nearest receptor @ 500-Feet:	-20.0
			Sum @ Property Line (500 ft Distant):	**59.9**

dBA = A-weighted decibels.
Source: Noise Report

TABLE 3.3-8
PREDICTED TRANSPORTATION NOISE LEVELS –
PALOMAR COMMUNITY COLLEGE NEC

Modeled Receptor No.	Distance From P/L (Description)	Unmitigated Sound Levels	2nd Floor Resultant Sound Levels
1	50 feet (large parking lot)	70.7	n/a
2	100 feet (large parking lot)	68.8	n/a
3	200 feet (large [parking lot)	65.8	n/a
4	50 feet (building 7)	**70.8**	75.1
5	100 feet (building 7)	**69.1**	74.2
6	200 feet (building 7)	66.1	72.6
7	50 feet (building 3)	**70.0**	74.8
8	100 feet (building 3)	68.7	74.0
9	200 feet (building 3)	66.5	72.3
10	50 feet (building 10)	**70.1**	74.8
11	100 feet (building 10)	68.8	73.9
12	200 feet (building 10)	66.8	72.3
13	50 feet (tennis court)	69.3	n/a
14	100 feet (tennis court)	68.7	n/a
15	200 feet (tennis court)	67.0	n/a
16	50 feet (building 13)	62.1	66.5
17	100 feet (building 13)	61.6	66.4
18	200 feet (building 13)	61.8	67.6
19	50 feet (building 6)	62.2	66.7
20	100 feet (building 6)	62.4	66.4
21	200 feet (building 6)	62.8	67.3
22	50 feet (building 12)	62.5	65.8
23	100 feet (building 12)	61.7	64.9
24	200 feet (building 12)	61.1	64.7
25	50 feet (Native Area)	58.7	n/a
26	100 feet (Native Area)	58.6	n/a
27	200 feet (Native Area)	58.8	n/a

All levels given in dBA CNEL

TABLE 3.3-9
EXISTING TRAFFIC NOISE CONDITIONS

Roadway Segment	ADT	Speed (MPH)	SPL	CNEL Contour Distances (feet)	
				65 dBA Contour	60 dBA Contour
Pala Road					
Via Monserate to Gird Road	23,512	55	75.0	231	498
Gird Road to Sage Road	21,690	55	74.6	219	472
Sage Road to Old Highway 395	22,145	55	74.7	222	479
Old Highway 395 to South I-5 Ramp	23,300	45	72.9	168	363
North I-5 Ramp to Pankey Road	11,416	50	70.9	123	265
Project Road to Rice Canyon Road	11,900	30	67.0	68	146
Rice Canyon Road to Couser Canyon Rd	10,816	35	67.2	70	152
Old Highway 395					
Dulin Road to West Lilac Road	3,900	50	67.1	70	150
Reche Road to Stewart Canyon	6,475	50	68.4	84	182
East Mission Road to Reche Road	4,855	50	66.2	60	129
Reche Road					
South Live Oak Park Road to Gird Road	9,828	45	69.2	95	204
Gird Road to Wilt Road	8,358	45	68.5	85	183
Wilt Road to Tecalote Drive	9,245	45	68.9	91	196

Notes:
ADT = average daily trips - Source: RBF, 7/07.
SPL = sound pressure level in dBA at 50-feet from the road edge. CNEL = community noise exposure level.
All values given in dBA CNEL. Contours assumed to be line-of-sight perpendicular (⊥) distance.

TABLE 3.3-10
EXISTING TRAFFIC CONDITIONS PLUS PROJECT

Roadway Segment	ADT*	Speed (MPH)	SPL	CNEL Contour Distances (feet) 65 dBA Contour	60 dBA Contour
Pala Road					
Via Monserate to Gird Road	24,022	55	75.1	508	1,607
Gird Road to Sage Road	22,268	55	74.7	471	1,490
Sage Road to Old Highway 395	22,791	55	74.8	482	1,525
Old Highway 395 to South I-5 Ramp	24,082	45	73.1	319	1,010
North I-5 Ramp to Pankey Road	12,878	50	71.4	217	688
Project Road to Rice Canyon Road	12,342	30	672	82	260
Rice Canyon Road to Couser Canyon Rd	11,122	35	67.3	86	272
Old Highway 395					
Dulin Road to West Lilac Road	4,172	50	66.5	70	223
Reche Road to Stewart Canyon	7,087	50	68.8	120	379
East Mission Road to Reche Road	4,991	50	67.3	84	267
Reche Road					
South Live Oak Park Road to Gird Road	9,585	45	69.1	127	402
Gird Road to Wilt Road	8,698	45	68.6	115	365
Wilt Road to Tecalote Drive	10,168	45	9.3	135	427

Notes:
*Assumes 20% internal trip capture at full buildout.
ADT = average daily trips - Source: RBF, 7/07.
SPL = sound pressure level in dBA at 50-feet from the road edge. CNEL = community noise exposure level.
All values given in dBA CNEL. Contours assumed to be line-of-sight perpendicular (⊥) distance.

TABLE 3.3-11
EXISTING TRAFFIC CONDITIONS PLUS CUMULATIVE (WITHOUT PROJECT)

Roadway Segment	ADT	Speed (MPH)	SPL	CNEL Contour Distances (feet)	
				65 dBA Contour	60 dBA Contour
Pala Road					
Via Monserate to Gird Road	26,274	55	75.5	556	1,758
Gird Road to Sage Road	24,027	55	75.1	508	1,607
Sage Road to Old Highway 395	24,482	55	75.2	518	1,638
Old Highway 395 to South I-5 Ramp	27,866	45	73.7	370	1,169
North I-5 Ramp to Pankey Road	18,433	50	72.9	311	984
Project Road to Rice Canyon Road	15,191	30	68.1	101	320
Rice Canyon Road to Couser Canyon Rd	12,940	35	68.0	100	316
Old Highway 395					
Dulin Road to West Lilac Road	7,192	50	68.9	121	384
Reche Road to Stewart Canyon	9,023	50	69.8	152	482
East Mission Road to Reche Road	5,174	50	67.4	87	276
Reche Road					
South Live Oak Park Road to Gird Road	26,274	45	73.4	349	1,102
Gird Road to Wilt Road	24,027	45	73.0	319	1,008
Wilt Road to Tecalote Drive	24,482	45	73.1	325	1,027

Notes:
ADT = average daily trips - Source: RBF, 7/07.
SPL = sound pressure level in dBA at 50-feet from the road edge. CNEL = community noise exposure level.
All values given in dBA CNEL. Contours assumed to be line-of-sight perpendicular (⊥) distance.

TABLE 3.3-12
EXISTING TRAFFIC CONDITIONS PLUS CUMULATIVE PLUS PROJECT

Roadway Segment	ADT	Speed (MPH)	SPL	CNEL Contour Distances (feet)	
				65 dBA Contour	60 dBA Contour
Pala Road					
Via Monserate to Gird Road	26,784	55	75.5	567	1,792
Gird Road to Sage Road	24,605	55	75.2	521	1,646
Sage Road to Old Highway 395	25,128	55	75.3	532	1,681
Old Highway 395 to South I-5 Ramp	28,648	45	73.8	380	1,202
North I-5 Ramp to Pankey Road	19,895	50	73.3	336	1,063
Project Road to Rice Canyon Road	15,633	30	68.2	104	329
Rice Canyon Road to Couser Canyon Rd	13,246	35	68.1	102	323
Old Highway 395					
Dulin Road to West Lilac Road	7,328	50	68.9	124	391
Reche Road to Stewart Canyon	9,635	50	70.1	163	515
East Mission Road to Reche Road	5,46	50	67.6	92	291
Reche Road					
South Live Oak Park Road to Gird Road	10,434	45	69.4	138	438
Gird Road to Wilt Road	9,547	45	69.0	127	400
Wilt Road to Tecalote Drive	10,742	45	69.5	142	451

Notes:
ADT = average daily trips - Source: RBF, 7/07.
SPL = sound pressure level in dBA at 50-feet from the road edge. CNEL = community noise exposure level.
All values given in dBA CNEL. Contours assumed to be line-of-sight perpendicular (⊥) distance.

TABLE 3.3-13
2030 BUILD OUT BASELINE TRAFFIC CONDITIONS

Roadway Segment	ADT	Speed (MPH)	SPL	CNEL Contour Distances (feet) 65 dBA Contour	60 dBA Contour
Pala Road					
Via Monserate to Gird Road	44,901	55	77.8	950	3,004
Gird Road to Sage Road	28,901	55	75.9	611	1,933
Sage Road to Old Highway 395	30,001	55	76.0	635	2,007
Old Highway 395 to South I-5 Ramp	33,201	45	74.4	440	1,393
North I-5 Ramp to Pankey Road	27,102	50	74.6	458	1,447
Project Road to Rice Canyon Road	31,001	30	71.2	206	653
Rice Canyon Road to Couser Canyon Rd	26,201	35	71.1	202	640
Old Highway 395					
Dulin Road to West Lilac Road	14,101	50	71.8	238	753
Reche Road to Stewart Canyon	22,302	50	73.8	377	1,191
East Mission Road to Reche Road	24,301	50	74.1	410	1,298
Reche Road					
South Live Oak Park Road to Gird Road	13,301	45	70.5	176	558
Gird Road to Wilt Road	12,601	45	70.2	167	529
Wilt Road to Tecalote Drive	12,501	45	70.2	166	524

Notes:
ADT = average daily trips - Source: RBF, 7/07. (Based on Preliminary County General Plan Update buildout projections).
SPL = sound pressure level in dBA at 50-feet from the road edge. CNEL = community noise exposure level.
All values given in dBA CNEL. Contours assumed to be line-of-sight perpendicular (⊥) distance.

TABLE 3.3-14
2030 BUILD OUT PLUS PROJECT TRAFFIC CONDITIONS

Roadway Segment	ADT	Speed (MPH)	SPL	CNEL Contour Distances (feet) 65 dBA Contour	60 dBA Contour
Pala Road					
Via Monserate to Gird Road	45,411	55	77.8	961	3,038
Gird Road to Sage Road	29,479	55	76.0	624	1,972
Sage Road to Old Highway 395	30,647	55	76.1	648	2,050
Old Highway 395 to South I-5 Ramp	33,983	45	74.6	451	1,426
North I-5 Ramp to Pankey Road	28,564	50	74.8	482	1,526
Project Road to Rice Canyon Road	31,443	30	71.2	209	662
Rice Canyon Road to Couser Canyon Rd	26,507	35	71.1	205	647
Old Highway 395					
Dulin Road to West Lilac Road	14,237	50	71.8	240	760
Reche Road to Stewart Canyon	22,914	50	73.9	387	1,224
East Mission Road to Reche Road	24,573	50	74.2	415	1,312
Reche Road					
South Live Oak Park Road to Gird Road	13,641	45	70.6	181	572
Gird Road to Wilt Road	12,941	45	70.4	172	543
Wilt Road to Tecalote Drive	12,841	45	70.3	170	539

Notes:
ADT = average daily trips - Source: RBF, 7/07. (Based on Preliminary County General Plan Update buildout projections).
SPL = sound pressure level in dBA at 50-feet from the road edge. CNEL = community noise exposure level.
All values given in dBA CNEL. Contours assumed to be line-of-sight perpendicular (⊥) distance.

TABLE 3.3-15
EXISTING PLUS PROJECT RELATED TRAFFIC NOISE INCREASES

Roadway Segment	Existing (SPL)	Existing plus Project (SPL)	Project Related Difference (SPL)
Pala Road			
Via Monserate to Gird Road	75.0	75.1	0.1
Gird Road to Sage Road	74.6	74.7	0.1
Sage Road to Old Highway 395	74.7	74.8	0.1
Old Highway 395 to South I-5 Ramp	72.9	73.1	0.2
North I-5 Ramp to Pankey Road	70.9	71.4	0.5
Project Road to Rice Canyon Road	67.0	67.2	0.2
Rice Canyon Road to Couser Canyon Rd	67.2	67.3	0.1
Old Highway 395			
Dulin Road to West Lilac Road	67.1	65.5	0.2
Reche Road to Stewart Canyon	68.4	68.8	0.4
East Mission Road to Reche Road	66.2	67.3	1.1
Reche Road			
South Live Oak Park Road to Gird Road	69.2	69.1	0.1
Gird Road to Wilt Road	68.5	68.6	0.1
Wilt Road to Tecalote Drive	68.9	69.3	0.4

Notes:
Source: RBF, 7/07.
SPL = sound pressure level in dBA at 50-feet from the road edge. CNEL = community noise exposure level.
All values given in dBA CNEL. Contours assumed to be line-of-sight perpendicular (⊥) distance.

TABLE 3.3-16
EXISTING PLUS CUMULATIVE PLUS PROJECT RELATED TRAFFIC NOISE INCREASES

Roadway Segment	Existing plus Cumulative (SPL)	Existing plus Cumulative plus Project (SPL)	Project Related Difference (SPL)
Pala Road			
Via Monserate to Gird Road	75.5	75.5	0.0
Gird Road to Sage Road	75.1	75.2	0.1
Sage Road to Old Highway 395	75.2	75.3	0.1
Old Highway 395 to South I-5 Ramp	73.7	73.8	0.1
North I-5 Ramp to Pankey Road	72.9	73.3	0.4
Project Road to Rice Canyon Road	68.1	68.2	0.1
Rice Canyon Road to Couser Canyon Rd	68.0	68.1	0.1
Old Highway 395			
Dulin Road to West Lilac Road	68.9	68.9	0.0
Reche Road to Stewart Canyon	69.8	70.1	0.3
East Mission Road to Reche Road	67.4	67.6	0.2
Reche Road			
South Live Oak Park Road to Gird Road	69.3	69.4	0.1
Gird Road to Wilt Road	68.9	69.0	0.1
Wilt Road to Tecalote Drive	69.4	69.5	0.1

Notes:
Source: RBF, 7/07.
SPL = sound pressure level in dBA at 50-feet from the road edge. CNEL = community noise exposure level.
All values given in dBA CNEL. Contours assumed to be line-of-sight perpendicular (⊥) distance.

TABLE 3.3-17
2030 PLUS PROJECT RELATED TRAFFIC NOISE INCREASES

Roadway Segment	Existing plus Cumulative (SPL)	Existing plus Cumulative plus Project (SPL)	Project Related Difference (SPL)
Pala Road			
Via Monserate to Gird Road	77.8	77.8	0.0
Gird Road to Sage Road	75.9	76.0	0.1
Sage Road to Old Highway 395	76.0	76.1	0.1
Old Highway 395 to South I-5 Ramp	74.4	74.6	0.2
North I-5 Ramp to Pankey Road	74.6	74.8	0.2
Project Road to Rice Canyon Road	71.2	71.2	0.0
Rice Canyon Road to Couser Canyon Rd	71.1	71.1	0.0
Old Highway 395			
Dulin Road to West Lilac Road	71.8	71.8	0.0
Reche Road to Stewart Canyon	73.8	73.9	0.1
East Mission Road to Reche Road	74.1	74.2	0.1
Reche Road			
South Live Oak Park Road to Gird Road	70.5	70.6	0.1
Gird Road to Wilt Road	70.2	70.4	0.2
Wilt Road to Tecalote Drive	70.2	70.3	0.1

Notes:
Source: RBF, 7/07.
SPL = sound pressure level in dBA at 50-feet from the road edge. CNEL = community noise exposure level.
All values given in dBA CNEL. Contours assumed to be line-of-sight perpendicular (⊥) distance.

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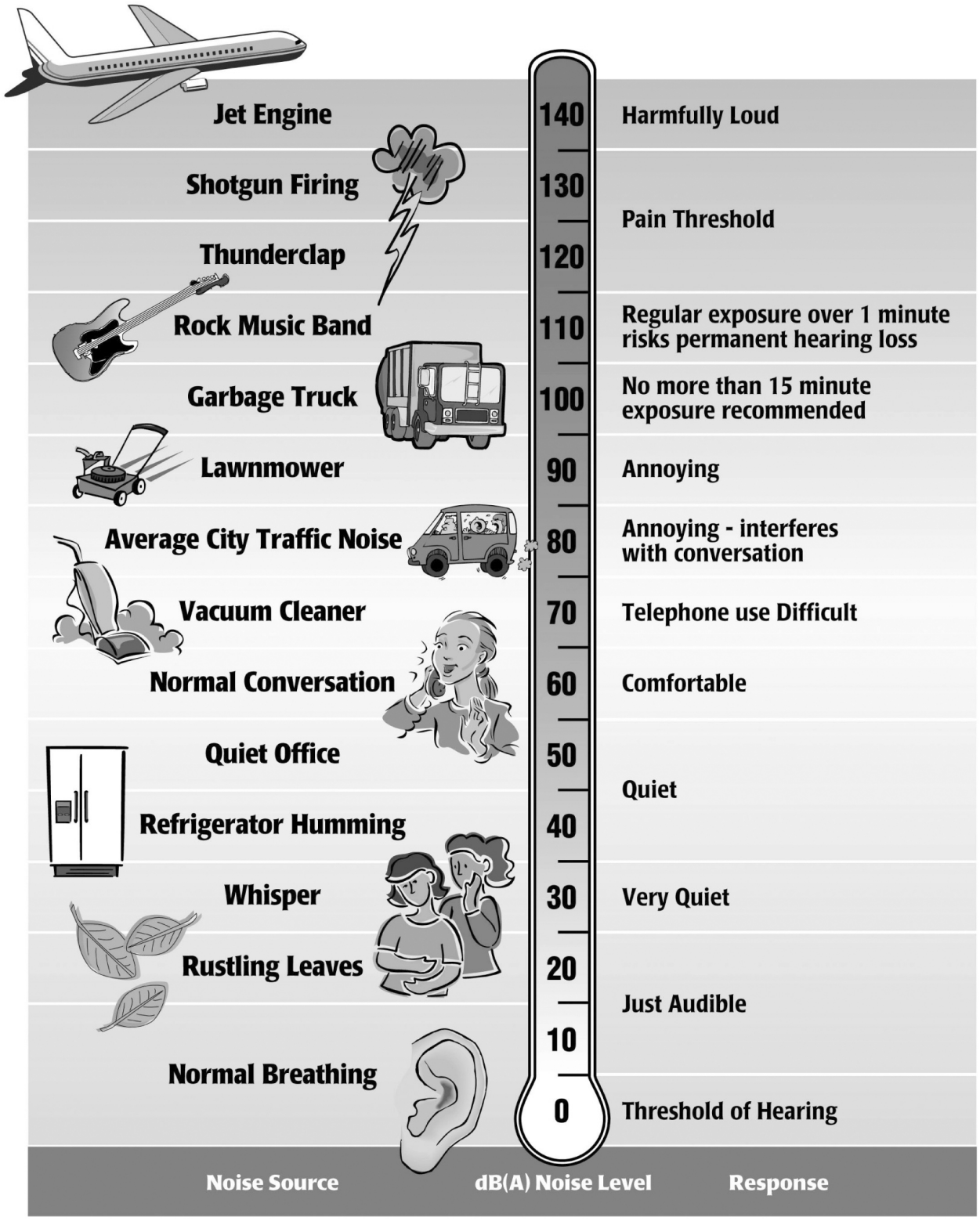

Source:

Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.

Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004)*, March 1974.

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Levels of Environmental Noise

Palomar Community College - North Education Center EIR

Figure 3.3-1

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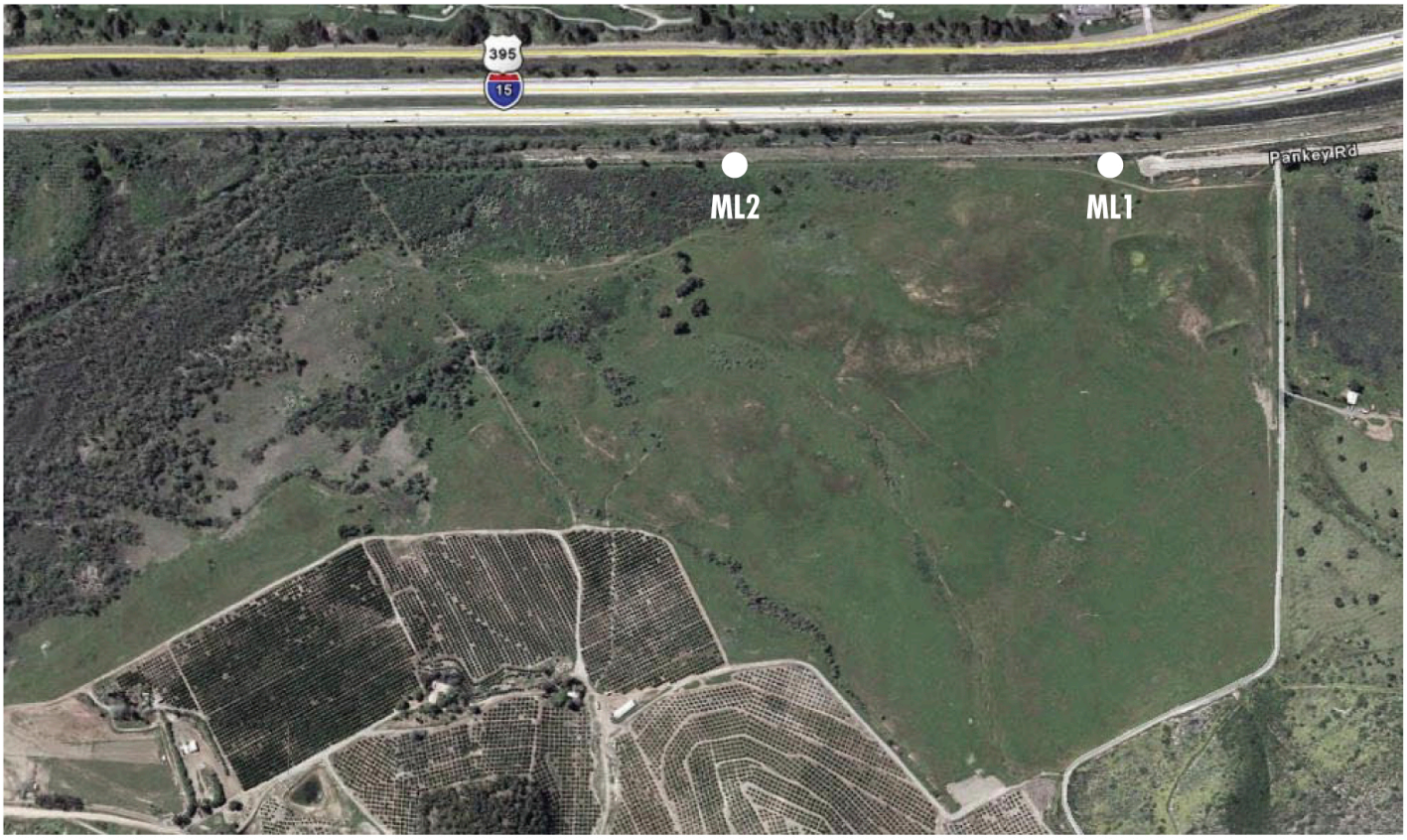
ML1

ML2



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Ambient Monitoring Locations

Palomar Community College - North Education Center EIR

Figure 3.3-2

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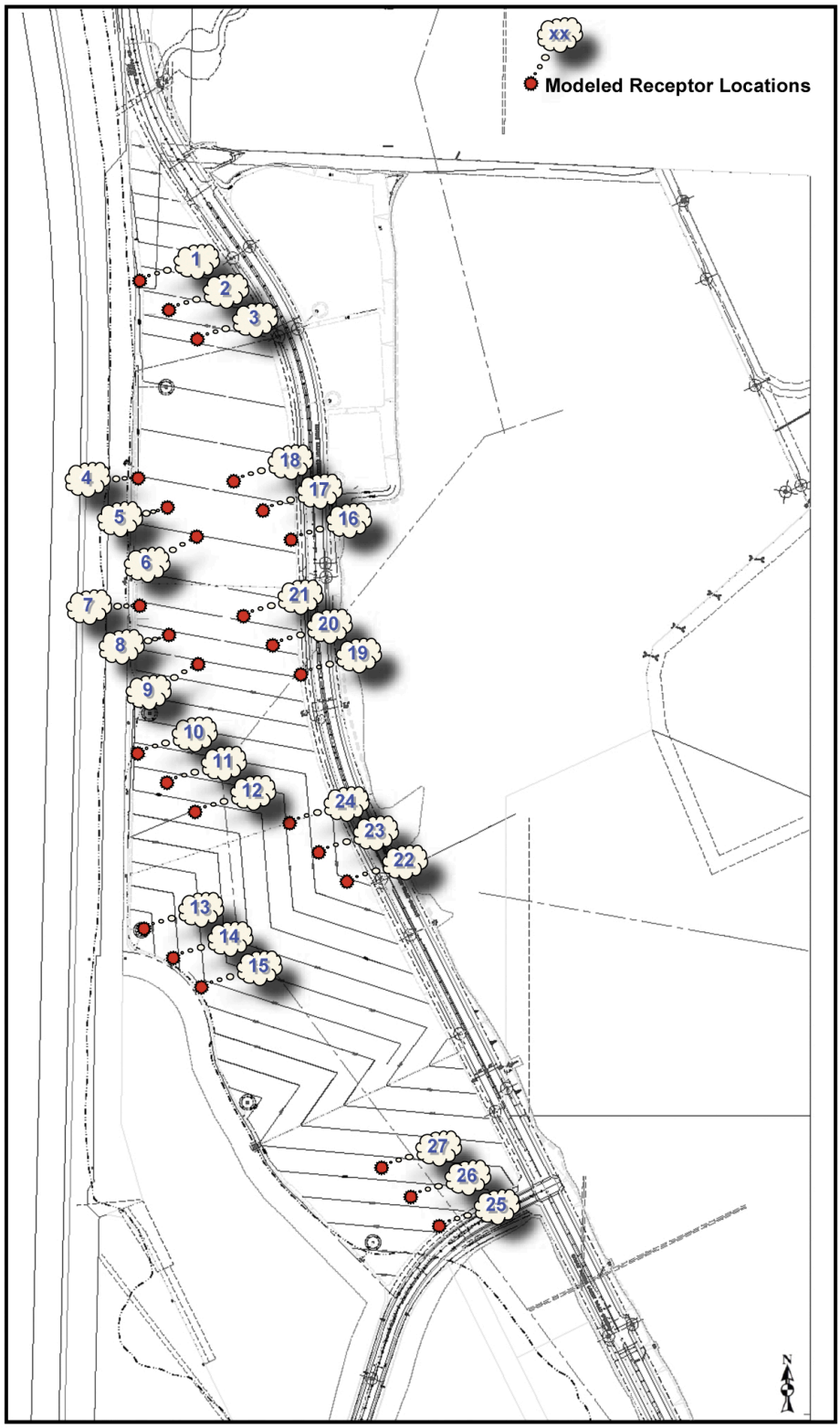

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Modeled Receptor Locations

Palomar Community College - North Education Center EIR

Figure 3.3-3

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3.4 PALEONTOLOGY

The following discussion is partially based on the analysis contained in the Geotechnical Assessment, prepared by Shepardson Engineering Associates, Inc. in February 2007 for the Campus Park project, located to the north, east and south of the proposed project site, of which the Palomar Community College site was once a part. Refer also to Section 4.1.3 and Appendix H of this EIR for a detailed discussion of geological resources found on the Palomar College site.

3.4.1 Existing Conditions

Paleontological resources typically involve plant and non-human animal life that has been preserved in the form of fossils. Remains typically preserved include bones, teeth, and shells, although plant material and other less resistant remains, such as tissues or feathers, are discovered. Fossils are generally formed through the burial of plant or animal remains and the formation of casts, molds, or impressions in the underlying sediment, which then forms sedimentary rock. As such, the potential for fossil remains in a particular geologic formation can be anticipated in areas of similar geologic formation surrounding a particular site.

No previously recorded fossil occurrences or recovery efforts were identified on the project site; however, sensitive paleontological resources have been identified in the area surrounding the subject property in soils similar to that found onsite.

The site-specific geotechnical analysis for the project site identified the two following major geologic units onsite (refer to Appendix H):

Quaternary Terrace Deposits (Qt)

These deposits lie between the steeper bedrock slopes to the north and east and the flat alluvial valley are a combination of colluvial, or slopewash, deposits and Terrace deposits. These soils are composed of silty to clayey sands, reddish brown to light in color, the thickness of which thins rapidly upslope. These soils are poor to moderately consolidated and are associated with older drainage courses.

Quaternary (Pleistocene) terrace deposits are assigned a moderate paleontological resource sensitivity based on known occurrences of fossil resources from similar formations in a number of locations in the project vicinity, including terrace deposits associated with the San Luis Rey River to the west of the site in the City of Oceanside, and east of the site near Pala. Vertebrate fossils including mammoth, mastodon, camel, horse, tapir, and rodent remains have been formerly recovered from areas located to the west of the project site. A tooth from a fossil horse was also previously recovered from lands to the east.

Quaternary Alluvium (Qal)

The major portion of the alluvium soils represent water-laid deposits that are part of the San Luis Rey River floodplain. The soils are generally silty sands with clean sand interbeds and are relatively unconsolidated. At shallow depths, they generally contain groundwater. The alluvial soils are also moderately compressible under loading from fills or building loads. Where alluvium exceeds approximately 35 feet in depth, it becomes significantly denser and is likely “Older Alluvium,” or possibly material similar to the surrounding Terrace deposits.

Quaternary (Holocene) alluvial materials are assigned a low paleontological resource sensitivity due to their relatively recent age, high-energy formation/deposition environment, and with rare exceptions, significant fossil occurrences are unknown from alluvial deposits in San Diego County.

Based on the results of the geotechnical investigations, additional surficial materials and geologic formations observed or expected to occur either onsite or within the site vicinity include artificial fill, native topsoils, and Cretaceous igneous intrusive rocks. Historical artificial fill deposits exhibit no potential for the occurrence of significant paleontological resources, due to their recent age and the destructive nature of their origin (i.e. have been mechanically processed thorough methods such as crushing and screening). Similarly, Holocene native topsoil deposits do not exhibit any potential for significant paleontological resource values, due to their relatively recent age and methods of formation and deposition (i.e. physical and chemical weathering produces soil that is transported and deposited by methods such as water, wind, and gravity). Igneous intrusive rocks exhibit no potential for the occurrence of paleontological resources, due to their molten origin.

3.4.2 Thresholds for Determining Significance

Appendix G of the CEQA Guidelines contains analysis guidelines related to the assessment of cultural impacts. These guidelines have been utilized as thresholds of significance for this analysis. As stated in Appendix G, the proposed project would result in a significant impact if it would:

- Cause direct or indirect impacts to significant onsite paleontological resources as identified by a paleontological monitor; or,
- Result in grading, clearing, and/or construction that results in damage to or loss of significant paleontological resources that contribute to the local or regional cultural environment.

3.4.3 Environmental Impacts

The proposed project would involve grading of the site for future development, extension of utilities to the site, and offsite road improvements; refer to Chapter 1.0 for a description of improvements proposed with the project. In addition, a borrow pit would occur to the northeast of the site, across Horse Ranch Creek Road; refer to Figure 1-5.

The assessment of paleontological resources previously prepared for the adjacent Campus Park project included a review of published and unpublished literature on paleontological resources. A site reconnaissance was also conducted to identify resource sensitivity and potential impacts and mitigation requirements associated with project implementation.

The assessment of surficial and geologic units both onsite and within the site vicinity determined that artificial fill, native topsoils, and igneous (gabbronic and granitic) rocks exhibit no paleontological resources sensitivity. Alluvial deposits exhibit a low paleontological resource sensitivity. Based on these sensitivity ratings, potential project-related impacts to unknown paleontological resources within these soils are considered to be less than significant.

Impact PAL-1: In addition, terrace deposits exhibit a moderate paleontological resource sensitivity. Onsite, the majority of these soils occur within the northerly portion of the site,

and several easterly portions of the site, along proposed Horse Ranch Creek Road, and are therefore located within the approximately 56.3-acre area that would be graded for future onsite development. Terrace deposits also occur offsite in the area where Horse Ranch Creek Road and SR 76 would intersect. Based on the sensitivity ratings, both onsite and offsite grading and excavation activities required for the proposed project would have the potential to disturb or destroy sensitive fossil resources that may be preserved within the underlying terrace deposits. Therefore, significant impacts to unknown paleontological resources would have the potential to occur, and mitigation would be required.

3.4.4 Cumulative Impact Analysis

A loss of paleontological resources, or information pertaining to such resources, could result in the loss of data valuable to the field of paleontology as a whole. Recordation and test excavation data provide an important shared resource of information pertaining to significant sites identified within the project area, and mitigation measures to preserve or reduce potential impacts to significant resources may include open space easements, recordation, test excavations, and data recovery programs. Recovery and recordation data of significant paleontological resources would be filed with the County of San Diego and the San Diego Museum of Man (or similar scientific institution that housed permanent collections). Such data would be made available to other paleontologists for research purposes, and would contribute to a increased understanding of the area through the resources identified.

As discussed above, geological conditions on the project site and in surrounding areas affected by the proposed project have the potential to support significant paleontological resources. Disturbance of and construction on the undeveloped portions of the site have the potential to affect unknown resources, potentially contributing to a significant cumulative loss of such resources in the area. As development of the projects identified for the cumulative analysis occurs in the future (refer to Table 1-2), landowners would be required to complete a site review and technical studies, as appropriate, to identify potentially significant paleontological resource sites and provide proper mitigation to reduce impacts to less than significant. The proposed project's potential impacts to paleontological resources would be mitigated to below a level of significance through establishment of a grading monitoring program, and all sites discovered within the project development footprint, as well as offsite, would be recorded. All future projects in the area would be subject to similar analysis and (if applicable) mitigation requirements for paleontological resources as described in this EIR (or as pursuant to CEQA). To further reduce potential impacts on paleontological resources located on the cumulative projects sites, mitigation measures, such as open space easements, and/or monitoring during grading activities, would be required to reduce impacts to less than significant. Therefore, because the impacts resulting from the proposed project and those projects within the cumulative impact study area would be mitigated to less than significant, the proposed project would not cumulatively contribute to a significant impact on paleontological resources.

3.4.5 Mitigation Measures

The following mitigation measures shall be implemented to ensure that potential adverse impacts to paleontological resources from implementation of the proposed project are reduced below a level of significance.

Mitigation Measure PAL-1a:

A qualified paleontologist shall be at the pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. A qualified paleontologist is defined as an individual having an MS or PhD in paleontology or geology who is familiar with paleontological procedures and techniques, is knowledgeable in the geology and paleontology of San Diego County, and who has worked as a paleontological mitigation project supervisor in the County for at least one year.

Mitigation Measure PAL-~~2~~1b:

A paleontological monitor shall be on site on a full-time basis during the original cutting of previously undisturbed deposits of moderate paleontological resource sensitivity (i.e., Quaternary river terrace deposits) to inspect exposures for contained fossils. A paleontological monitor is defined as an individual having experience in the collection and salvage of fossil materials. The paleontological monitor shall work under the direction of a qualified paleontologist. If the qualified paleontologist or paleontological monitor ascertains that the river terrace deposits are not fossil-bearing, the qualified paleontologist shall have the authority to terminate the monitoring program.

Mitigation Measure PAL-~~3~~1c:

If fossils are discovered, they shall be recovered by the qualified paleontologist or paleontological monitor. In most cases, fossil salvage can be completed in a short period of time, although some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for recovering small fossil remains, such as isolated mammal teeth, it may be necessary to set up a screen-washing operation on the recovery site.

Mitigation Measure PAL-41d:

If any sub-surface bones or other potential fossils are found anywhere within the project site by construction personnel in the absence of a qualified paleontologist or paleontological monitor, the qualified paleontologist shall be notified immediately to assess their significance and make further recommendations.

Mitigation Measure PAL-~~5~~1e:

Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged as part of the mitigation program.

Mitigation Measure PAL-~~6~~1f:

Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils shall be accompanied by financial support from the applicant for initial specimen storage.

Mitigation Measure PAL-~~7~~1g:

A final summary report outlining the results of the mitigation program shall be prepared by a qualified paleontologist and submitted to the County of San Diego for concurrence. This report shall include discussions of the methods used, stratigraphic section(s) exposed; fossils collected, and significance of recovered fossils.

3.4.6 Impact After Mitigation

Mitigation Measures PAL-1a to PAL-~~7~~ 1g would reduce Impact PAL-1 to less than significant. The proposed project would potentially result in significant direct impacts on undiscovered paleontological resources, based on the underlying geologic conditions onsite and in the surrounding area. Potential impacts to undiscovered paleontological resources during grading and excavation activities would be reduced to less than significant through implementation of a grading monitoring program. The program would require that a qualified paleontological monitor be present during onsite and offsite grading and excavation activities. The monitor would be responsible for identifying, testing and proper curation of any sensitive paleontological resources discovered during the improvement process. Implementation of Mitigation Measures PAL-1a to PAL-~~7~~ 1g would reduce potential impacts to unknown paleontological resources to less than significant.

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4.0 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

4.1 EFFECTS FOUND NOT TO BE SIGNIFICANT AS PART OF THE EIR PROCESS

4.1.1 Agricultural Resources

4.1.1.1 Project Background

This section is based on the Agricultural Technical Study prepared by HELIX Environmental in July 2007 for the proposed site; refer to Appendix F. As mentioned in Chapter 1.0, the proposed project site was previously included within the boundaries of the Campus Park Specific Plan Area. As such, the Agricultural Technical Study for the Campus Park project, prepared by HELIX Environmental and CIC Research (2007) was also reviewed and considered in the following analysis.

4.1.1.2 Existing Conditions

Existing Setting

Current onsite land uses include disturbed and undisturbed open space (e.g., native habitats and previously disturbed areas used for cattle grazing), an inactive (dry) and unlined water storage reservoir, a short segment of paved roadway (Pankey Road), one or more cattle watering troughs, and several unpaved roads and trails.

Existing onsite agricultural use is limited to the non-commercial grazing (i.e., no animals bought or sold) of up to 60 head of cattle on approximately 76 acres, with these activities also encompassing an adjoining offsite area of approximately 124 acres within the adjacent Campus Park property. Current agricultural uses in the offsite areas affected by the project include approximately 4.73 acres of active citrus orchards, with other existing land uses in the offsite areas including disturbed and undisturbed open space, and several paved and unpaved roadways.

Additional existing land uses in surrounding areas include transportation corridors, a number of variable density rural residential communities and related facilities such as roads and commercial sites, recreational development, open space (including native habitats and previously disturbed areas), and agriculture. Agricultural use in surrounding areas includes avocado and citrus orchards, dryland grain farming, row/field crops, commercial nurseries, and irrigated pasture/grazing.

Regulatory Setting

California Department of Conservation, Division of Land Resource Protection's Farmland Mapping and Monitoring Program

The California Department of Conservation (CDC) Division of Land Resource Protection, Farmland Mapping and Monitoring Program (FMMP), produces Important Farmland maps and statistical data used for categorizing agricultural lands and analyzing related impacts (CDC 2007 and 2004). Agricultural lands are rated under the FMMP according to soil quality and irrigation status. There are eight land use categories identified on the Important Farmland maps, including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-up Land, Other Land, and Water; refer to Appendix F for definitions of each category.

Government Code §65570 requires the FMMP to report land use acreage and conversion data by June 30 of each even-numbered year. Many *Important Farmland Maps* were initially mapped in 1984. The base year for areas introduced to the FMMP inventory since 1984 is the even-numbered year closest to their compilation date.

California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. The issuance of such a contract precludes non-agricultural development of the subject property for a period of 10 years. In return, the landowner receives property tax assessments that are lower than normal because the assessments are based on farming and/or open space uses rather than full market value. The Williamson Act also authorizes cities and counties to establish agricultural preserves, with these areas intended to identify locations wherein the issuing city or county is willing to enter into Williamson Act contracts.

There are no current Williamson Act preserves or contract lands located within the project site or offsite areas. The closest identified Williamson Act preserve/contract lands to the project site and related offsite facilities are located approximately 2,000 feet east of the southernmost extent of the proposed Horse Ranch Creek Road alignment.

Local Plans and Policies

As noted previously, the District is technically not subject to local regulatory requirements, although the design and operation of the proposed project would conform with local regulations to the extent feasible. However, local regulatory programs related to agriculture that would typically apply include applicable sections of the San Diego County General Plan, the Fallbrook Community Plan, and a number of County ordinances as summarized below.

San Diego County General Plan

The San Diego County General Plan (1996) is a comprehensive planning guide for unincorporated areas within the County, with related agricultural policies included in the Regional Land Use, Open Space, and Conservation elements.

Regional Land Use Element

The Regional Land Use Element of the County General Plan provides land use designations within the unincorporated County, with these designations generally specifying the types and densities of allowable land use. Agricultural designations promote agriculture as the principal and dominant use, with other uses that are supportive and/or compatible with agriculture also permitted.

Two specific agricultural designations and two non-urban residential designations identified for agricultural use are listed in the Regional Land Use Element, including Intensive Agriculture (19), Agricultural Preserve (20), Estate Residential (17) and Multiple Rural Use (18). These designations are generally intended to accommodate agricultural uses and associated low-density residential development. Additional designations that can potentially accommodate agricultural uses include Specific Plan Area (21), Public/Semi-Public Land (22), National Forest/State Parks (23), Impact Sensitive (24), Extractive (25) and a number of additional residential designations (under special circumstances).

Open Space Element

Agricultural policies in the Open Space Element are associated with the use of agricultural preserves to maintain open space and/or limit development to primarily low-density rural uses (e.g., Williamson Act contract lands). Specific objectives and policies include encouraging the conservation of natural resources such as vegetation, water features, and rock outcrops, as well as using open space areas to provide buffers, maintaining existing agricultural preserves, and encouraging additional preserves.

Conservation Element

Policies and action programs related to agriculture in the Conservation Element include conducting an annual inventory of areas with high agricultural potential (including an assessment of the annual gain or loss of agricultural lands) and identifying and implementing efforts to preserve agriculture (e.g., encouraging additional preserves and publicizing the wildlife habitat preserve provisions of the Williamson Act).

Fallbrook Community Plan

The project site is located within the Fallbrook Community Plan area. This plan (County of San Diego 1988) is an extension of the County General Plan reflecting local community characteristics and goals, with an identified agricultural goal of supporting agriculture and agriculturally oriented services. Associated policies include encouraging the development of estate residential sites that include opportunities for light agricultural use and discouraging the operation of intensive commercial livestock operations and heavier types of agricultural processing that could conflict with residential development.

San Diego County Zoning Ordinance

The San Diego County Zoning Ordinance regulates land use by designating zones to identify permitted uses based on present and potential conditions. Specific criteria regulated through zoning include animal regulations (i.e., controls on the keeping of various types of animals), development density, lot size, building types and dimensions, setbacks, and open space requirements. Zoning categories are designed to be consistent with land use designations described in both the General Plan and applicable community plan. The subject site is zoned Holding Area (S90) which would accommodate (or potentially accommodate) agricultural and related uses.

San Diego County Board of Supervisors Policy I-38

The Board of Supervisors Policy I-38 establishes criteria for implementing the previously described California Land Conservation Act of 1965 (Williamson Act). Elements of this policy include criteria for preserve establishment (e.g., eligibility and size), terms (i.e., contract duration), renewal/non-renewal and cancellation, and provisions for implementing eminent domain and fee/tax schedules.

San Diego County Agricultural Enterprises and Consumer Information Ordinance

The San Diego County Agricultural Enterprises and Consumer Information Ordinance defines and limits the circumstances under which agricultural enterprise activities, operations and facilities will constitute a nuisance, and recognizes that the commercial agricultural industry is a significant element of the County's economy. The ordinance states that agricultural land or land used for agricultural purposes may be converted to other land uses

or zones and requires that sellers of real property in unincorporated areas inform prospective purchasers in writing that agricultural operations are located throughout the unincorporated County and that the property is likely near such operations. Sellers must also disclose that some inconveniences, irritations, or discomforts may occur from nearby agricultural uses.

4.1.1.3 Thresholds for Determining Significance

Appendix G of the CEQA Guidelines contains analysis guidelines related to the assessment of agricultural impacts. The following thresholds of significance have been based on these guidelines. As stated in Appendix G, the proposed project would result in a significant impact if it would:

- Result in the loss or conversion to non-agricultural use of onsite CDC Important Farmlands (Prime Farmland, Farmland of Statewide Importance, Unique Farmland and Farmland of Local Importance) or active agricultural operations that are deemed to be agriculturally viable, or result in the substantial loss or conversion to non-agricultural use of offsite CDC Important Farmlands or active agricultural operations;
- The project would create a conflict with or convert Williamson Act contract lands or agricultural preserves to non-agricultural uses;
- Involve changes in the existing environment, which, due to their location or nature, could result in the conversion of Important Farmland or agricultural resources/operations to a non-agricultural use;
- The project would result in a cumulatively considerable loss of viable Important Farmland designations or agricultural resources/operations; or,
- The project would place or establish uses that are inconsistent with agricultural zones and/or that are in conflict with agricultural ordinances, statutes, or policies.

4.1.1.4 Environmental Impact

Onsite Impacts Based on Agricultural Feasibility

An agricultural feasibility analysis was conducted for the proposed project site, with this analysis comprising the principal method used to assess associated project-related impacts. The feasibility analysis is based on the evaluation of factors such as agricultural history (e.g., cropping patterns), farmable area (e.g., soil quality, climate and environmental restrictions), water and infrastructure availability, capital/start-up costs, operating costs, and revenues.

The project site region has a generally continuous agricultural history beginning in the early 19th Century. Several large ranches were established in the project site and vicinity during the first half of the 20th Century, including Rancho San Luis Rey, which was used primarily for breeding/raising race horses, and Pankey Ranch, which included citrus, avocado, and vegetable (bean) cultivation (Heritage Resources 2003). Pankey Ranch encompassed virtually the entire project site (along with adjacent areas), with orchard, row crop, and cattle grazing activities occurring continuously between the mid-1940s and the early 1980s.

The project site was farmed continuously for row crops and citrus between 1946 and the early 1980s, and portions of the site were used for cattle grazing between 1946 and 1960 and from circa 2003 to the present. Agricultural activities have occurred onsite and in the vicinity since at least the early 20th Century; however, the property has not supported agricultural

crops since the early 1980's; however, activities onsite have since been limited to the non-commercial grazing of livestock. Because the site and adjacent areas have not been actively farmed for 25 years, the associated agricultural infrastructure used for previous operations is in disrepair and is not functional (or salvageable), and the land is generally not in a suitable condition for cultivation.

In addition, the lack of onsite agricultural use or management over the last 25 years has also resulted in conditions such as erosion, expansion of native habitats, and the proliferation of weeds and rodents that would hamper renewed agricultural use. The noted expansion of native habitats has also produced wetlands onsite. While the presence of such habitats would not preclude agricultural use, the environmental sensitivity of wetland areas may result in either restrictions on disturbance (and the corresponding loss of farmable area), or requirements for the acquisition of regulatory permits with associated mitigation and expenditures (e.g., acquisition/preservation of offsite habitat areas). However, the entire 85.6-acre project site is assumed to be farmable for the purposes of analysis to provide a conservative assessment of agricultural feasibility.

Based on former conditions and activities on the site, projected agricultural use on the property was estimated. An economic analysis of the Pankey Ranch property was prepared in 1980 and identified 277 cultivated acres, including 200 acres (72.2 percent) of blackeye beans, 60 acres (21.7 percent) of barley, and 17 acres (6.1 percent) of orange/tangerine orchards (Copley International Corporation 1980). Accordingly, the proportional breakdown of potential agricultural use within the project site includes 61.81 acres of blackeye beans, 18.58 acres of barley, and 5.22 acres of citrus. These cropping and acreage assumptions are used for the following assessment of projected costs and revenues associated with potential agricultural use of the project site.

Because the project site and adjacent areas have not been actively farmed for 25 years and existing infrastructure is unusable as previously described, major capital expenditures would be required to bring the site into production. Capital expenditure requirements could include water wells, irrigation systems, farm equipment, rodent fencing and trees (i.e., for citrus groves), and would total an estimated $165,316; refer to Appendix F for additional details.

Implementation of the described agricultural operations within the project site would require an initial capital expenditure outlay of approximately $165,316. In years 1 through 5, a total annual operating profit of $8,442 would be expected, including $7,763 from blackeye beans and $679 from dry-farmed barley (with no operating profit/loss associated with citrus during this period, and other citrus costs in years 1 through 5 factored into the initial capital expenditure as previously described). Beginning in year 6, the total operating profit for the site would be $5,765, including a $7,763 profit for blackeye beans, a $679 profit for dry-farmed barley, and a $2,677 operating loss for citrus. With these figures, the described operations would require more than 26 years to recover the initial capital expenditure outlay. These calculations do not include consideration of initial land costs, interest payments on capital expenditure loans, operator living expenses, or potential reductions to annual operating profits from factors such as weather conditions or increased water and fuel costs.

Based on the above projections of agricultural costs and revenues for the project site, anticipated net returns would not adequately compensate capital investment and land acquisition costs, and the described agricultural operations are considered infeasible. Based

on this conclusion, no associated significant impacts related to the loss or conversion of onsite CDC Important Farmland designations or agricultural operations would result from implementation of the proposed project.

Impacts to Onsite and Offsite CDC Grazing Land

No CDC grazing lands were identified onsite with the agricultural analysis. In addition, CDC grazing lands were not identified within the project vicinity; refer to Table 4.1.1-1. As such, the proposed project would result in the loss or significant conversion to non-agricultural use of onsite CDC Important Farmlands or active agricultural operations deemed agriculturally viable. Therefore, impacts would be less than significant and no mitigation is required.

Impacts to Offsite Important Farmland and Agricultural Operations

Important Farmland designations located within the proposed offsite facility areas include approximately 1.36 acres of Prime Farmland, 2.99 acres of Farmland of Statewide Importance, 0.36 acre of Unique Farmland, and 48.44 acres of Farmland of Local Importance; refer to Table 4.1.1-1.

Prime Farmland

The proposed project would impact potentially impact approximately 1.36 acres of Prime Farmland from construction of offsite facilities near the southern terminus of proposed Horse Ranch Creek Road. This area would be impacted by the planned realignment of SR 76, whether or not the proposed project is constructed. This impact would be considered less than significant, based on the minor area involved.

Farmland of Statewide Importance

Potential impacts to Farmland of Statewide Importance from offsite facilities include 2.99 acres located along the central portion of the Horse Ranch Creek Road alignment. However, these impacts are considered less than significant due to the minor area involved and the location of the noted impact area along the edge of a larger 28.72-acre block of similar soils and associated citrus orchards. In addition, soil integrity and related agricultural activity in the remainder of the larger area would not be affected by the proposed roadway development. For these reasons, impacts would be less than significant.

Unique Farmland

Approximately 0.36 acre of Unique Farmland located along the southern portion of proposed Horse Ranch Creek Road would be impacted by proposed offsite improvements. These impacts would be considered less than significant due to the limited area impacted and the amount of Unique Farmland that would be lost.

Farmland of Local Importance

Potential impacts to Farmland of Local Importance from proposed offsite improvements would encompass 48.44 acres, including approximately 14.82 acres at the borrow pit site, and 29.99 acres within the Horse Ranch Creek Road alignment. These impacts would be considered less than significant due to the relatively minor areas involved, the lack of commercial agricultural operations within all but 0.42 acre of these areas for at least the last 25 years, and related criteria in the local definition of this designation. In addition, the location of approximately three acres of the described impact area would occur within

sensitive biological (wetland and upland) habitat, which would likely preclude associated agricultural use. Most of the described impact areas are not viable for the types of commercial agricultural use historically conducted in the vicinity. In addition, approximately 20 acres of the identified offsite impacts to Farmland of Local Importance are located within the adjacent Campus Park property, which is proposed for development as a mixed-use residential site (with no commercial agricultural use), with or without implementation of the proposed project. For these reasons, impacts would be less than significant.

Agricultural Operations

Potential impacts to existing commercial agricultural operations from proposed offsite facilities include approximately 4.73 acres of citrus orchards located within the proposed Horse Ranch Creek Road alignment. Specifically, the noted impacts to citrus orchards would include approximately 3.41 acres adjacent to the central portion of the Horse Ranch Creek Road alignment, as well as 1.32 acres at the southern terminus of this roadway. The described impacts to citrus orchards from proposed offsite facilities would be less than significant, based on the following considerations: (1) the relatively minor impact areas involved (refer to Figure 4.1.1-1); (2) impacts within the central portion of Horse Ranch Creek Road include approximately 3.41 acres located along the western edge of an a larger (45.39-acre) existing grove operation, with the remainder (approximately 92 percent) of this operation to be unaffected by the proposed roadway; (3) impacts within the southernmost portion of the Horse Ranch Creek Road alignment include approximately 1.32 acres located within the northern portion of an a larger (32.32-acre) existing grove operation, with the remainder (approximately 96 percent) of this operation to be unaffected by the proposed roadway improvements; and, (4) the project applicant would provide fair market compensation to applicable property owners/operators for all project-related impacts to existing agricultural operations. For these reasons, impacts would be less than significant.

Impacts to Williamson Act Contract Lands and Preserves

There are no current Williamson Act preserves or contract lands located within the project site or offsite facility areas. The closest identified Williamson Act preserve/contract lands to the project site and related offsite facilities are located approximately 2,000 feet east of the southernmost extent of the proposed Horse Ranch Creek Road alignment. Therefore, the proposed project would not conflict with Williamson Act Contract lands or preserves, and impacts would be less than significant.

Impacts Relative to Consistency with Agricultural Zones and Ordinances

A number of local regulatory ordinances and policies contain standards and/or guidelines related to agriculture. While the District is technically not subject to local regulatory requirements, project-related conformance to local agricultural standards is briefly discussed below.

County Zoning Ordinance

The project site is zoned as S90 (Holding Area), although County zoning designations do not technically apply to the site due to its current ownership by the District. Additionally, no significant zoning conflicts or impacts related to potential agricultural uses under the S90 zoning designation would occur from the proposed project, as the District is exempt from local zoning designations and policies. In addition, based on the history of onsite agricultural

activity and the agricultural feasibility analysis described previously, commercial agriculture has not occurred on the site for approximately 25 years, and the site is not considered viable for historic agricultural uses (i.e., bean, barley and citrus production).

Board of Supervisor's Policy I-38

The referenced policy establishes criteria for implementing the Williamson Act such as eligibility standards, fee/tax schedules and contract provisions. Because there are no existing or proposed Williamson Act properties within or adjacent to the project site or offsite facility areas, no associated significant impacts would occur from project implementation.

County Agricultural Enterprises and Consumer Information Ordinance

This ordinance is intended primarily to identify and limit the circumstances under which agricultural activities may constitute a nuisance. Specific requirements include providing notice to prospective property buyers in unincorporated areas that agricultural activities may occur in the vicinity, and that associated inconveniences, irritations or discomforts could potentially result.

Such conditions (and associated impacts) would not be applicable to the project site, as the proposed development would not include actions such as selling lots whereby notices to buyers would be appropriate, nor would proposed onsite uses involve residency, and are thus not highly susceptible to nuisance factors such as noise, odors, dust or vectors. In addition, surrounding agricultural uses consist predominantly of citrus/avocado orchards near the southeastern portion of the site, with such uses typically not resulting in excessive nuisance generation. Although the District would be exempt from this ordinance, a conflict would not occur, and impacts would be less than significant.

General Plan Policies

Regional Land Use Element

Agricultural-related policies in the Regional Land Use Element involve identifying land use and zoning criteria for allowable agricultural activities associated with specific designations. Because the proposed development would not involve onsite agricultural uses or significantly conflict with surrounding agricultural uses, no significant impacts associated with agricultural-related Land Use Element policies would occur from project implementation.

Conservation Element

Agricultural-related policies in the Conservation Element include promotion of agriculture through efforts such as preparing agricultural inventories, preserving existing and encouraging new Williamson Act contracts, and instituting a General Plan Agricultural Element. Because of the District's exemption from local requirements, as well as the fact that the Conservation Element agricultural policies are related primarily to managing existing and/or encouraging additional agricultural development, they are not applicable to the proposed project. In addition, the proposed development would not encompass agricultural activities, and would not include any policies related to agricultural preservation/development. Based on these conditions, the proposed project would not be subject to the described existing agricultural policies in the Conservation Element and would not result in conflicts or related significant impacts.

Open Space Element

Agricultural-related policies in the Open Space Element include measures to: (1) direct development away from the most productive agricultural areas; (2) minimize conflicts between agricultural and non-agricultural uses due to placement of residential development in agricultural areas; and (3) minimize conflicts between adjacent agricultural and non-agricultural uses due to agricultural-related chemical applications and generation of noise, odor and dust.

Implementation of the proposed project would be consistent with the noted policy regarding the location of residential development relative to the most productive agricultural areas described above in this section. This conclusion is based on the results of the project site agricultural feasibility analysis, the fact that agricultural activities within the project site and offsite areas have been limited to non-commercial cattle grazing and minor citrus cultivation since the early 1980s, and the lack of Williamson Act contracts/preserves within or adjacent to the project site and offsite facility areas.

Potential impacts to/from existing agricultural activities in surrounding areas are considered less than significant, based on the nature of these activities (i.e., predominantly avocado/citrus groves), the general compatibility of such uses with the proposed development, and the inclusion of proposed project design measures such as the use of water quality BMPs. Accordingly, implementation of the proposed project would be consistent with the noted policies regarding conflicts between agricultural and non-agricultural uses, and no associated significant impacts would result.

Fallbrook Community Plan Policies

Agricultural policies in the Fallbrook Community Plan include measures to encourage residential development that provides opportunities for light agricultural use, and to discourage intensive commercial livestock operations and heavier agricultural processing that may conflict with residential uses. The proposed development would not conflict with these policies, based on the project feasibility analysis (which concludes that historical agricultural uses of the site are not viable), the previously described District exemption from local requirements, and the lack of commercial livestock operations or heavy agricultural processing in proposed development. Accordingly, no significant impacts related to conflicts with the Fallbrook Community Plan would occur from the proposed project.

Indirect Impacts

Existing agricultural activities within the project site and areas affected by proposed offsite improvements consist of grazing up to 60 head of cattle on approximately 76 acres onsite, and 4.73 acres of offsite citrus orchards located within portions of the proposed Horse Ranch Creek Road alignment. No offsite animal sales or purchases have occurred in association with onsite cattle grazing since at least 2003. No potential indirect impacts related to the availability of agricultural support services jobs such as commodity transportation or sales would occur from the loss of onsite cattle grazing. The loss of existing citrus orchards would incrementally reduce the availability of agricultural support services jobs, although such effects would be less than significant, due the small scale of affected operations and associated production and labor force reductions.

Implementation of the proposed project could potentially result in indirect impacts to or from the proposed project in the form of nuisance effects to proposed development (e.g., odor/vector/noise generation), as well as "other changes in the existing environment" that result in the conversion of existing agricultural areas to non-agricultural use. Other changes in the existing environment (pursuant to Appendix G of the State CEQA Guidelines) could include conditions such as potential air and water quality effects, as well as the development of land uses that may be inherently incompatible with adjacent or nearby agricultural operations (e.g., residential development adjacent to commercial agricultural uses which may generate substantial offsite odor or noise effects). These types of indirect impacts can potentially result in the short- or long-term conversion of agricultural areas to non-agricultural use, through physical effects or community pressures.

Existing agricultural operations adjacent or in close proximity to the project site include citrus and mixed used orchards to the east and south; refer to Figure 4.1.1-1. Potential indirect impacts associated with the proposed project and adjacent/nearby agricultural uses are considered less than significant as the proposed project does not include onsite residency (e.g., dorms or faculty housing), and existing adjacent and nearby agricultural uses are limited to citrus and mixed use orchards, which typically not generate conditions such as substantial noise, odors, or vectors that may be incompatible with urban uses. In addition, the project would not result in physical conditions or effects (e.g., substantial air contaminant generation) that would adversely affect or be incompatible with existing agricultural uses, and the project would include both short-term (construction) and long-term measures to avoid or minimize drainage and water quality effects to surrounding areas, including efforts such as regulating post-development flows and controlling contaminant discharge through conformance with applicable regulatory requirements (e.g., the National Pollutant Discharge Elimination System [NPDES]). For these reasons, impacts would be less than significant.

4.1.1.5 Cumulative Impact Analysis

An evaluation of potential indirect effects to and from offsite agricultural properties, an assessment of potential impacts from the cumulative loss of existing agricultural resources or operations, relative to the cumulative impact study area identified for the proposed project, as well as for San Diego County, was provided in the agricultural analysis; refer to Appendix F for a list of projects considered in the cumulative analysis. Figure 4.1.1-2 illustrates the locations of past, present and probable future projects considered. The cumulative study area was based on the following considerations: (1) applicable cumulative project locations relative to the project site; (2) the presence of active agricultural activity or designations (e.g., Williamson Act contracts/preserves); (3) agricultural resource potential (e.g., the presence of substantial areas of Important Farmland designations); (4) physical barriers such as steep or rocky terrain; and, (5) cultural barriers such as major roadway corridors, mining operations or substantial urban development.

Projects considered within the study area include numerous areas of citrus and/or avocado cultivation; minor nursery and vineyard crops; cattle grazing; and areas of CDC-designated Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance and Grazing Land. While a number of these uses/designations and associated impacts are not quantified due to available information, the following totals for active agricultural activities and Important Farmland designations within the described cumulative study area are provided: (1) approximately 355.1 acres of citrus and/or avocado orchards; (2)

up to 7 acres of vineyards; (3) 10 acres of CDC Prime Farmland; (4) 1.01 acres of CDC Farmland of Statewide Importance; (5) 0.03 acre of CDC Unique Farmland; (6) 217.5 acres of CDC Farmland of Local Importance; (7) 115.5 acres of CDC Grazing Land; and (8) up to 60 head of non-commercial cattle grazing on approximately 124 acres (with these grazing activities adjacent to the proposed project and also utilizing approximately 76 acres on the project site); refer to Table 6 of Appendix F for additional details. For purposes of the analysis of potential cumulative impacts to agricultural resources, all quantified agricultural resources identified above were assumed to be impacted by associated project development, unless specifically noted otherwise.

Implementation of the proposed project is not expected to result in significant cumulative impacts to current agricultural uses or Important Farmlands with respect to the cumulative projects shown in Figure 4.1.1-2, based on the following considerations:

Current agricultural activities within (or impacted by) the project site and offsite facility areas are limited to the non-commercial grazing of up to 60 head of cattle on approximately 76 acres, and 4.73 acres of orchard crops. Project implementation would therefore not contribute to cumulative impacts associated with potential agricultural uses such as vineyards, nurseries or other crops/activities not present within the project site and offsite facility areas.

Cattle grazing activities identified within the cumulative study area are limited to the proposed project and the adjacent Campus Park property (with these uses actually part of the same operation as previously described). Because these operations are non-commercial in nature, in addition to the fact that no additional cattle grazing is present within the cumulative study area, no associated significant cumulative impacts would result from implementation of the proposed project. In addition, because the proposed project would not impact any areas of CDC-designated Grazing Land, project implementation would not contribute to associated cumulative impacts.

Cumulative impacts to orchard crops would total approximately 360 acres, including 4.73 acres from the proposed project and 355.1 acres from the cumulative projects considered. These impacts would represent approximately 7.6 percent of the total area mapped as orchards within the project cumulative study area (i.e., approximately 4,719.43 acres); refer to Figure 4.1.1-2. Based on the fact that over 92 percent of the existing orchard crops in the cumulative study area would not affected, associated cumulative impacts would be less than significant.

The proposed project and other projects within the cumulative study area exhibit combined impact totals of approximately 11.36 acres of Prime Farmland (including 1.36 acres from the proposed project), 4.0 acres of Farmland of Statewide Importance (including 2.99 acres from the proposed project), 0.39 acre of Unique Farmland (including 0.36 acre from the proposed project), and 323.63 acres for Farmland of Local Importance. The noted figure for Farmland of Local Importance includes 120.95 acres from the project site and related offsite facility areas, as well as 202.68 acres from the cumulative projects considered (with the latter number adjusted down by 14.82 acres to reflect the proposed offsite project borrow pit located within the adjacent Campus Park project site and included in the proposed project impact acreage). Combined impacts to the described CDC designations are not considered cumulatively significant based on their incremental nature relative to mapped areas within

the cumulative study area. Specifically, identified combined impact totals for Prime Farmland (11.36 acres), Farmland of Statewide Importance (4.0 acres), Unique Farmland (0.39 acre), and Farmland of Local Importance (323.63 acres) represent approximately 1.6, 0.5, 0.007 and 9.5 percent of the respective mapped areas within the cumulative study area; refer to Figures 7 and 9 of Appendix F. Accordingly, a substantial majority (over 90 percent) of all the described CDC designations mapped within the project cumulative study area would not be affected by the proposed project or the projects shown in Figure 4.1.1-2.

Agricultural Production/Conversion

As previously described, impacts to existing agricultural operations from the proposed project and associated offsite facilities would include the loss of non-commercial cattle grazing operations involving up to 60 head of cattle on approximately 76 acres, and approximately 4.73 acres of citrus orchards; refer to Figure 4.1.1-1. The loss of 60 head of cattle, assuming that onsite grazing was converted to a commercial operation, would represent approximately 0.3 percent of the Countywide head total in 2005, and approximately 0.2 percent of the average number of Countywide head between 1995 and 2005. The loss of 76 acres of active grazing land under this scenario would represent approximately 0.04 percent of the Countywide grazing acreage in 2005, and approximately 0.06 percent of the average Countywide grazing acreage between 1995 and 2005. For citrus cultivation, the loss of 4.73 acres would represent approximately 0.03 percent of both the Countywide acreage in 2005, and the average acreage between 1995 and 2005. Based on the described incremental nature of potential project-related Countywide effects to cattle, grazing area and citrus cultivation, no associated significant cumulative impacts would result.

4.1.1.6 Mitigation Measures

No significant direct, indirect, or cumulative impacts on agricultural resources were identified as a result of the proposed project. Accordingly, no mitigation measures are required and none are proposed.

4.1.1.7 Impact After Mitigation

No significant direct or indirect impacts were identified in relation to the loss or conversion of Important Farmlands or existing agricultural operations within the project site or associated offsite areas impacted by the project. No significant indirect impacts were identified from the proposed project for agricultural issues including farm labor, agricultural related services, or effects to or from the project site (and offsite areas) in association with nearby agricultural operations. In addition, while the proposed project is technically exempt from local regulatory requirements, project implementation would not result in significant impacts related to conflicts with local agricultural ordinances and policies. Impacts would therefore be less than significant, and no mitigation is required.

In addition, no significant cumulative impacts resulting from the proposed project were identified in relation to the applicable cumulative projects list, or the cumulative loss of existing agricultural production (i.e., cattle grazing and citrus orchards) within the County. Based on these conclusions, no significant cumulative impacts relative to agricultural resources would result from project implementation, and no mitigation measures are required or recommended.

TABLE 4.1.1-1
CDC IMPORTANT FARMLANDS MAPPED
WITHIN THE PROJECT SITE AND OFFSITE FACILITY AREAS

Important CDC Farmland Categories	Acres	
	Project Site	Offsite Facility Areas
Prime Farmland	0	1.36
Farmland of Statewide Importance	0	2.99
Unique Farmland	0	0.36
Farmland of Local Importance	72.51	48.44
Grazing Land	0	0
Urban and Built-up Land	0	0
Other Land	13.09	5.39
Total	**85.60**	**58.54**

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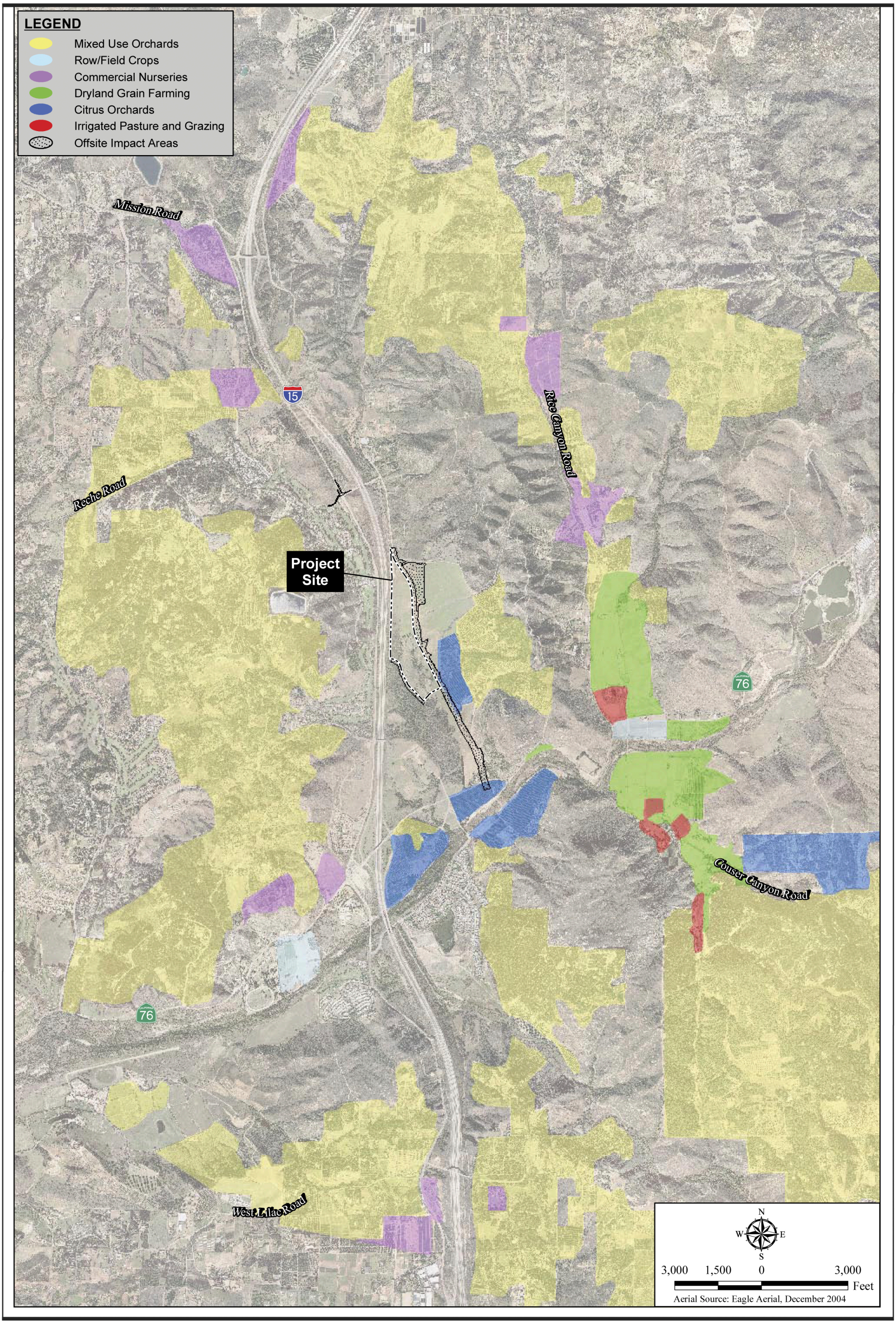

RBF CONSULTING

Not to Scale

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Surrounding Agricultural Land Use

Palomar Community College - North Education Center EIR

Figure 4.1.1-1

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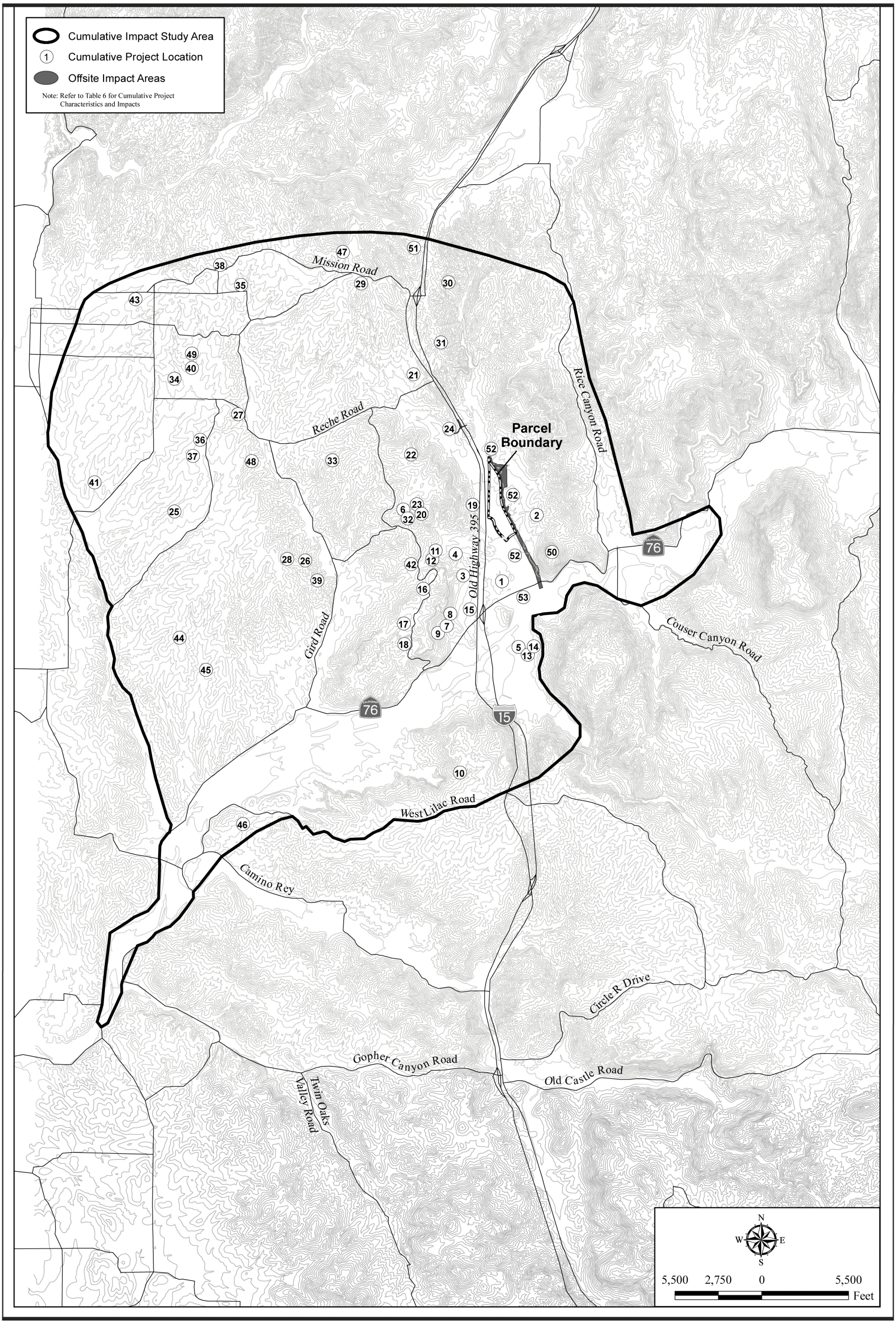

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Cumulative Projects Map

Palomar Community College - North Education Center EIR

Figure 4.1.1-2

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4.1.2 Air Quality

To assess the potential exposure of people to excessive levels of air pollutants or odors resulting from the project, an *Air Quality Conformity Assessment* was prepared by Investigative Science and Engineering (ISE), August 21, 2007; refer to Appendix G. The project's primary potential generators of pollutants resulting in air quality impacts or odor-producing agents are construction and grading activities and motor vehicles.

4.1.2.1 Existing Conditions

Climate

The climate of San Diego County is characterized by warm, dry summers and mild, wet winters and is dominated by a semi-permanent high-pressure cell located over the Pacific Ocean. This high-pressure cell maintains clear skies over the air basin for much of the year. It also drives the dominated onshore circulation and helps to create two types of temperature inversions, subsidence and radiation, that contribute to local air quality degradation.

Subsidence inversions occur during the warmer months, as descending air associated with the Pacific high-pressure cell meets cool marine air. The boundary between the two layers of air represents a temperature inversion that traps pollutants below it. Radiation inversion typically develops on winter nights, when air near the ground cools by radiation, and the air aloft remains warm. A shallow inversion layer that can trap pollutants is formed between the two layers.

Occasionally during the months of October through February, offshore flow becomes a dominant factor in the regional air quality. These periods, known as the *so-called "Santa Ana Conditions,"* are typically maximal during the month of December with wind speeds from the north to east approaching 35 knots and gusting to over 50 knots. This air movement is caused by clockwise pressure circulation over the Great Basin (i.e., the high plateau east of the Sierra Mountains and west of the Rocky Mountains including most of Nevada and Utah), which results in significant downward air motion towards the ocean.

Stronger Santa Ana winds can have gusts greater than 60 knots over widespread areas and gusts greater than 100 knots in canyon areas. Frequently, the strongest winds in the basin occur during the night and morning hours due to the absence of onshore sea breezes. The overall result is a noticeable degradation in local air quality.

In the area of the proposed project site, maximum and minimum average temperatures are 91° F and 38° F, respectively. Precipitation in the area averages 16 inches annually, 90 percent of which falls between November and April. The prevailing wind direction is from the west-northwest, with an annual mean speed of 8 to 10 miles per hour (NOAA 2006).

Regulatory Framework

Regulatory oversight for air quality in the Basin rests with the San Diego Air Pollution Control District at the regional level, the California Air Resources Board at the State level, and the Environmental Protection Agency (EPA) Region IX office at the Federal level.

U.S. Environmental Protection Agency

The principal air quality regulatory mechanism on the Federal level is the Federal Clean Air Act (FCAA) and, in particular, the 1990 amendments to the FCAA and the National Ambient

Air Quality Standards (NAAQS) that they established. These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered, with an adequate margin of safety, to protect the public health and welfare. The criteria pollutants are ozone (O_3), carbon monoxide (CO), nitrogen oxides (NO_X), sulfur oxides (SO_X), particulate matter less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$) and lead (Pb). The EPA also has regulatory and enforcement jurisdiction over emission sources beyond State waters (the outer continental shelf) and over sources that are under the exclusive authority of the Federal government, such as aircraft, locomotives, and interstate trucking.

California Air Resources Board

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency (CalEPA), oversees air quality planning and control throughout California. Its responsibility lies with ensuring implementation of the 1989 amendments to the California Clean Air Act (CCAA), responding to the FCAA requirements and regulating pollutant emissions from motor vehicles sold in California. It also sets fuel specifications to further reduce vehicular emissions.

The amendments to the CCAA establish California Ambient Air Quality Standards (CAAQS) and a legal mandate to achieve these standards by the earliest practicable date. These standards apply to the same criteria pollutants as does the FCAA, but also include sulfate, visibility, hydrogen sulfide, and vinyl chloride; refer to Figure 4 from report.

San Diego Air Pollution Control District

The CARB has designated San Diego County as a discrete air basin under the jurisdiction of the SDAPCD. In addressing its planning role with respect to national ambient air quality standards, the SDAPCD has most recently developed an Ozone Redesignation Request and Maintenance Plan, which served as the basis for the EPA redesignating the Basin as an attainment zone for the one-hour O_3 standard on July 28, 2003. The basis for that request was the demonstration that over a three-year period, the Basin had fewer than four instances of one-hour O_3 concentrations exceeding the 0.09 parts per million (ppm) threshold at any single monitoring station.

The SDAPCD developed the Regional Air Quality Strategy (RAQS) in 1991, which addressed state air quality planning requirements (focusing on ozone). The latest revision was published in July 2004. The SDAPCD is responsible for the overall development and implementation of the RAQS. The RAQS control measures focus on emission sources under the SDAPCD's authority, specifically, stationary emission sources and some area-wide sources. However, the emission inventories and emission projections in the RAQS reflect the impact of all emission sources and all control measures, including those under the jurisdiction of the CARB (e.g., on-road motor vehicles, off-road vehicles and equipment, and consumer products) and the EPA (e.g., aircraft, ships, trains, and pre-empted off-road equipment). Thus, while legal authority to control different pollution sources is separated, the SDAPCD is responsible for reflecting Federal, State, and local measures in a single plan to achieve ambient air quality standards in San Diego County.

Air Quality Definitions

Air quality is defined by ambient air concentrations of specific pollutants determined by the Environmental Protection Agency (EPA) to be of concern with respect to the health and welfare of the public. The subject pollutants, which are monitored by the EPA, are Carbon Monoxide (CO), Sulfur Dioxide (SO_2), Nitrogen Dioxide (NO_2), respirable 10-micron particulate matter (PM_{10}), sulfates, lead, Hydrogen Sulfide (H_2S), Volatile Organic Compounds (e.g., vinyl chloride, etc.), and visibility reducing particles. These pollutants are identified below:

Carbon Monoxide (CO)

Carbon monoxide is a colorless, odorless, tasteless and toxic gas resulting from the incomplete combustion of fossil fuels. CO interferes with the blood's ability to carry oxygen to the body's tissues and results in numerous adverse health effects. CO is a criteria air pollutant.

Oxides of Sulfur (SO_x)

Typically strong smelling, colorless gases that are formed by the combustion of fossil fuels. SO_2 and other sulfur oxides contribute to the problem of acid deposition. SO_2 is a criteria pollutant.

Nitrogen Oxides (Oxides of Nitrogen, or NO_x)

Nitrogen oxides (NO_x) consist of nitric oxide (NO), nitrogen dioxide (NO_2) and nitrous oxide (N_2O) and are formed when nitrogen (N_2) combines with oxygen (O_2). Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. Nitrogen oxides are typically created during combustion processes, and are major contributors to smog formation and acid deposition. NO_2 is a criteria air pollutant, and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility.

Ozone (O_3)

A strong smelling, pale blue, reactive toxic chemical gas consisting of three oxygen atoms. It is a product of the photochemical process involving the sun's energy. Ozone exists in the upper atmosphere ozone layer as well as at the earth's surface. Ozone at the earth's surface causes numerous adverse health effects and is a criteria air pollutant. It is a major component of smog.

PM_{10} (Particulate Matter less than 10 microns)

A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. PM_{10} also causes visibility reduction and is a criteria air pollutant.

$PM_{2.5}$ (Particulate Matter less than 2.5 microns)

A similar air pollutant consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include sulfates formed from SO_2 release from power plants and industrial facilities and nitrates that are formed from NO_x release from

power plants, automobiles and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions.

Volatile Organic Compounds (VOC)

Volatile organic compounds are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate.

Reactive Organic Gases (ROG)

Similar to VOC, Reactive Organic Gasses (ROG) are also precursors in forming ozone and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight.

Air Quality Standards

The EPA (under the Federal Clean Air Act of 1970, and amended in 1977) established ambient air quality standards for the above pollutants. These standards are called the National Ambient Air Quality Standards (NAAQS). The California Air Resources Board (CARB) subsequently established the more stringent California Ambient Air Quality Standards (CAAQS); refer to Table 4.1.2-1. Areas in California where ambient air concentrations of pollutants are higher than the state standard are considered to be in "non-attainment" status for that pollutant. The new eight-hour ozone standard became effective in early 2006.

Monitored Air Quality

The project site is located in the western central portion of the San Diego Air Basin. The Basin continues to have a transitional-attainment status of federal standards for Ozone (O_3). The Basin is either in attainment or unclassified for federal standards of CO, SO_2, NO_2, PM_{10}, and lead. San Diego County areas are also in attainment of state air quality standards for all pollutants with the exception of O_3 and PM_{10}.

Tables 4.1.2-3 through 4.1.2-11 provide a summary of the highest pollutant levels recorded at the closest identified monitoring stations for the last year available (2006) based upon the latest data from the CARB Aerometric Data Analysis and Management (ADAM) System database.

Factors affecting ground level pollutant concentrations include the rate at which pollutants are emitted to the atmosphere, the height from which they are released, and topographic and meteorological features. Both the Escondido and Camp Pendleton stations reported exceedances for O_3. Additionally, the Escondido station reported an exceedance in PM_{10}. All other criteria pollutants were within both federal and state standards. Monitoring for lead was discontinued entirely in 1998.

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers and retirement homes. There are sensitive receptors within the immediate area of the site.

4.1.2.2 Thresholds for Determining Significance

In the absence of formally adopted thresholds, the Palomar Community College District uses Appendix G, of the CEQA Guidelines which contain analysis guidelines related to the assessment of air quality impacts. These guidelines have been utilized as thresholds of significance for this analysis. As stated in Appendix G, the proposed project would result in a significant impact if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or,
- Create objectionable odors affecting a substantial number of people.

San Diego County Criteria Pollutant Standards

Pursuant to California Health & Safety Code, Division 26, Part 3, Chapter 1, Section §40002, jurisdiction for regulation of air emissions from non-mobile sources within San Diego County has been delegated to the San Diego County Air Pollution Control District (APCD). As part of its air quality permitting process, the APCD has established thresholds for the preparation of Air Quality Impact Assessments (AQIA).

APCD Rule 20.2, which outlines these screening level criteria, states that any project that results in an emission increase equal to or greater than any of these levels, must:

> *"… demonstrate through an AQIA . . . that the project will not (A) cause a violation of a State or national ambient air quality standard anywhere that does not already exceed such standard, nor (B) cause additional violations of a national ambient air quality standard anywhere the standard is already being exceeded, nor (C) cause additional violations of a State ambient air quality standard anywhere the standard is already being exceeded, nor (D) prevent or interfere with the attainment or maintenance of any State or national ambient air quality standard."*

The applicable standards are shown below in Table 1. For Projects whose stationary-source emissions are below these criteria, no AQIA is typically required, and project level emissions are presumed to be less than significant.

Again, in the absence of adopted thresholds of significance, the Palomar Community College District accepts the use of these "screening criteria" as "*Thresholds of Significance"* by projects for the purposes of CEQA. These standards are compatible with those utilized elsewhere in the State (such as South Coast Air Quality Management District standards, etc.) as part of CEQA guidance documents.

TABLE 4.1.2-1 THRESHOLDS OF SIGNIFICANCE FOR AIR QUALITY IMPACTS

Pollutant	Thresholds of Significance (Pounds per Day)[3]	Clean Air Act *less than significant* Levels (Tons per Year)
Carbon Monoxide (CO)	**550**	100
Oxides of Sulfur (SO_x)	**250**	100
Volatile Organic Compounds (VOCs) Reactive Organic Gasses (ROG's)	**55[1] / 75[2]**	50
Oxides of Nitrogen (NO_x)	**250**	50
Particulate Matter (PM_{10})	**100**	100

Source: SDAPCD Rule 1501, 20.2(d)(2), 1995; EPA 40CFR93, 1993

(1) Threshold for VOCs based on the threshold of significance for reactive organic gases from Chapter 6 of the CEQA Air Quality Handbook of the South Coast Air Quality Management District.

(2) Threshold for VOCs in the eastern portion of the County based on the threshold of significance for reactive organic gases from Chapter 6 of the CEQA Air Quality Handbook of the Southeast Desert Air Basin.

(3) Thresholds are applicable for either construction or operational phases of a project action.

Air Quality Modeling

The analysis criteria for air quality impacts are based upon the approach recommended by the *South Coast Air Quality Management District's (SCAQMD) CEQA Handbook*. The handbook establishes aggregate emission calculations for determining the potential significance of a proposed action. In the event that the emissions exceed the established thresholds, air dispersion modeling may be conducted to assess whether the proposed action results in an exceedance of an air quality standard. However, the proposed project is not anticipated to exceed the thresholds. Therefore, no air dispersion modeling is required. This methodology has been adopted by SDAPCD and the Palomar Community College District.

4.1.2.3 Environmental Impacts

Short-Term (Construction) Impacts

Construction Air Quality Emission Levels

The estimated construction equipment exhaust emissions are provided in Tables 4.1.2-12 though 4.1.2-14 for the typical construction activities identified at the project site. The construction activities would roughly be divided into the following phases:

- Rough Grading (i.e., clearing, grubbing, and general pad and road alignment formation). This typically consists of three distinct phases: mobilization, scraper hauls/finishing, and additional site finishing work.

- Underground Utility Construction (i.e., general trench-work, pipe laying with associated base material and cover, and ancillary earthwork required to facilitate placement of sewer lift stations, manholes, etc.). This is typically performed as a single phase.
- Paving Activities (which would include the movement of any remaining material as well as necessary curb and gutter work, road base material placement and blacktop). This is typically performed as a single phase.

Based on these values, no significant air quality impacts are expected since levels would not exceed the identified CEQA Thresholds. No significant VOC emissions are expected due to diesel construction equipment operation. VOC emissions from painting are regulated at the state (CARB) level at 250 grams of VOC per liter of paint regardless of application. No remedial mitigation measures would be required for these specific activities.

Fugitive Dust Emission Levels (PM_{10})

Construction activities are also a source of fugitive dust emissions that may have a substantial, but temporary, impact on local air quality. These emissions are typically associated with land clearing, excavating, and construction of a proposed action. Substantial dust emissions also occur when vehicles travel on paved and unpaved surfaces and haul trucks lose material.

Dust emissions and impacts vary substantially from day to day, depending on the level of activity, the specific operation being conducted, and the prevailing meteorological conditions. Wet dust suppression techniques, such as watering and/or applying chemical stabilization, would be used during construction to suppress the fine dust particulates from leaving the ground surface and becoming airborne through the action of mechanical disturbance or wind motion.

The proposed Palomar Community College North Education Center development site would have a worst-case excavation quantity of 1,082,400 cubic-yards of {fill} material (i.e., sand, dirt, and rock) moved over the course of the proposed grading which would be inclusive of the campus site pad, access roads, and appurtenances. As such, for alluvium-type material, the project would have an approximate working weight of,

$$Total\ Weight = 1,082,400\, cubic - yards \times \frac{1.3\, tons}{cubic - yard} = 1,407,120\ \ tons$$

According to the Project Engineer (*Source: RBF Consulting*), out of the total quantity identified above, only roughly 80-percent of the working weight would be capable of generating PM_{10} (since the remaining quantity is assumed to be composed of rocky material not capable of being reducible to particles small enough to be of concern). As such, for the purposes of this analysis, the working weight of earthwork material capable of generating some amount of PM_{10} would be 0.8 x 1,407,120 tons or 1,125,696 tons.

The proposed earthwork operations at the Palomar Community College North Education Center development site would occur over a total of approximately 360 working days. As such, the average earthwork movement per day would be 1,125,696 tons / 360 working days or slightly under 3,127 tons/day.

Following the analysis guidelines identified in the *SCAQMD CEQA Handbook and* substituting a minimum SMC value of 0.25 (which is extremely conservative for an ambient dirt condition) and a maximum credible wind speed scenario of 12 MPH (WS = 12) gives the following result,

$$PM_{10} = 0.00112 \times \left[\frac{\left(\frac{12}{5}\right)^{1.3}}{\left(\frac{0.25}{2}\right)^{1.4}} \right] \times 3126.9 = 0.0642 \times 3126.9 = 200.74 \approx 201$$

or, a level of slightly under 201 pounds of PM_{10} generated per day. It should be noted that surface wetting will be utilized during all phases of earthwork operations at a minimum level of three times per day, thus a control efficiency of 34% to 68% reduction in fugitive dust can be applied per SCAQMD standards.

Assuming a median 60% control efficiency due to the aforementioned watering yields,

$$PM_{10} = (1 - 0.6) \times 201 = 80.4$$

or a total fugitive dust generated load of 80.4 pounds. This level is below the 100 pounds per day threshold established by SDAPCD. Therefore, no impacts related to total fugitive dust are anticipated.

Additionally, following the analysis methods identified in the *SCAQMD CEQA Handbook* for PM_{10} emissions due to unpaved haul roads gives the following semi-empirical relationship for aggregate respirable dust generation,

$$PM_{10} = VMT \times \left[2.1 \left(\frac{SLP}{12}\right) \left(\frac{MVS}{30}\right) \left(\frac{MVW}{3}\right)^{0.7} \left(\frac{NW}{4}\right)^{0.5} \left(\frac{365 - RD}{365}\right) \right]$$

where, PM_{10} = Fugitive dust emissions in pounds due to haulage on unpaved roads,
VMT = Vehicle Miles Traveled per day,
SLP = Soil Silt Loading in Percent,
MVS = Mean Vehicle Speed in miles per hour,
MVW = Mean Vehicle Weight in tons,
NW = Number of Wheels on the vehicle,
RD = Mean number of Rain Days with at least 0.01 inches of precipitation

Unpaved road travel due to construction activities is unknown at this time. For the purposes of analysis it will be assumed that contractors vehicles moving onsite would traverse a total of 50 miles per day (VMT). Substituting the applicable project values of VMT = 50, SLP = 6.0 (sand/gravel road with watering), MVS = 15 miles per hour, MVW = 3 tons (gross vehicular weight), NW = 4 wheels (average number of wheels), and RD = 44.0 (based upon U.S. Weather Bureau average precipitation year data within the San Diego Air Basin) gives the following result,

$$PM_{10} = 50 \times \left[2.1 \left(\frac{6}{12}\right) \left(\frac{15}{30}\right) \left(\frac{3}{3}\right)^{0.7} \left(\frac{4}{4}\right)^{0.5} \left(\frac{365 - 44.0}{365}\right) \right]$$

$$PM_{10} = 50 \times \left[2.1\left(\frac{1}{2}\right)\left(\frac{1}{2}\right)(1)^{0.7}(1)^{0.5}\left(\frac{321}{365}\right) \right]$$

$$PM_{10} = 50 \times \left[2.1(0.5)(0.5)(1)(1)(0.8794) \right]$$

$$PM_{10} = 50 \times \left[0.4616 \right] = 23.08 \approx 23.1$$

or, a level of approximately 23 pounds of PM_{10} generated per day. Application of surface watering of these temporary construction roads would reduce this level to 9.2 pounds of PM_{10} per day. Therefore, impacts related to the combination of earthwork operations PM_{10} emissions and PM_{10} emissions due to unpaved haul roads would be less than the 100 pounds per day threshold and are less than significant.

Diesel Fired Health-Risk Emissions (CO, NO_x, SO_x, PM_{10})

Onsite construction operations were found to generate worst-case daily pollutant levels of 53.0 pounds of CO, 87.4 pounds of NO_x, 8.4 pounds of SO_x, and 5.3 pounds of PM_{10}. These emissions are assumed to occur over any given 24-hour day (thereby providing an upper bound on expected emission concentrations) and direct comparison with CAAQS standards. Although all stable criteria pollutants are provided, it should be noted that for cancer-risk potential, only PM_{10} is the single contributing factor. This methodology essentially applies all of the diesel emissions over this working area and provides a worst-case assessment of the impacts to sensitive receptors.

Based upon the onsite emission levels identified above, the aggregate emission rates for the various criteria pollutants in grams per second and grams per square-meter (m^2) per second (required for the *SCREEN3* model) are given in Table 4.1.2-15.

The proposed Palomar Community College North Education Center development site has a maximum working area (i.e., total build able area within the project footprint) of roughly 53.0 acres or 2,308,680 square-feet (214,483 m^2) based upon data obtained from the project site plans. The expected diesel-fired construction emission concentrations from the *SCREEN3* modeling are shown in Table 4.1.2-16. The output model results are provided as an attachment to Appendix G.

Based upon the model results, all criteria pollutants were below the recommended risk level with a PM_{10} risk probability of 0.111% (or 11.1 one-hundredths of a percent risk per 70-year exposure duration assuming the implementation of BACT). As such, no significant carcinogenic impact potential is expected due to proposed grading operations.

Additionally, the analysis identified a worst-case PM_{10} level of 3.7 $\mu g/m^3$ occurring at a distance of 666 meters (2,185 feet) from the boundaries of the travel lanes. This pollutant concentration is far below the California Ambient Air Quality Standard (CAAQS) of 50 $\mu g/m^3$ established by the State for any given 24-hour exposure period. Additionally, any nearby (standing) receptor would experience levels far less than the identified maximum (concentration values ranging between 0.5 to 2.3 $\mu g/m^3$ were indicated).

Since the transport of this pollutant diminishes with distance the project generated PM_{10} level is expected to approach zero at distances approaching twice the maximum distance. This distance would be approximately 4,370 feet (0.83 miles) from the project site. The proposed

project's contribution of PM_{10} from the site would not be physically possible beyond this point.

Odor Impact Potential

The inhalation of VOCs causes smell sensations in humans. There are four primary ways in which these odors can affect human health:

- The VOCs can produce toxicological effects;
- The odorant compounds can cause irritations in the eye, nose, and throat;
- The VOCs can stimulate sensory nerves that can cause potentially harmful health effects; and,
- The exposure to perceived unpleasant odors can stimulate negative cognitive and emotional responses based on previous experiences with such odors.

Development of the proposed project site could generate trace amounts (less than 1 $\mu g/m^3$) of substances such as ammonia, carbon dioxide, hydrogen sulfide, methane, dust, organic dust, and endotoxins (i.e., bacteria are present in the dust). Additionally, proposed onsite uses could generate such substances as volatile organic acids, alcohols, aldehydes, amines, fixed gases, carbonyls, esters, sulfides, disulfides, mercaptans, and nitrogen heterocycles.

Odor generation impacts due to the project are not expected to be significant since any odor generation would be intermittent and would terminate upon completion of the construction phase of the project. As a result, no significant air quality impacts are expected to surrounding residential receptors. No mitigation for odors would be required.

Furthermore, application of high VOC architectural coatings can generate a VOC level of 142.4 pounds per day. Since this level is above the SDAPCD threshold of 55 pounds per day, using this type of architectural coating would result in a significant impact. However, the application of Low VOC paints that would produce VOC levels of 51.3 pounds of VOC per day has been included in the proposed project design. The generation of 51.3 pounds of VOC per day would be below a level of significance. As such no impacts related to VOCs from architectural coating are anticipated.

Long-Term (Operational) Impacts

Vehicular Emission Levels

Motor vehicles are the primary source of emissions associated with the proposed project area. Typically, uses such as the proposed Palomar Community College North Education Center development site do not directly emit significant amount of air pollutants from onsite activities. Rather, vehicular trips to and from these land uses are the significant contributor.

The project is expected to have a total worst-case trip generation level of 3,400 ADT based upon the cumulative trip generation produced by the proposed use. Currently, the proposed development area is unused. As such, no emission offsets are attainable for the project.

The calculated emission levels are shown in Table 4.1.2-17. A median speed of 45 MPH was used consistent with average values observed (i.e., combined average freeway and surface street traffic activity). An average trip distance of 35 miles was assumed based upon the

proposed service area of the project. Based upon the findings, no criteria pollutant exceedances were identified. No remedial mitigation measures would be required.

Plan Consistency

Consistency with Regional Air Quality Management Plans

The San Diego Regional Air Quality Strategy (RAQS) establishes what could be thought of as an "emissions budget" for the San Diego Air Basin. This budget takes into account existing conditions, planned growth based on General Plans for cities within the San Diego Association of Governments (SANDAG) region, and air quality control measures implemented by the SDAPCD.

The "emissions budget" accounts for current emissions associated with the proposed project as well as previously approved projects consistent with current General Plan policies. Therefore, to determine whether the proposed project is consistent with the RAQS requires a comparison of net emissions from the proposed development to the emissions associated with previously approved and accounted for plans (commonly known as the *Consistency Criterion* of the RAQS).

The Palomar Community College District is not required under State Law to implement any plan according to any existing or proposed General Plan. Given this, the underlying zoning for the site would fall within the S90/S94 category (i.e., special study area) requiring site-specific analysis of the proposed land use. Since this land use is currently 'non allocated,' the proposed Palomar Community College North Education Center project is by default consistent (i.e., conforming to the same principles or course of action) with the proposed SANDAG projections for growth within this area. The project therefore, by default, satisfies the *Consistency Criterion* of the RAQS, and would also be consistent with State Implementation Plan (SIP) for the criteria pollutants under examination.

Global Climate Change

Regulatory Framework

In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change agreement with the goal of controlling greenhouse gas emissions, including methane. As a result, the Climate Change Action Plan was developed to address the reduction of greenhouse gases in the United States. The Climate Change Action Plan consists of more than 50 voluntary programs. Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete ozone in the stratosphere (i.e., chlorofluorocarbons, halons, carbon tetrachloride, and methyl chloroform) were to be phased out by year 2000.

On June 1, 2005, the Governor of California signed Executive Order S-3-05, which established the following greenhouse gas emission reduction targets for the State of California:

- By 2010, reduce greenhouse gas emissions to 2000 levels;

- By 2020, reduce greenhouse gas emissions to 1990 levels; and,
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

Executive Order S-3-05 also recognized the importance of preparedness in that it directed the Secretary of the California Environmental Protection Agency to lead an effort to evaluate the impacts of climate change on California and to examine adaptation measures that would best prepare the State to respond to the adverse consequences of climate change. In response to S-3-05, the Climate Action Team was convened, which comprised of representatives from California Environmental Protection Agency, California Air Resources Board, Integrated Waste Management, California Energy Commission, and several other State departments. The Climate Action Team prepared the *Climate Action Team Report for Governor Schwarzenegger and the Legislature* (dated March 2006), which provides an overview of scientific evidence regarding climate change as well as potential effects on California. The report also provides recommendations regarding strategies the State should pursue to reduce climate change emissions.

In addition to Executive Order S-3-05, the California Legislature passed Assembly Bill 32 (Global Warming Solutions Act) on August 31, 2006. It requires the State's global warming emissions to be reduced to 1990 levels by 2020. The reduction would be accomplished through an enforceable Statewide cap on global warming emissions that would be phased in starting in 2012. On or before June 30, 2007, the California Air Resources Board is required to publish a list of discrete greenhouse gas emissions that can be implemented. Emission reductions shall include carbon sequestration projects and best management practices that are technologically feasible and cost-effective. However, Assembly Bill 32 does not provide thresholds or methodologies for analyzing a project's impacts regarding global climate change. Assembly Bill 32 primarily provides a timeframe for establishing plans, policies, and studies to address global climate change.

In light of legislation such as Assembly Bill 32 and Executive Order S-3-05, there has been much debate regarding the analysis of global climate change in CEQA documents. As previously mentioned, although several studies are available regarding the overall impacts associated global climate change, the conclusions and predictions vary with each report. Based on the current scientific literature, it would be speculative to determine whether the contribution of any particular project or plans to greenhouse gas emissions and climate changes is significant.

Sources of Greenhouse Gasses

Auto Emissions. The United States Bureau of Transportation Statistics suggests that an average United States "trip" is about 11.4 miles. The amount of gasoline consumed per year can be estimated by multiplying the total miles traveled per project trip by the United States fuel economy average of 25 miles per gallon. Combustion of one gallon of gasoline produces about 19 pounds of carbon dioxide.

Electrical Power Emissions. Electrical power greenhouse gas emissions are a function of total project demand. Approximately 343 tons of carbon dioxide is produced for each megawatt hour of power generated by California electrical suppliers.

Natural Gas Emissions. Greenhouse gas emissions associated with the combustion of natural gas are a function of natural gas use at buildout and carbon dioxide emissions

produced when a unit of natural gas is combusted. Natural Gas produces approximately 0.05467 tons of carbon dioxide per 1,000 cubic feet combusted.

Other Greenhouse Gas Emissions. Emissions not included above include methane emissions from sources such as wastewater treatment plants, solid waste that is landfilled, and potentially other non-carbon dioxide greenhouse gas emissions that occur as a result of a project (e.g., sulfur hexafluoride emissions from transformers installed as part of electrical infrastructure). Landfill emissions are separately regulated and methane gas recovery is a required element of that regulatory program.

Total Emissions of Greenhouse Gasses. Identifying and quantifying only the primary categories of sources of greenhouse gas emissions, does not present a complete inventory of greenhouse gas emissions. Carbon dioxide and methane are only two of the greenhouse gases at issue, and it should be noted that these emissions factors provided above are from general factors as they would apply to other similar projects (absent any mitigation) of the same magnitude. Currently, there is not an industry-wide accepted method to quantify greenhouse gasses from development projects.

Conclusion

CEQA requires an agency to engage in forecasting "to the extent that an activity could reasonably be expected under the circumstances. An agency cannot be expected to predict the future course of governmental regulation or exactly what information scientific advances may ultimately reveal." (CEQA Guidelines section 15144, Office of Planning Research commentary, citing the California Supreme Court decision in Laurel Heights Improvement Association v. Regents of the University of California [1988] 47 Cal. 3d 376).

CEQA does not require an agency to evaluate an impact that is "too speculative" provided that the agency identifies the impact, engages in a "thorough investigation" but is "unable to resolve an issue," and then discloses its conclusion that the impact is too speculative for evaluation. (CEQA Guidelines section 15145, Office of Planning and Research commentary).

Additionally, CEQA requires that impacts be evaluated at a level that is "specific enough to permit informed decision making and public participation" with the "production of information sufficient to understand the environmental impacts of the Proposed Project and to permit a reasonable choice of alternatives so far as environmental aspects are concerned." (CEQA Guidelines section 15146, Office of Planning and Research commentary).

Global Climate Change impacts are a result of cumulative emissions from anthropogenic activities in the region, the State, and the world. The Proposed Project is being developed to meet energy demands within the San Diego area. This would indirectly lead to increased energy consumption, which would generate additional greenhouse gas emissions. However, the Proposed Project is not anticipated to directly emit emissions.

Based on an investigation of compliance with local air quality thresholds and future long-term operational impacts, the Proposed Project would still have the potential to result in emissions associated with greenhouse gas emissions and global climate change. However, there is significant uncertainty involved in making predictions of the extent of which the Proposed Project operations would have on greenhouse gas emissions and global climate change. Therefore, a conclusion on the significance of the environmental impact of climate

change cannot be reached. Section 15145 of the CEQA Guidelines provides that, if after a thorough investigation a lead agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impacts.

4.2.1.1 Cumulative Impact Analysis

No operational- or residual project-related air quality exceedances were identified for any of the identified criteria pollutants. Additionally, no localized cumulative exceedances of CAAQS standards were indicated and no adverse air basin impacts were identified. As such, no mitigation measures would be required as part of this project.

The proposed project would have less than significant construction level impacts. However, large-scale projects in the immediate vicinity of the project are expected to have significant impacts. Preliminary analysis of the adjacent Campus Park project indicates that significant construction impacts would occur as a result of the project. Although it is unlikely that construction for all cumulative projects would occur at the same time, criteria non-attainment pollutants that have been identified as exceeding the screening level thresholds create a significant cumulative impact, regardless of ground-level concentrations. Thus project construction would result in a cumulatively considerable net increase in NO_x and PM_{10}. This temporary impact is identified as cumulatively considerable. Cumulative air quality impacts from construction activities would occur with or without the proposed project.

Potential cumulative impacts from project operations such as NO_x and VOCs, are considered less than significant. The proposed project and surrounding proposed development projects have overall development densities that are less than the SANDAG 2030 projections of 9,630 dwelling units for the Fallbrook subregional area. As are result regional air quality standards based off of these projections anticipated increased development above what is proposed. Therefore, the cumulative air quality emissions from the cumulative air quality impacts from the list of cumulative projects is consistent with the SIP and potential impacts are less than cumulatively considerable.

4.1.2.4 Mitigation Measures

Short-Term (Construction) Impacts

Potential short-term construction impacts resulting from construction activities would be reduced through standard design measures aimed at reducing PM_{10} emissions. Proper implementation of these measures (through dust control) during project grading is expected to reduce potential emissions by a median level of approximately 30 percent, thereby generating compliance with the SDAPCD significance threshold for this pollutant. Therefore, impacts would be less than significant and no mitigation would be required.

Standard design measures may include, but would not be limited to the following:

- In disturbed areas, replace ground cover as quickly as possible (estimated 10% reduction in total dust generation).
- Enclose, cover, water twice daily, or apply non-toxic soil binders according to manufactures' specification to exposed piles (i.e., gravel, sand, and dirt) with 5% silt content (estimated 30% reduction in total dust generation).

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible (estimated 50% to 60% reduction in total dust generation).
- Suspend all excavating and grading operations when wind speeds exceed 25 mph (estimated 30% reduction in total dust generation).
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code (CVC) Section 23114 (estimated 15% reduction in total dust generation).
- Reduce vehicle speeds to 15 miles per hour or less (estimated 30% to 40% reduction in total dust generation).
- Gravel pads must be installed at all access points to prevent tracking of mud on to public roads (estimated 5% reduction in total dust generation).
- The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.
- Prior to land use clearance, the applicant shall include, as a note on a separate informational sheet these dust control requirements. All requirements shall be shown on grading and building plans.
- Sweep streets at the end of the day (preferably with water sweepers using reclaimed water) if visible soil material is carried onto adjacent public paved roads (estimated 10% reduction in total dust generation).
- Apply water three times daily (or as needed) to all unpaved roads and parking or staging areas (estimated 30% to 50% reduction in total dust generation).

Building Construction

- Apply Low VOC paints for all architectural coatings. Based on the South Coast Air Quality Management District CEQA Handbook (Table A11-13-c) the application of Low VOC paints can be reduce the pounds of VOC per day by 36%.

Long-Term (Operational) Impacts

No long-term (operational) impacts were identified as the result of the proposed project. Therefore, no mitigation measures are required.

Plan Consistency

The proposed project would not conflict with or obstruct implementation of the applicable air quality plan, and therefore, no significant impacts would occur. No mitigation measures are required.

4.1.2.5 Impact After Mitigation

No significant impacts relative to air quality would occur with the proposed project.

TABLE 4.1.2-1 THRESHOLDS OF SIGNIFICANCE FOR AIR QUALITY IMPACTS

Pollutant	Thresholds of Significance (Pounds per Day)[3]	Clean Air Act *less than significant* Levels (Tons per Year)
Carbon Monoxide (CO)	**550**	100
Oxides of Sulfur (SO_x)	**250**	100
Volatile Organic Compounds (VOCs) Reactive Organic Gasses (ROG's)	**55[1] / 75[2]**	50
Oxides of Nitrogen (NO_x)	**250**	50
Particulate Matter (PM_{10})	**100**	100

Source: SDAPCD Rule 1501, 20.2(d)(2), 1995; EPA 40CFR93, 1993

(1) Threshold for VOCs based on the threshold of significance for reactive organic gases from Chapter 6 of the CEQA Air Quality Handbook of the South Coast Air Quality Management District.

(2) Threshold for VOCs in the eastern portion of the County based on the threshold of significance for reactive organic gases from Chapter 6 of the CEQA Air Quality Handbook of the Southeast Desert Air Basin.

(3) Thresholds are applicable for either construction or operational phases of a project action.

TABLE 4.1.2-2 LOCAL AMBIENT AIR QUALITY

Pollutant	Standard (Maximum Allowable Amount)		Year	Maximum Concentration	Number of Days State/Federal Std. Exceeded
	California	Federal Primary			
Carbon Monoxide (CO)	9.0 ppm for 8 hour	9.0 ppm for 8 hour	2001[1] 2002[1] 2003[1] 2004[1] 2005[1]	5.11 ppm 3.85 10.64 3.61 2.79	0/0 0/0 0/0 0/0 0/0
Ozone (O_3) (8 Hours)	0.07 ppm for 8 hours	0.08 ppm for 8 hours	2001[2] 2002[2] 2003[2] 2004[2] 2005[1]	0.098 ppm 0.073 0.084 0.095 0.074	NA/1 NA/0 NA/0 NA/2 NA/0
Ozone (O_3) (Hourly)	0.09 ppm for 1 hour	NA	2001[2] 2002[2] 2003[2] 2004[2] 2005[2]	0.113 ppm 0.087 0.099 0.110 0.090	0/NA 0/NA 4/NA 4/NA 0/NA
Nitrogen Dioxide (NO_2)	0.25 ppm for 1 hour	0.053 ppm annual average	2001[2] 2002[2] 2003[2] 2004[2] 2005[2]	0.092 ppm 0.109 0.095 0.099 0.077	0/NA 0/NA 0/NA 0/NA 0/NA
Coarse Particulate Matter (PM_{10}) [3,4]	50 $\mu g/m^3$ for 24 hours	150 $\mu g/m^3$ for 24 hours	2001[1] 2002[1] 2003[1] 2004[1] 2005[1]	72.0$\mu g/m^3$ 50.0 179.0 58.0 42.0	2/0 0/0 5/1 0/1 0/0
Fine Particulate Matter ($PM_{2.5}$) [4]	No Separate State Standard	65 $\mu g/m^3$ for 24 hours	2001[1] 2002[1] 2003[1] 2004[1] 2005[1]	60.0$\mu g/m^3$ 53.6 69.2 67.3 43.1	0/0 0/0 1/1 1/1 1/0

TABLE 4.1.2-3 ESCONDIDO MONITORING STATION – MAXIMUM HOURLY O_3 LEVELS

Air Resources Board — iADAM

Highest 4 Daily Maximum Hourly Ozone Measurements
Escondido-E Valley Parkway

Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	Apr 27	***0.099***	Sep 3	***0.095***	Jul 22	***0.108***
Second High:	Apr 25	***0.098***	Apr 16	0.089	Jun 3	***0.099***
Third High:	Oct 9	0.094	Jul 13	0.088	Sep 1	***0.095***
Fourth High:	May 3	0.093	May 22	0.083	Jun 25	0.091
# Days Above Nat'l Standard:		0		0		0
# Days Above State Standard:		***2***		***1***		***3***
Year Coverage:		99		98		95

Source: http://www.arb.ca.gov/adam
All concentrations are expressed in parts per million.
State exceedances are shown in ***bold italic***. National exceedances are shown in **bold**. National exceedances are also state exceedances. An exceedance is not necessarily a violation.
Year Coverage indicates how complete monitoring was during the time of the year when concentrations are highest. 0 means there was no coverage; 100 means there was complete coverage.

TABLE 4.1.2-4 ESCONDIDO MONITORING STATION – MAXIMUM EIGHT HOUR O_3 LEVELS

Air Resources Board — iADAM

Highest 4 Daily Maximum 8-Hour Ozone Averages
Escondido-E Valley Parkway

Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	Apr 27	**0.086**	Apr 16	0.079	Jul 22	**0.096**
Second High:	Apr 25	**0.085**	May 13	0.071	Jun 3	**0.089**
Third High:	May 3	0.081	May 12	0.069	Jun 25	0.082
Fourth High:	May 1	0.073	May 22	0.069	Sep 1	0.078
# Days Above Nat'l Standard:		**2**		0		**2**
Year Coverage:		99		98		95

Source: http://www.arb.ca.gov/adam
All averages are expressed in parts per million.
National exceedances are shown in **bold**. An exceedance is not necessarily a violation.
Year Coverage indicates how complete monitoring was during the time of the year when concentrations are highest. 0 means there was no coverage; 100 means there was complete coverage.

TABLE 4.1.2-5 ESCONDIDO MONITORING STATION – MAXIMUM DAILY PM_{10} LEVELS

Air Resources Board — iADAM

Highest 4 Daily PM_{10} Measurements
Escondido-E Valley Parkway

Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
National:						
First High:	Jan 10	57.0	Oct 13	42.0	Feb 10	42.0
Second High:	Mar 16	42.0	Dec 18	38.0	Jan 11	37.0
Third High:	May 3	42.0	Dec 12	37.0	Feb 4	32.0
Fourth High:	Aug 31	41.0	Sep 1	36.0	Jan 17	30.0
California:						
First High:	Jan 10	***58.0***	Oct 13	42.0	Feb 10	43.0
Second High:	Mar 16	42.0	Dec 18	39.0	Jan 11	38.0
Third High:	May 3	41.0	Dec 12	38.0	Feb 4	33.0
Fourth High:	Jan 16	40.0	Nov 24	37.0	Jan 17	32.0
Measured:						
# Days Above Nat'l Standard:		0		0		**2**
# Days Above State Standard:		***1***		0		0
Estimated:						
3-Yr Avg # Days Above Nat'l Std:		**1.0**		**1.0**		*
# Days Above Nat'l Standard:		0.0		0.0		*
# Days Above State Standard:		***6.1***		0.0		*
National 3-Year Average:		29		28		25
National Annual Average:		27.5		23.9		*
State 3-Yr Maximum Average:		***33***		***33***		***27***
State Annual Average:		***27.3***		***23.9***		*
Year Coverage:		95		100		14

Source: http://www.arb.ca.gov/adam

All concentrations are expressed in micrograms per cubic meter.

State exceedances are shown in ***bold italic***. National exceedances are shown in **bold**. An exceedance is not necessarily a violation.

State and national statistics may differ for the following reasons:

State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods. State and national statistics may therefore be based on different samplers.

State statistics for 1998 and later are based on local conditions (except for sites in the South Coast Air Basin, where State statistics for 2002 and later are based on local conditions).

National statistics are based on standard conditions.

State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.

Measurements are usually collected every six days. Measured days counts the days that a measurement was greater than the level of the standard; Estimated days mathematically estimates how many days concentrations would have been greater than the level of the standard had each day been monitored.

3-Year statistics represent the listed year and the 2 years before the listed year.

Year Coverage indicates how complete monitoring was during the time of the year when concentrations are highest. 0 means there was no coverage; 100 means there was complete coverage.

*There was insufficient (or no) data available to determine the value.

TABLE 4.1.2-6 ESCONDIDO MONITORING STATION – MAXIMUM DAILY $PM_{2.5}$ LEVELS

Air Resources Board iADAM

Highest 4 Daily $PM_{2.5}$ Measurements
Escondido-E Valley Parkway

Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
National:						
First High:	Jan 1	**67.3**	Jan 1	43.1	Jan 30	31.9
Second High:	Dec 25	48.7	Oct 21	41.3	Feb 5	3.16
Third High:	Jan 18	41.1	Dec 14	39.5	Feb 4	29.6
Fourth High:	Mar 21	40.5	Dec 16	36.9	Jan 21	28.3
California:						
First High:	Jan 1	67.3	Jan 1	43.1	Jan 30	31.8
Second High:	Dec 25	48.7	Oct 21	41.3	Feb 5	31.6
Third High:	Jan 18	41.1	Dec 14	39.5	Feb 4	29.6
Fourth High:	Mar 21	40.5	Dec 16	36.9	Jan 21	28.3
# Days Above Nat'l Standard:		**1**		0		0
3-Yr Average 98th Percentile		*		*		*
1-Year 98th Percentile		37.4		*		*
National 3-Year Average		14		*		*
National Annual Average		14.1		*		*
State 3-Yr Maximum Average		***14***		***14***		***14***
State Annual Average		***14.1***		*****		*****

Source: http://www.arb.ca.gov/adam

All concentrations are expressed in micrograms per cubic meter.

State exceedances are shown in ***bold italic***. National exceedances are shown in **bold**. An exceedance is not necessarily a violation.

State and national statistics may differ for the following reasons:

State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods. State and national statistics may therefore be based on different samplers.

State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.

3-Year statistics represent the listed year and the 2 years before the listed year.

*There was insufficient (or no) data available to determine the value.

TABLE 4.1.2-7 ESCONDIDO MONITORING STATION – MAXIMUM EIGHT HOUR CO LEVELS

Air Resources Board — iADAM

Highest 4 Daily Maximum 8-Hour Carbon Monoxide Averages
Escondido-E Valley Parkway

Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
National						
First High:	Dec 11	3.61	Jan 20	3.10	Nov 29	2.89
Second High:	Jan 1	3.56	Jan 16	2.81	Jan 17	2.73
Third High:	Feb 9	3.23	Jan 21	2.80	Jan 13	2.68
Fourth High:	Dec 16	3.23	Jan 15	2.79	Jan 9	2.60
California						
First High:	Jan 1	3.81	Jan 20	3.10	Nov 29	2.89
Second High:	Dec 10	3.61	Jan 15	2.81	Jan 17	2.73
Third High:	Feb 9	3.23	Jan 21	2.80	Jan 13	2.68
Fourth High:	Dec 15	3.23	Jan 14	2.79	Jan 9	2.60
# Days Above Nat'l Standard:		0		0		0
# Days Above State Standard:		0		0		0
Year Coverage:		95		97		65

Source: http://www.arb.ca.gov/adam
All averages are expressed in parts per million.
State exceedances are shown in ***bold italic***. National exceedances are shown in **bold**. An exceedance is not necessarily a violation.
Year Coverage indicates how complete monitoring was during the time of the year when concentrations are highest. 0 means there was no coverage; 100 means there was complete coverage.

TABLE 4.1.2-8 ESCONDIDO MONITORING STATION – MAXIMUM HOURLY NO_2 LEVELS

Air Resources Board — iADAM

Highest 4 Daily Maximum Hourly Nitrogen Dioxide Measurements
Escondido-E Valley Parkway

Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	Oct 8	0.080	Oct 13	0.076	Nov 22	0.071
Second High:	Feb 17	0.078	Oct 6	0.068	Oct 27	0.070
Third High:	Jan 9	0.070	Oct 14	0.067	Nov 17	0.064
Fourth High:	Apr 26	0.068	Apr 1	0.066	Nov 7	0.062
# Days Above State Standard:		0		0		0
Annual Average:		0.018		0.016		0.016
Year Coverage:		99		99		78

Source: http://www.arb.ca.gov/adam
All concentrations are expressed in parts per million.
State exceedances are shown in ***bold italic***. National exceedances are shown in **bold**. An exceedance is not necessarily a violation.
Year Coverage indicates how complete monitoring was during the time of the year when concentrations are highest. 0 means there was no coverage; 100 means there was complete coverage.

TABLE 4.1.2-9 CAMP PENDLETON MONITORING STATION – MAXIMUM HOURLY O_3 LEVELS

Air Resources Board — iADAM

Highest 4 Daily Maximum Hourly Ozone Measurements
Camp Pendleton

Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	May 3	***0.110***	Aug 25	0.090	Sep 18	0.086
Second High:	Oct 8	***0.109***	Nov 15	0.084	Sep 1	0.082
Third High:	May 2	***0.104***	Apr 17	0.079	Feb 26	0.081
Fourth High:	Sep 5	***0.097***	Sep 3	0.078	Jun 3	0.078
# Days Above Nat'l Standard:		0		0		0
# Days Above State Standard:		***4***		0		0
Year Coverage:		98		96		96

Source: http://www.arb.ca.gov/adam
All concentrations are expressed in parts per million.
State exceedances are shown in ***bold italic***. National exceedances are shown in **bold**. National exceedances are also state exceedances. An exceedance is not necessarily a violation.
Year Coverage indicates how complete monitoring was during the time of the year when concentrations are highest. 0 means there was no coverage; 100 means there was complete coverage.

TABLE 4.1.2-10 CAMP PENDLETON MONITORING STATION – MAXIMUM EIGHT HOUR O_3 LEVELS

Air Resources Board — iADAM

Highest 4 Daily Maximum 8-Hour Ozone Averages
Camp Pendleton

Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	Oct 8	**0.095**	Apr 17	0.074	Feb 26	0.073
Second High:	May 3	**0.089**	Aug 25	0.074	May 10	0.073
Third High:	Sep 5	0.084	May 12	0.070	May 11	0.072
Fourth High:	Mar 20	0.080	Mar 10	0.068	Sep 18	0.072
# Days Above Nat'l Standard:		**2**		0		0
Year Coverage:		98		96		96

Source: http://www.arb.ca.gov/adam
All concentrations are expressed in parts per million.
National exceedances are shown in **bold**. An exceedance is not necessarily a violation.
Year Coverage indicates how complete monitoring was during the time of the year when concentrations are highest. 0 means there was no coverage; 100 means there was complete coverage.

TABLE 4.1.2-11 CAMP PENDLETON MONITORING STATION – MAXIMUM HOURLY NO_2 LEVELS

Air Resources Board — iADAM

Highest 4 Daily Maximum Hourly Ozone Measurements
Escondido-E Valley Parkway

Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	Jan 13	0.099	Jan 14	0.077	May 12	0.081
Second High:	Jan 22	0.091	Dec 20	0.073	Feb 8	0.079
Third High:	Jan 9	0.086	Jan 16	0.071	Mar 23	0.076
Fourth High:	Jan 10	0.081	Nov 1	0.070	Feb 12	0.069
# Days Above State Standard:		0		0		0
Annual Average:		0.012		0.012		0.011
Year Coverage:		98		98		75

Source: http://www.arb.ca.gov/adam
All concentrations are expressed in parts per million.
State exceedances are shown in ***bold italic***. National exceedances are shown in **bold**. National exceedances are also state exceedances. An exceedance is not necessarily a violation.
Year Coverage indicates how complete monitoring was during the time of the year when concentrations are highest. 0 means there was no coverage; 100 means there was complete coverage.

TABLE 4.1.2-12 PREDICTED CONSTRUCTION EMISSIONS – ROUGH GRADING OPERATIONS

					Aggregate Emissions in Pounds / Day				
Equipment Type	**Qty. Used**	**HP**	**Daily Load Duty Cycle Factor (%)**	**(Hrs. / day)**	**CO**	**NOx**	**SOx**	**PM_{10}**	**ROG**
Dozer - D8 Cat	2	400	50	4	24.0	35.2	3.2	1.6	4.8
Loader	2	150	45	4	8.1	11.9	1.1	0.5	1.6
Water Truck	2	200	50	2	2.4	8.4	0.8	0.6	0.8
Scraper	4	300	35	4	18.5	31.9	3.4	2.5	1.7
				Total (Σ):	**53.0**	**87.4**	**8.4**	**5.3**	**8.9**
				Significance Threshold (SDAPCD):	**550.0**	**250.0**	**250.0**	**100.0**	**55.0**

TABLE 4.1.2-13 PREDICTED CONSTRUCTION EMISSIONS – UNDERGROUND UTILITY CONSTRUCTION

					Aggregate Emissions in Pounds / Day				
Equipment Type	**Qty. Used**	**HP**	**Daily Load Duty Cycle Factor (%)**	**(Hrs. / day)**	**CO**	**NOx**	**SOx**	**PM_{10}**	**ROG**
Track Backhoe	3	150	50	8	27.000	39.600	3.600	1.800	5.400
Loader	2	150	45	8	16.200	23.760	2.160	1.080	3.240
Concrete Truck	6	250	25	0.5	1.125	3.938	0.375	0.281	0.375
Dump/Haul Trucks	5	300	45	0.5	2.025	7.088	0.675	0.506	0.675
				Total (Σ):	**46.4**	**74.4**	**6.8**	**3.7**	**9.7**
				Significance Threshold (SDAPCD):	**550.0**	**250.0**	**250.0**	**100.0**	**55.0**

TABLE 4.1.2-14 PREDICTED CONSTRUCTION EMISSIONS – SURFACE PAVING ACTIVITIES

					Aggregate Emissions in Pounds / Day				
Equipment Type	**Qty. Used**	**HP**	**Daily Load Duty Cycle Factor (%)**	**(Hrs. / day)**	**CO**	**NOx**	**SOx**	**PM_{10}**	**ROG**
Dump/Haul Trucks	25	300	45	0.5	10.125	35.438	3.375	2.531	3.375
Paver	1	150	35	8	2.940	9.660	0.840	0.420	0.420
Roller	2	150	35	8	5.880	16.800	1.680	0.840	1.680
				Total (Σ):	**18.9**	**61.9**	**5.9**	**3.8**	**5.5**
				Significance Threshold (SDAPCD):	**550.0**	**250.0**	**250.0**	**100.0**	**55.0**

TABLE 4.1.2-15 PREDICTED ONSITE DIESEL-FIRED CONSTRUCTION EMISSION RATES

Criteria Pollutant	Daily Site Emission Rates (grams/second)	Average Area Emission Rates (grams/m^2/second)
CO	53.0 (453.59) / 86,400 = 0.2782	0.2782 / 214,483 = 1.2970 x 10^{-6}
NO_x	87.4 (453.59) / 86,400 = 0.4588	0.4588 / 214,483 = 2.1390 x 10^{-6}
SO_x	8.4 (453.59) / 86,400 = 0.0440	0.0440 / 214,483 = 2.0514x 10^{-7}
PM_{10}	**5.3 (453.59) / 86,400 = 0.0278**	**0.0278 / 214,483 = 1.2961 x 10-7**
$PM_{2.5}$	4.8 (453.59) / 86,400 = 0.0251	0.0251 / 214,483 = 1.1702 x 10-7

Total averaging time is 24 hours x 60 minutes/hour x 60 seconds/minute = 86,400 seconds per CAAQS standards.

One pound-mass = 453.592 grams

TABLE 4.1.2-16 SCREEN3 PREDICTED DIESEL-FIRED EMISSION CONCENTRATIONS

Criteria Pollutant	Pollutant Concentration ($\mu g/m^3$)	Pollutant Concentration (ppm)	Pollutant Risk Probability (percent risk per person for 70-year exposure)	Significant ?
CO	37.4	0.0325	n/a	**No**
NO_x	61.7	0.0328	n/a	**No**
SO_x	5.9	0.0022	n/a	**No**
PM_{10}	**3.7**	**- -**	**0.111%**	**No**
$PM_{2.5}$	3.4	- -	n/a	**No**

Diesel risk calculated using: $Risk(\%) = (300x10^{-6} \times EMFAC) \times 100 = 300x10^{-4} \times EMFAC$, based upon ARB 1999 Staff Report from the Scientific Review Panel (SRP) on Diesel Toxics inhaled in a 70-year lifetime.

Conversion Factors (approximate):

- *CO: 1 ppm = 1,150 $\mu g/m^3$ @ 25 deg-C STP*
- *NO_x: 1 ppm = 1,880 $\mu g/m^3$ @ 25 deg-C STP*
- *SO_x: 1 ppm = 2,620 $\mu g/m^3$ @ 25 deg-C STP*
- *PM_{10} and $PM_{2.5}$: 1 ppm = 1 g/m^3 (solid)*

Values rounded to three significant decimal places.

TABLE 4.1.2-17 VEHICLE TRIP EMISSIONS – PALOMAR COMMUNITY COLLEGE NORTH EDUCATION CENTER

		Aggregate Trip Emissions in Pounds / Day					
Development Phase	**ADT**	**CO**	**NO_x**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**	**ROG**
EMFAC 2007 Year 2030 Emission Rates (in grams/mile @ 45 MPH)							
Light Duty Autos (LDA):		0.740	0.108	0.003	0.008	0.008	0.021
Light Duty Trucks (LDT):		0.856	0.102	0.003	0.018	0.018	0.011
Medium Duty Trucks (MDT):		1.042	0.217	0.005	0.020	0.020	0.018
Heavy Duty Trucks (HDT):		1.253	2.818	0.013	0.148	0.148	0.165
Buses (UBUS):		1.771	9.214	0.018	0.099	0.099	0.289
Motorcycles (MCY):		20.198	1.362	0.002	0.016	0.016	2.172
Proposed Project Action @3400 Net ADT							
Light Duty Autos (LDA):	2346	133.96	19.55	0.54	1.45	1.4	3.80
Light Duty Trucks (LDT):	660	43.57	5.19	0.15	0.92	0.9	0.56
Medium Duty Trucks (MDT):	218	17..50	3.64	0.08	0.34	0.3	0.30
Heavy Duty Trucks (HDT):	160	15.45	34.75	0.16	1.82	1.8	2.03
Buses (UBUS):	0	0.00	0.00	0.00	0.00	0.0	0.00
Motorcycles (MCY):	17	26.49	1.79	0.00	0.02	0.0	2.85
Total (Σ) =	**3400**	**237.0**	**64.9**	**0.9**	**4.5**	**4.5**	**9.5**
Significance Threshold (SDAPCD):		**550.0**	**250.0**	**250.0**	**100.0**		**100.0**

Assumes:

Average 35-mile trip distance per vehicle (Proposed Project).

SDAPCD air basin wintertime conditions (50° F)

For operational vehicular traffic, the fractional emission factor is 0.998 $PM_{2.5}$ / PM_{10}

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4.1.3 Geology and Soils

The purpose of this section is to identify existing geological resources onsite and within the proposed project area, to analyze potential impacts associated with these resources, and to recommend mitigation measures (if necessary) to reduce the significance of identified impacts. Information in this section is based on the Geotechnical Assessment prepared for the proposed project (Shepardson Engineering Associates Inc., February 26, 2007); refer to Appendix H. In addition, geotechnical assessments prepared for the Campus Park project including the Passerelle Subdivision Geotechnical Assessment (October 2006), and the Campus Park Screencheck Draft Environmental Impact Report (June 2007) were reviewed.

4.1.3.1 Existing Conditions

The proposed project site is located within a well-defined north-south trending valley, with steep hills rising to the east and west. The proposed project site is mainly undeveloped with the majority of the northern and central areas of the site disturbed from previous activities associated with livestock grazing, and small patches of native vegetation located in the southern portion of the site. Land immediately surrounding the project site is generally undeveloped or utilized for agricultural operations. To the north of the site is undeveloped land; to the east, a large-scale avocado grove is maintained; to the south is undeveloped, largely undisturbed land supporting pasture land and Southern riparian forest; to the west is Interstate 15. Further to the south, and just south of State Route (SR)-76, is the San Luis Rey River, which generally trends in an east-west direction across the valley floor in the vicinity of the site.

Geology

Regional Geology/Topography

The project site is located within the Peninsular Ranges Geomorphic Province, a region characterized by northwest-trending structural blocks and intervening fault zones. Typical lithologies in the Peninsular Ranges include a variety of igneous intrusive rocks (i.e., formed below the surface) associated with the Cretaceious (between approximately 65 and 135 million years old) Southern California Batholith (a large igneous intrusive body). Such igneous bodies are typically intruded into older metavolcanic and/or metasedimentary units in western San Diego County. Basement rocks in the coastal portion of San Diego County are locally overlain by a sequence of primarily Tertiary (between approximately 2 and 65 million years old) marine and non-marine sedimentary strata, with most of these deposits associated with several sea level transgression-regression cycles (i.e., advances and retreats) over approximately the last 55 million years. Tertiary sedimentary rocks are generally not present in the project site vicinity, but occur in coastal areas to the west. The described geologic sequence is locally overlain with Quaternary (less than approximately two million years old) materials such as alluvium, terrace deposits, and topsoil.

Topographically, the Peninsular Ranges Province is composed of generally parallel ranges of steep-sloping hills and mountains separated by alluvial valleys. More recent uplift and erosion has produced the characteristic canyon and mesa topography present today in western San Diego County, as well as the deposition of Quaternary deposits noted above.

Site Geology/Topography

Geologic exposures on the project site include Cretaceous-age gabbroic igneous intrusive rocks, as well as Quaternary terrace deposits and alluvium. Gabbroic rocks are exposed along steeper slopes in portions of the northern and eastern project site, and underlie additional onsite areas. Terrace deposits occur widely on shallower slopes and level areas throughout much of the northern and central portions of the site, while alluvium is present within larger drainage courses and in level areas in the southern portion of the site. Granitic rocks occur in nearby areas to the north and southeast, and likely underlie portions of the site.

Cretaceous basement rocks within the project site and vicinity occur at variable depths, ranging from ground-level (i.e., surface outcrops) to approximately 20 feet below surface grade in the northern and central portions of the site, to more than 40 feet below grade in the southern site area where thicker alluvial deposits are present; refer to Appendix H. Basement rocks onsite are overlain by Pleistocene (between approximately 11,000 years old and 2 million years old) terrace deposits, Holocene (less than approximately 11,000 years old) alluvium and topsoil, and historic artificial fill.

The project site has been subject to previous development in association with livestock grazing activities, and includes a number of associated facilities such as dirt roads and water troughs. Topography within the project site is characterized by generally level alluvial areas associated with a broad canyon in much of the southern and central portions of the property, with these areas flanked by moderately to steeply sloping hills to the north and east. Onsite elevations range from approximately 270 feet above mean sea level (AMSL) in the low-lying alluvial areas characterizing the southern portion of the site, to approximately 360 feet AMSL in the moderately sloping northeastern site corner. Surface drainage within the site moves predominantly west or southwest, as both non-point (overland) flows and within several small, intermittent drainages. Runoff leaving the project site and proposed offsite facility areas flows primarily south to the San Luis Rey River, both as non-point flow and within the Horse Ranch Creek drainage located west and southwest of the project site.

Seismicity (Surface Faults; Groundshaking; Ground Failure)

The project site is located within a broad, seismically active region characterized by a series of north-west trending faults associated with the San Andreas Fault System. No active or potentially active faults are mapped or known to occur within or adjacent to the project site, with the closest such structures located within the Elsinore-Temecula Fault Zone approximately eight miles to the northeast.

No fault-rupture hazard zones or other seismic hazard designations identified by the California Geologic Survey (CGS) are present on the project site or within the immediate vicinity (California Division of Mines and Geology [CDMG] 1999a). The nearest fault zones that are considered active are the Temecula and Julian segments of the Elsinore Fault. The main traces of these faults are located approximately 11 and 13 kilometers to the northeast. Other more distant faults which can affect the site through ground shaking include the Rose Canyon, Coronado Bank, San Jacinto-Anza, San Jacinto-San Jacinto Valley, and Earthquake Valley. These seismic sources are listed below, along with a description of the characteristics and the approximate distance to the project site.

Expansive Soils

Expansive (or shrink-swell) behavior is attributable to the water-holding capacity of clay minerals and can adversely affect the integrity of facilities such as pavement or structure foundations. The project site and offsite facility areas are not within any Highly Expansive Soils Zones associated with clay soils, as mapped by the County of San Diego (2004c). Most soils within the project to be found in the upper levels of the final subgrade are granular and exhibit very low to low expansive characteristics. There may be some occasional occurrences of moderately expansive soil in the weathered residuum above the bedrock.

Collapsible Soils/Liquefaction Potential

Liquefaction is a condition where, due to ground shaking, granular soil below the water table temporarily loses strength and behaves as a vicious fluid, rather than a solid. Relatively clean, clay-free deposits, are the most susceptible to liquefaction. Strong ground motion distorts the soil structure causing the voids between soil particles to collapse, resulting in an increase in the pore water pressure. The potential for liquefaction to occur is controlled by many factors, including water table depth, soil type, relative density of the soil, grain size of soil particles, the percentage of clay size fines, the intensity and duration of ground shaking and other factors. A liquefiable zone, over most of the younger alluvial level, was found to extend on the proposed project site to depths of 20 feet to 35 feet. An older alluvium that does not exhibit liquefaction characteristics underlies the upper alluvium found onsite.

Groundwater

Groundwater was found at shallow depths in the alluvial deposits. This is likely perched groundwater retained in the loose sandy sediments above the bedrock basement. The shallow groundwater is in part contributed to by the infiltration of irrigation and rainwater from the surrounding agricultural groves, Pala Mesa Golf Course, and other developments to the north. Groundwater levels appear to be relatively consistent through time. From recent explorations in September 2005, groundwater in the lower lying alluvial area was found to be as shallow as 3 to 12 feet below the ground surface. A number of agricultural wells serving the residence and ranch, are scattered over the property.

Landslides

The occurrence of landslides and other types of slope failures (e.g., rock falls) is influenced by a number of factors including slope grade, geologic and soil characteristics, moisture levels, and vegetation cover. Landsliding can be triggered by one or more specific or combination of events, such as seismic activity, gravity, fires, and precipitation. The project site and vicinity are not included in any state-defined Landslide Hazard Zones (County of San Diego 2004 e), although portions of the northern and central project site are within or adjacent to County-designated areas of “Moderate to High Landslide Susceptibility” and “High Susceptibility and Historic Landslides” (County of San Diego, 2004f). No previous landslides have been mapped in the area of the project site.

Erosion

The proposed project site contains terrace soils in which slope cut areas of the proposed project site will be constructed. Soils consisting of terrace materials exhibit less cohesive characteristics and are therefore, more susceptible to erosion.

4.1.3.2 Thresholds for Determining Significance

Appendix G, of the CEQA Guidelines contains analysis guidelines related to the assessment of geology and soils impacts. These guidelines have been utilized as thresholds of significance for this analysis. As stated in Appendix G, the proposed project would result in a significant impact if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
    i. Rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map;
    ii. Strong seismic ground shaking;
    iii. Seismic-related ground failure, including liquefaction; or,
    iv. Landslides;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property;
- Be located on a geologic unit or soul that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse; or,
- Result in substantial soil erosion or loss of topsoil.

4.1.3.3 Environmental Impact

Seismicity

Surface Fault Rupture

Ground rupture and related effects such as lurching (i.e., the rolling motion of surface materials associated with passing seismic waves) can adversely affect surface and subsurface structures. While the potential for onsite ground rupture and lurching cannot be totally discounted, the potential for these types of effects is “unlikely”.

Based on an original source map published in 1963 by the California Division of Mines and Geology, a subject fault was identified; however, is clearly concealed beneath the Quaternary Terrace Deposits and alluvium, and terminates approximately 3 miles to the east of the proposed project site. Since the original source map was published, SANDAG GIS data indicates the subject fault is trending generally east-west into the proposed project area from the east and was mapped in 1965 by the CDMG to extend to within approximately 2,500 feet of the proposed project site property. There is not sufficient cause to warrant any further investigation of this mapped fault, since it is shown as being an inactive fault in the source data, and likely is simply a lineament, not related to faulting. In addition, a projection of the mapped fault onto the project site would place it within Quaternary Terrace and alluvial materials of considerable thickness, which are shown to conceal the fault in areas where it is mapped to the east. As such, development within the site is not expected to be subject to significant hazards related to seismic ground rupture and related effects, based on the fact that no known active or potentially active faults are located within or adjacent to the site. Therefore, impacts are anticipated to be less than significant.

Seismic Groundshaking

As mentioned above, according to the Geotechnical Assessment prepared for the proposed project (Shepardson Engineering Associates, 2007), there is a mapped fault trending generally east-west into the project area from the east. However, the subject fault is designated as "Pre-Quaternary" in age. Pre-Quaternary faults are considered inactive, and therefore are not typically of concern. There is not sufficient cause to warrant any further investigation of this mapped fault, since it is shown as being an inactive fault in the source data, and likely is simply a lineament, not related to faulting. Based on this determination, significant impacts related to the exposure people or structures to potential adverse effects from seismic ground shaking are less than significant.

Ground Failure

The project site and proposed offsite roadway/utility corridors are not located within any identified Liquefaction Hazard Zones as mapped by the County of San Diego (2004d). As such, damage from earthquakes resulting in liquefaction is not anticipated to occur onsite; however, preliminary geotechnical analysis of the site identified several areas onsite and within the project vicinity that are subject to potential liquefaction (specifically where alluvial materials occurred or where terrace deposits were identified at lower elevations in areas with shallow groundwater). As such, impacts relative to seismically induced liquefaction would be considered potentially significant.

However, all future structures would be required to comply with the seismic requirements of the UBC and recommended engineering site-specific design measures. Compliance with these standards is anticipated to reduce the potential for hazards to occur from seismic ground failure, including liquefaction, to less than significant.

Expansive Soils

Specific efforts to address expansive soils would include recommendations in the Geotechnical Investigation prepared for the proposed project, such as structural design, presaturation, and over-excavation; and additional recommendations provided in industry standard measures from sources such as the UBC involving removal of unsuitable deposits and replacement with engineered fill, or selective grading techniques (i.e., placing a cap of low-expansive material). Implementation of design and construction recommendations provided in the Geotechnical Investigation prepared for the proposed project, as well as conformance with applicable County and UBC, or other pertinent guidelines, would avoid or reduce impacts related to expansive soils to less than significant.

Collapsible Soils/Liquefaction Potential

Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. Loose, granular soils with relative densities of less than approximately 70 percent are most susceptible to these effects, with liquefaction potential greatest in saturated soils at depths of less than approximately 10 feet. Liquefaction most typically results from seismic ground acceleration, with the related loss of support, and/or related effects such as lateral spreading (i.e., when loose, saturated sediments flow toward a free face) and dynamic settlement, potentially resulting in significant impacts to surface and subsurface facilities including foundations and underground utilities. The project site and offsite roadway/utility corridors are not within any identified Liquefaction Hazard Zones, as mapped by the County

of San Diego (2004d). The project Geotechnical Investigations, however, identify several areas within the site and vicinity that are potentially subject to liquefaction and related effects such as dynamic settlement. Specifically, these areas include the majority of alluvial materials in the southern and central portions of the site (and most offsite road/utility corridors), as well as portions of the terrace deposits located at lower elevations in areas with shallow groundwater. Specific design and construction measures to address collapsible soils and liquefaction may consist of a combination of ground removal and recompaction above the groundwater level and densification of the saturated zone. Ground modification may include cement deep soil mixing, vibra-stone columns with wick drains, or compaction grouting. Implementation of these design and construction measures provided in the Geotechnical Investigation prepared for the proposed project, as well as conformance with applicable County and UBC, or other pertinent guidelines, would avoid or reduce impacts related to collapsible soils and liquefaction to less than significant.

Groundwater

The low lying alluvial area has loose soils and high groundwater; conditions which could result in significant impacts from collapsible soils or liquifaction from implementation of the proposed project. Specific design and construction measures to address collapsible soils and liquefaction due to high groundwater levels may consist of a combination of ground removal and recompaction above the groundwater level and densification of the saturated zone. Ground modification may include cement deep soil mixing, vibra-stone columns with wick drains, or compaction grouting. Implementation of these design and construction measures provided in the Geotechnical Investigation prepared for the proposed project, as well as conformance with applicable County and UBC, or other pertinent guidelines, would avoid or reduce impacts related to collapsible soils and liquefaction, as a result of high groundwater to less than significant.

Landslides

The potential for landslides and other types of slope failures (e.g., rock falls) is influenced by a number of factors including slope grade, geologic and soil characteristics, moisture levels, and vegetation cover. Landsliding can be triggered by one or more specific or combination of events, such as seismic activity, gravity, fires, and precipitation. The project site and vicinity are not included in any state-defined Landslide Hazard Zones (San Diego County 2004e), although portions of the northern and central project site are within or adjacent to County-designated areas of “Moderate to High Landslide Susceptibility” and “High Susceptibility and Historic Landslides” (County of San Diego 2004f).

Implementation of standard industry design and construction measures, as well as conformance with applicable recommendations and guidelines (e.g., the UBC), would reduce potential impacts resulting from landslide susceptibility to less than significant levels.

Soil Erosion

Development associated with the proposed project may result in substantial wind or water soil erosion or the loss of topsoil, either on- or offsite. As such, design measures have been included within the proposed project regarding surface drainage and landscaping in order to minimize erosion problems during and after construction of the proposed project. Furthermore, a landscape professional will design an erosion resistant vegetation plan that

can be implemented soon following grading. Therefore, impacts related to soil erosion as a result of implementation of the proposed project will be less than significant.

4.1.3.4 Cumulative Impacts

The proposed project is not anticipated to result in the exposure of people or structures to potential substantial adverse effects from the rupture of a known earthquake or unstable soils, or soils that would become unstable as a result of the proposed project and potentially result in onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse. All future development on the site, as well as all future development within the surrounding area, would be subject to building codes and site-specific design measures intended to reduce the potential for significant damage to occur as the result of seismic activity, landslides, and other such geologic hazards. Therefore, the proposed project is not considered to result in significant cumulative impacts relative to geology or soils.

4.1.3.5 Mitigation Measures

As no significant impacts relative to geology and soils have been identified as a result of the proposed project, no mitigation measures are required.

4.1.3.6 Impact After Mitigation

No significant impacts relative to geology and soils would occur with the proposed project.

TABLE 4.1.3-1 SEISMIC SOURCES SUMMARY

Source Name	Maximum Magnitude	Estimated Slip Rate (mm/year)	Peak Site Acceleration (g)	Estimated Closest Distance to Site* (km)
Elsinore-Temecula	6.8	5.0	0.22	11
Elsinore-Julian	7.1	5.0	0.23	14
Newport-Inglewood (offshore)	6.9	1.5	0.11	33
Rose Canyon	6.9	1.5	0.11	35
Elsinore-Glen Ivy	6.8	5.0	0.10	37
San Jacinto-Anza	7.2	12.0	0.1	48
San Jacinto-San Jacinto Valley	6.9	12.0	0.08	49
Earthquake Valley	6.5	2.0	0.06	57
Coronado Bank	7.4	3.0	0.08	61

*The distances shown in this table are measured from the site to the faults modeled as linear segments; these distances may be slightly different from the actual distances from the site to mapped faults.

4.1.4 Hazards and Hazardous Materials

The purpose of this section is to identify the presence of hazards and hazardous material within the proposed project area, to analyze potential impacts associated with their presence, and recommend mitigation measures (if necessary) to reduce the significance of identified impacts. Information in this section is based on the *Phase I Environmental Site Assessment and Limited Chemical Residue Survey, Hewlett Packard Property 500-acre Property Northeast of Highway 76 and Interstate 15 Pala Mesa Area of San Diego County, California 92028*, prepared January 7, 2002 by Geo Soils, Inc. (GSI); refer to Appendix I. In addition, as the site is located within a wildland hazardous fire area, the potential for wildfire to occur was addressed through preparation of a Fire Protection Plan (FPP); refer to Appendix J.

4.1.4.1 Existing Conditions

Topography within the project site is characterized by generally level alluvial areas associated with a broad canyon in much of the southern and central portions of the property, with these areas flanked by moderately to steeply sloping hills to the north and east. Onsite elevations range from approximately 270 feet above mean sea level (AMSL) in the low-lying alluvial areas characterizing the southern portion of the site, to 360 feet AMSL in the moderately sloping northeastern site corner. Surface drainage within the site moves predominantly west or southwest, as both non-point (overland) flows and within several small, intermittent drainages. Runoff leaving the project site and proposed offsite facility areas flows primarily south to the San Luis Rey River, both as non-point flow and within the Horse Ranch Creek drainage located west and southwest of the project site.

The project site is predominantly undeveloped, with existing onsite land uses consisting of open space encompassing native habitats such as southern riparian forest and coyote brush scrub; previously disturbed areas used for cattle grazing; an inactive (dry) and unlined water storage reservoir; a short (approximately 500-foot) segment of paved roadway (Pankey Road); one or more cattle watering troughs; and several unpaved roads and trails. Current grazing activities within the site involve up to 60 head of cattle run on an area of approximately 76 acres, with these activities also encompassing an adjoining offsite area of roughly 124 acres within the adjacent Campus Park property. Additional existing land uses in surrounding areas include transportation corridors, a number of variable density rural residential communities and related facilities such as roads and commercial sites, recreational development, open space (including native habitats and previously disturbed areas), and agriculture. Agricultural use in surrounding areas includes avocado and citrus orchards, dryland grain farming, row/field crops, commercial nurseries, and irrigated pasture/grazing.

Historical Review

Historical aerial photographs and maps were evaluated to identify historical land uses and signs of potential hazardous materials and wastes, such as petroleum storage, use, contamination, and disposal areas. The historical photographs, topographic maps, and orthographic maps were reviewed at the County of San Diego Department of Planning and Land Use office on December 3, 2001. GSI staff also reviewed United States Geological Survey (USGS) quadrangle topographic maps as part of the historical review process.

Environmental Data Resources, Inc. (EDR's) Historical Topographic Map Report of the project site included a search of available public and private color maps as well as other

standard historical sources. At the time of the review, fire insurance maps were unavailable for the project site or parcels in the vicinity.

Interviews conducted with the current and a former property owner of the project site both stated they were unaware of any environmental issues associate with the project site. No other individuals ere available to supply information regarding the past and present uses of the project site.

Records Review

In compliance with ASTM Standard Practice E-1527-00, a records search of selected Federal and state government databases was conducted by GSI using STARVIEW Real Estate. Table 4.1.4-1 lists the agency databases reviewed for the proposed project site. The agency database indicated that are 11 mapped risk sites within the study radius; however, no mapped risks sites were identified on the project site. Based on the information provided and locations of these mapped sites, they are not anticipated to result in environmental concerns for the project site.

Visual Site Survey

The majority of the project site has been previously disturbed by cattle grazing. Dirt cattle trails and remnants of dirt roads were observed throughout site. Above ground wooden power poles dissect the property. Rainbow Municipal Water District sewer manholes and easement road were observed along the northwest edge of the site. Waste lumber and trash, remnants of a small structure was observed in the northwest corner of the site, directly southeast from the cul-de-sac end of Pankey Road. There were no obvious signs of a water wells previously reported in this area. In addition, old concrete foundations, piping remnants of a water well, and what appeared to be a level-graded building pad were identified on a small knoll in the east portion of the site. Two rubber tires, three waste oil filters, and a watering trough were observed directly adjacent to the outside of the eastern property boundary line, across Horse Ranch Creek Road.

Pankey Road, located north of the project site, is paved and improved with sewer and telephone manholes, and storm drain inlets. Rainbow Municipal Water District sewer manholes and concrete risers were observed along the northwestern edge of the project site near the Interstate 15 easement; refer to Figure 4.1.4-1. Dirt roads/trails were visible throughout the property. Although a sewer line and manhole are located in the southwest portion of the project site, no sewage disposal systems were observed on the project site.

Overall, minor amounts of non-hazardous trash and debris were observed locally within the project site, especially along perimeter dirt roads and adjacent to paved access roads. Rubber tires found locally within grazing areas appeared to be used as “salt- lick” containers for cattle. Generally trash and debris consisted of waste concrete fragments, household trash, waste lumber, landscape wastes, waste oil filters, rubber tires metal fragments, and abandoned appliances.

4.1.4.2 Thresholds for Determining Significance

Appendix G~~,~~ of the CEQA Guidelines contains analysis guidelines related to the assessment of hazards and hazardous materials impacts. These guidelines have been utilized as thresholds of significance for this analysis. As stated in Appendix G, the proposed project would result in a significant impact if it would:

- Create a significant hazard to the public or the environment through the routine transport, use or dispose of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant of Government Code Section 695962.5, and, as a result would create a significant hazard to the public or environment;
- Be located within an airport land use plan or within two miles of a public airport or public use airport result in a safety hazard for people residing in the project area;
- Be located within a vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;
- Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan; or,
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.1.4.3 Environmental Impact

On December 10 and 11, 2001, a GeoSoils, Inc. representative (Mr. Lump) visited the subject property to determine current site use and to observe signs of possible surface contamination and the presence of hazardous materials. Features observed during the site reconnaissance are described and are shown in Figure 4.1.4-1. Field methods during the site reconnaissance including driving accessible roads within the subject site, walking areas of the property where signs of disturbance of native vegetation and/or earthwork was visible, walking dirt trails, walking areas of stockpiles earth materials, and visual observations of the higher elevations of the property for disturbances. In addition, historical aerial photographs and maps were utilized to evaluate areas of the property previously disturbed prior to the site visit. The results of the above site investigations were used to determine the potential impacts resulting from hazards and hazardous waste present on the project site. The determination of significance is discussed below.

Hazardous Materials

Construction

Contaminated materials may be encountered during project construction that could present a potential hazard to construction workers, the public, or the environment if improperly managed. The following typical types and sources of hazardous materials that may be exposed as a result of project construction have been analyzed for the project site.

Storage Tanks

Underground and Above Ground Storage Tanks (USTs and ASTs)

There were no surface signs of underground or above ground fuel storage tanks currently located on the project site. Overall there were nine permitted USTs/ASTs listed within the entire study area. However, there are no permitted USTs and/or ASTs identified within the project site. As such, no hazardous waste impacts resulting from UST and/or ASTs are anticipated.

Leaking Underground Storage Tanks (LUSTs)

There were two LUSTs listed in the State Leaking Underground Storage Tank database that are located at least 0.25 mile northwest of the project site. However, there were no reported LUSTs identified within the project site. As such, no hazardous waste impacts resulting from LUSTs are anticipated.

Solid Waste Landfills (SWLF)

There were no reported SWLFs identified within the search radius or project site. As such, no hazardous waste impacts resulting from SWLFs are anticipated.

Chemical Storage

There are no known or physical indications of chemical storage currently on the project site. As such, no hazardous waste impacts resulting from chemical storage are anticipated.

Potential Sources of Polychlorinated Biphenyls (PCBs)

There were transformers observed on overhead power poles within the project site. San Diego Gas and Electric (SDG&E) has stated that transformers within the County of San Diego have been tested by their company and found to contain little or no concentrations of PCBs in the mineral oils. SDG&E has indicated that the potential for transformers containing high concentration levels of PCBs is extremely low. No equipment that would be considered a significant source of PCBs was identified on the project site. As such, no hazardous waste impacts resulting from PCBs are anticipated.

Disposal Systems and Water Wells

One non-operational water well was identified near the northeast corner of the project site. It has been suggested by a former property owner, Mr. Pankey, that the well may have been within the area improved by the I-15 corridor and proper well abandonment implemented. If there are no current records found regarding the well abandonment, guidelines detailing proper well abandonment as mandated by the State of California shall be implemented. As such, no hazardous waste impacts resulting from disposal systems or improper well abandonment are anticipated.

Electromagnetic Evaluation

Overhead main distribution and/or transmission lines were not observed on the project site. As such, no hazardous waste impacts resulting from electromagnetic fields (EMFs) are anticipated.

Environmental Releases and Spills

No obvious surface discolorations, spills and/or releases of hazardous materials were identified on the project site. As such, no hazardous waste impacts resulting from the release of existing environmental spills are anticipated.

Asbestos

No buildings and/or structures, which may contain asbestos, were identified on the project site. As such, no hazardous waste impacts resulting from asbestos are anticipated.

Radon

Although a radon survey was not completed for the proposed project, the potential for radon gas accumulation is low. Based on a publication by the American Society of Testing and Materials (ASTM) the project site is located in an area, Pacific Coastal Range, that is expected to have a low to moderate radon potential. In addition, a study reported by the Los Angeles Times (Nagada, 1994) and California Environmental Protection Agency (CALEPA) suggested a very localized geographic radon problem within the state. Because of this and the nature of standard building industry construction techniques in southern California (i.e., vapor barriers under slabs), the historical and existing use of the site, and a mild year-round climate, the potential for radon gas accumulation, resulting from implementation of the proposed project is not anticipated to result in a significant impact.

Lead Paint

No buildings or structures were identified on the project site. As such, no hazardous waste impacts resulting from lead paint are anticipated.

Unmapped Sites

Unmapped sites do not have adequate addresses to allow agencies to accurately identify their locations. Based upon a review of these sites, no sites were identified in the study radius or project site. As such, no hazardous waste impacts resulting from unmapped sites are anticipated.

Hazardous Materials Releases or Emissions

Vehicles and equipment used for construction of the North Education Center would contain or require the temporary, short-term use of potentially hazardous substances, such as fuels, lubricating oils, hydraulic fluid, paints, and other building materials. The release of these materials has the potential to impact the public and the environment if they are not properly contained and removed. As such, spill kits will be readily available within the construction vehicles. The construction crews would not dispose of or release hazardous materials onto the ground, into the underlying groundwater, or into any surface water to ensure hazardous materials impacts resulting from project construction were less than significant. Therefore, potential impacts from the release of hazardous materials during construction are less than significant.

Operation

Operation of the project would not include activities that would result in the exposure of hazardous materials to humans or the environment. As such, no hazardous waste impacts resulting from project operations are anticipated.

Schools

No schools are located within 0.25 mile of the project site. As such, impacts to sensitive receptors (i.e., children) are not anticipated.

Airports

No airports are located within two miles of the project site. As such, impacts to airports resulting from implementation of the project are not anticipated.

Emergency Plans

No conflicts with fire hazards, public safety, or emergency response and evacuation plans have been identified with any components of the proposed project.

Fire Hazard

The project would be served by the North County Fire Protection District (NCFPD). The NCFPD has provided a letter stating that the Palomar District will not be required to complete the connection of Pala Mesa Drive for emergency access purposes, as Horse Ranch Creek Road will provide adequate north-south access to and from the project site; however, the requirement for the connection to be completed may be a condition for future development, as determined appropriate. In addition, the NCFPD has indicated that the response time will under five minutes, and will therefore, the project site can be adequately served.

Paved roadways currently or are proposed and will once project construction is completed, border the majority of the project site. Upon commencement of construction activities, the entire 56-acre development area will be cleared of native vegetation for grading activities. ~~As such, all native vegetation will be removed in this area.~~ Furthermore, as part of the project, grading for Horse Ranch Creek Road will be completed. Although the proposed project ~~is~~ would only ~~improving about~~ construct the western half ~~the width of the~~ roadway along the project frontage, the road will be graded to its ultimate width at buildout, which is 124 feet. The graded roadway will therefore provide a 124-foot fire break (of which 62 feet will be improved along the project frontage) between the project site and habitat east of the project site. Future development associated with the Campus Park project (currently on file at the County of San Diego, GPA 03-04, SPA 03-008, TM 5338RPL[4]) would further remove native vegetation east of the project site.

At ultimate buildout, the proposed project would be bordered by Interstate 15 to the west, Pankey Road to the north/~~northeast~~northwest, and proposed Horse Ranch Creek Road to the east. These roads would provide fire buffers between the buildings located on the project site and the undeveloped vegetated surrounding areas. Although the Native Area, which could be considered a potential fire hazard, is proposed in the ~~southwest~~ southern portion of the project site, athletic fields and large parking areas would separate the Native Area from the buildings ~~of~~ on the project site, thereby creating a ~~. The athletic fields and parking areas would provide~~ fire ~~buffers~~ buffer. ~~between the Native Area and the buildings located on the project site.~~ In addition to the roadways, parking areas, and athletic fields~~,~~ providing fire buffers from the undeveloped vegetated areas surrounding the project site, the Conceptual Site Plan has also been designed to include ~~a~~ (minimum) ~~of~~ 100-foot buffers around ~~the each of the~~ all future buildings to provide an additional fire buffer. ~~protection.~~

The subject site is located within a wildland hazardous fire area. The site is also located within a State Responsibility Area (SRA) and is subject to California Code of Regulations (CCR) Title 24, which requires preparation of a Fire Protection Plan (FPP); refer to Appendix J. The FPP is intended to address vegetation management to reduce the risk of wildfire, particularly by introducing primarily native California shrubs and trees to produce a drought-tolerant, fire-resistive landscape. A FPP has been prepared for the proposed site, and includes design measures to reduce the potential for wildfire to occur. These measures will be adhered to and implemented as building and site design occurs in the future, with respect for the specific building type and location within the property. Such measures include, but are not limited to, vegetation clearing and maintenance, building setbacks from property lines, building materials and construction methods, and construction phase measures. Preparation of the FPP is a requirement under State law, and therefore, is considered a design measure, not a mitigation measure. With implementation of the measures included in the FPP, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. As such, fire hazard impacts are anticipated to be less than significant.

4.1.4.4 Cumulative Impact Analysis

No significant impacts relative to hazards or hazardous materials were identified with the proposed project. The proposed project would be designed to minimize the risk of wildland fire through project design measures (i.e. setbacks) and vegetation management. With these design measures, it is not anticipated that the proposed project would contribute to a cumulatively significant hazardous condition relative to wildfire hazards.

All future projects within the area surrounding the proposed project would be subject to County ordinances and regulations pertaining to the prevention of wildfire hazards, as well as for the identification, treatment and/or removal of hazards or hazardous materials prior to development. In addition, all projects would be required to implement site-specific design measures (i.e. BMPs) to ensure that impacts to groundwater or downstream water bodies do not occur as the result of site development.

As no significant impacts were identified with the proposed project relative to hazards, hazardous materials, or wildfires, and with consideration for the implementation of site-specific measures to address potential hazards relative to the site, cumulative impacts are considered to be less than significant.

4.1.4.5 Mitigation Measures

No significant impacts relative to hazards or hazardous materials were identified. Therefore, no mitigation measures are required.

4.1.4.6 Impact After Mitigation

No significant impacts relative to hazards or hazardous materials were identified. Therefore, no mitigation measures are required.

TABLE 4.1.4-1
LIST OF DATABASES AND AREAS SEARCHED

To $^{1}/_{8}$ – Mile	To $^{1}/_{2}$ – Mile	To $^{3}/_{4}$ – Mile	To 1 – Mile
ERNS	USTs	CERCLIS/NFRAP	NPL
RCRA-LgGEN	ASTs	LUST	SPL
RCRA-SmGEN	TRIS	SWLF	CORRACTS
SPILLS	RCRA Voil	DEED RSTR	TSD CORRACTS
HE17		SCL	
		TSD	
		CORTESE	
		WATER WELLS	
		TOXIC PITS	

*Details and descriptions of these databases can be found in Appendix ~~C~~I.

RBF CONSULTING

SDMac:25102230.001/001 Fallbrook/2230ex10.ai

Hazardous Materials Field Survey

Palomar Community College - North Education Center EIR

Figure 4.1.4-1

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4.1.5 Hydrology and Water Quality

This section is summarized from the *Drainage Study* (July 2007) and the *Stormwater Management Plan* (July 2007), both prepared by RBF Consulting. The *Drainage Study* and *Stormwater Management Plan* are provided in Appendices ~~J and K~~K and L, respectively, in this EIR. This section has been prepared to address potential impacts on hydrology and water quality associated with the proposed project.

4.1.5.1 Existing Conditions

The Palomar College North Educational Center project is located on the upper portion of the 65,796-acre Bonsall Hydrologic Sub-Area (HSA 903.12). The Lower San Luis Hydrologic Area (HA 903.10), of which the Bonsall Hydrologic Sub-Area is a tributary drains southwesterly via the San Luis Rey River to the Pacific Ocean; refer to Figure 4.1.5-1. The Lower San Luis watershed drains east to west towards the Pacific Ocean (HSA 903.11), which is approximately 25 miles downstream. Land use within this watershed is primarily rural (agricultural and open space) area or low-density residential housing. Table 4.1.5-1 compares the project site to the local watershed area.

Existing Hydrology

The site currently consists of undeveloped rangeland covered with wild grasses, brush, and small trees. The existing topography in the northern and eastern parts of the site tends to slope toward the southwest, while the western and southern portions of the site tend to slope to the south. Slopes across the site vary from 1 to 8%. Concentrated flows enter the site at several locations along the sites eastern boundary. These flows continue either to the east or south, where they discharge into the Horse Ranch Creek, which runs along the west and south of the site. Midway along the western side of the site Pala Mesa Creek crosses Interstate-15 (I-15) and joins with Horse Ranch Creek.

The watercourses on the project site are best characterized as ephemeral, steep-gradient rocky washes. The drainages are vegetated with grasses and scrub, and are relatively stable without significant erosion problems. No dry weather flow was observed onsite during the field visit. The most immediate receiving water for the project site is the Un-named Tributaries to the San Luis Rey River.

Existing Water Quality

According to the California 2006 303(d) list published by the San Diego Regional Water Quality Control Board (RWQCB Region 9), none of the immediate receiving waters for the site are impaired for any pollutants. The nearest impaired receiving water is the San Luis Rey River 11 miles downstream from the project site (HSA 903.11). Table 4.1.5-2 summarizes the receiving waters and their classification by the RWQCB Region 9.

Regulations/Legal Basis for Authority of Water Quality

The Environmental Protection Agency (EPA) is the primary federal agency responsible for management of water quality in the United States. In 1990, the EPA published final regulations mandating that discharges of stormwater to waters of the U.S. from construction projects without a National Pollutant Discharge Elimination System (NPDES) permit be prohibited. These regulations, known as the Phase II rule, describe six minimum control measures that most NPDES General Permittees are required to implement. These minimum

control measures are typically implemented by applying BMPs that are appropriate to the project source, location, and climate. These six minimum control measures are:

- Public education and outreach on stormwater impacts;
- Public involvement and participation;
- Illicit discharge detection and elimination;
- Construction site stormwater runoff control;
- Post-construction stormwater management in new development and redevelopment; and,
- Pollution prevention and good housekeeping for municipal operations.

The principal federal and state laws pertaining to the regulation of water quality are known respectively as the 1972 Federal Water Pollution Control Act (also known as the Clean Water Act [CWA]) and Division 7 of the 1969 California Water Code (also known as the Porter-Cologne Water Quality Control Act). Section 303 of the CWA requires the adoption of water quality standards for all surface water in the United States.

Under Section 303(d), individual states are required to develop lists of water bodies that do not meet water quality objectives after required levels of treatment by point source dischargers. Total maximum daily loads (TMDLs) for all pollutants for which these water bodies are listed must be developed to bring them into compliance with water quality objectives.

The San Diego Regional Water Quality Control Board (RWQCB) has been granted the authority to implement and enforce these laws and regulations requiring the control of water quality. In California, the State Water Resources Control Board (SWRCB), through the nine Regional Boards, administers the NPDES storm water municipal permitting program. The RWQCB (San Diego Region) Order No. 2001-01 NPDES No. CAS0108758 (commonly known as the Municipal Permit) defines urban runoff as a waste, and requires that urban runoff be regulated by local municipalities.

The Municipal Permit requires that each municipality develop a program to minimize or eliminate the negative water quality effects of urban runoff. Under the NPDES permit, development and significant redevelopment that falls under the category of "priority projects" should incorporate Best Management Practices (BMPs) to ensure that projects reduce potential urban runoff to the maximum extent practicable (MEP). The storm water pollution prevention requirements are site-specific and vary based on a project's potential impact on receiving waters.

General Permit

Under the state NPDES program, a General Permit would be required for all development where construction would disturb one or more acres. All resulting discharges would be required to conform to the following:

1. Implement a Storm Water Pollution Prevention Plan (SWPPP) that identifies BMPs to prevent all construction pollutants from contaminating storm water and with the intent of keeping all products of erosion from traveling offsite into receiving waters;

2. Eliminate or reduce non-storm water discharges to storm sewer systems and other waters of the U.S.; and,
3. Perform routine inspection of all BMPs.

Best Management Practices

BMPs were originally developed to protect water quality by controlling erosion and sedimentation at the source. They have since been expanded to include controlling the volume and concentration of chemical pollutants entering waters of the United States. BMPs can include such standard practices as lengthening runoff detention periods, covering bare areas with mulches, constructing infiltration facilities, and providing public education as to the consequences, both legal and environmental, of illicit discharges to storm drains. Specific BMPs that are needed are determined based on the nature of the project proposed.

BMPs are generally used at two stages of a development project: in the short-term during construction and in the long-term during operation of a particular facility. Quality control BMPs are subdivided into source control and treatment BMPs. Source control BMPs are designed to prevent pollution of storm water, while treatment BMPs are used to treat other types of storm water pollution. The most practical approach is to use source control BMPs as the primary system and treatment BMPs as the secondary system. Many source control BMPs can be incorporated into the project design. Treatment BMPs are more effective and efficient when used to handle pollutants that arise despite the implementation of source control BMPs.

To select, design, and implement the most effective BMPs, certain parameters must be established. The identification of target pollutants likely to be generated by a project, anticipated volumes and concentrations of pollutants, and storm water and any regulatory action levels should be considered in the selection process.

4.1.5.2 Thresholds for Determining Significance

The Thresholds of Significance for the proposed project have been revised with consideration for changes in the requirements under the NPDES and the County's adoption of the Watershed Protection, Stormwater Management and Discharge Control Ordinance in 2002.

For purpose of evaluating impacts of the proposed project, a significant impact will occur if the proposed project:

Hydrology:

1. Creates an adverse effect on drainage patterns or the rate or amount of runoff;

    - Exposes people or property to flooding; or,
    - Results in the substantial alteration of the existing drainage of a stream or river, in a manner that will result in substantial flooding on- or offsite.

Water Quality:

2. Results in the violation of any waste discharge requirements;

    - Results in the discharge of identified pollutants to an already impaired water body (as listed on the Clean Water Act 303(d) list);

- Results in a conflict with the County of San Diego Watershed Protection, Stormwater Management and Discharge Control Ordinance (WPO);
- Results in the substantial alternation of the existing drainage of a stream or river, in a manner that will result in substantial erosion on- or offsite; or,
- Results in water runoff that will exceed the capacity of existing or planned stormwater drainage systems.

4.1.5.3 Environmental Impact

Proposed development of the site would result in construction of impervious areas, potentially increasing existing runoff volumes or velocities. As such, a Stormwater Management Plan would be required to integrate a system of retention/detention facilities and drainage basins or other means to reduce any potential increase over existing onsite drainage conditions. Furthermore, the proposed project would also be required to address and minimize changes to, if any, existing onsite drainage patterns, erosion, siltation, and flooding.

Hydrology

The proposed project will not substantially alter flow patterns on the site. Development on the site will concentrate flows in street gutters and culverts, but will not divert runoff to or from the receiving storm drains; refer to Figure 4.1.5-2.

Increases in peak runoff and pollutant load due to the development will be reduced by the proposed extended detention basin and peak flow attenuation detention basin. The results of the existing and proposed condition modeling show that there will be no net increase in flow discharging from the site due to development.

The proposed project would add approximately 39.38 acres of impervious area (47 percent of the project site) in the form of rooftops, streets, and parking lots; refer to Table 4.1.5-3 of SWMP. These values conservatively assume that the entire road right-of-way and 100 percent of the parking lots would be covered by impervious area for the proposed project. Water quality Best Management Practices (BMPs) will be provided to disconnect this impervious area to the maximum extent practical.

At the final design phase, calculations will be provided showing that the proposed storm drain and overland conveyance system are capable of safely conveying the 100-year design storm through the site.

The onsite detention basin was designed to reduce the increase in runoff due to the increased impervious area. Table 4.1.5-4 summarizes the detention basin design, while Table 4.1.5-5 compares the existing and proposed condition discharges from the site. The analysis shows that the post development condition will decrease the total discharge by approximately three cfs which equates to an approximate 0.1% change in the total discharge. Therefore, potential impacts as a result of changes in surface water runoff are less than significant.

Development of the project site would not divert drainage area to or from the Horse Ranch Creek or Pala Mesa Creek watersheds. All storm drain outfalls to natural channels would be outfitted with appropriate energy dissipation devices to reduce downstream erosion. The post-project hydrology would generally deliver similar 100-year peak flows to existing outlet points.

Preliminary design of drainage improvements are outlined below, and presented in Exhibit B of Appendix ~~J~~K.

Onsite Storm Drain Facilities

Several storm drains would be required to collect and convey water through the project site. Appendix ~~J~~ K provides a preliminary analysis of the required facilities; refer to Figure 4.1.5-2.

Detention Facilities

A detention facility is required in the southwest portion of the site to attenuate developed condition flows to their existing condition levels. The final design of the facility would be coordinated with the storm water quality BMP device at that location. The location of the detention facility is shown in Figure 4.1.5-2 This facility would not exceed California Department of Safety of Dams (DSOD) jurisdictional thresholds.

Flooding

The project does not propose development within 100-year floodplains or inundation areas. The project has been laid out to avoid excessively steep slopes as much as possible.

The Federal Emergency Management Agency (FEMA) categorizes the project site as Zone X, where Zone X is outside the 500-year floodplain (FIRM Panel 06073C-0481F and 0482F). Exhibit C of Appendix ~~J~~ K illustrates the FEMA floodplain mapping in the vicinity of the project site.

The project does not propose the construction of levees and/or dams, and is not located behind a levee or below a dam that would present a flood hazard upon its failure. Therefore, impacts relative to these conditions would be less than significant.

Water Quality

Pollutants that are anticipated from the project, but are not correlated to receiving water impairments are considered secondary pollutants of concern. Table 4.1.5-6 summarizes the secondary pollutants of concern and the treatment control BMPs applied to the project site that target them. As listed in Table 4.1.5-7, anticipated and potential pollutants include the following;

- Sediments (since there will be landscaped areas on site);
- Nutrients (since there will be landscaped areas on site);
- Litter and trash collecting in the drainage systems;
- Oxygen-demanding substances including biodegradable organic material and chemicals;
- Oils, grease, and other hydrocarbons emanating from paved areas on the site;
- Bacteria and Viruses; and,
- Pesticides used to control nuisance growth.

The most important secondary pollutants of concern from this development will be (1) an increase in sediment discharge from the site due to concentration of flows (which may carry

adsorbed pollutants of concern); (2) trash (such as paper, plastic, polystyrene packing foam, and aluminum materials) and biodegradable organic matter (such as leaves, grass cuttings, and food waste), which may create a "habitat" for harmful bacteria; and (3) pesticides, oils, grease, and other hydrocarbons from landscaped areas, parking lots, and driveways.

Sediment discharge and eroded soil are of most concern during construction phase of the project. A complete program of construction Best Management Practices (BMPs) will be developed for the project site, and will be described in a Storm Water Pollution Prevention Program (SWPPP) for Construction Activities as part of the approval of the final grading plans. The construction BMPs will address this condition of concern during the construction phase.

Sediment discharge and eroded soil will also be a condition of concern after construction is complete. Although, leveling and stabilizing the site might actually reduce the sediment yield from the site, concentration of flows at the culverts will potentially generate erosive conditions on hillsides. As such, landscape planting and other measures will be taken to ensure that the constructed slopes and areas downstream of culverts are adequately protected from concentrated storm water flows.

Other common pollutants from commercial development have the potential to aggravate downstream impairments. Eroded soils may increase total dissolved solids, and may carry nutrients like phosphorous into downstream receiving waters. Biodegradable materials in trash can lower dissolved oxygen. Given the low magnitude and the distance of the site from the impairment (11 miles) this condition of concern in not probable and therefore should be given a low priority. Source control and treatment control (for example, vegetated swales) BMPs will reduce potential pollutants like soil-borne nutrients and chemicals, trash, and hydrocarbons, to the maximum extent practical after construction is complete.

Construction BMPs

Best management practices to prevent, reduce, or treat stormwater pollution will be implemented during the construction phase of the project. The applicant is responsible for the placement and maintenance of the BMPs selected. Because the project site is larger than one acre in size, a full Storm Water Pollution Prevention Plan for Construction Activities (SWPPP) will be developed for the project under separate cover from this SWMP. Please reference the SWPPP and erosion control plans for additional construction-phase BMP information.

Post Construction BMPs

Development of the site would incorporate three major types of post-construction BMPs. These include (1) site design BMPs; (2) source control BMPs; and (3) treatment control BMPs. In general, site design BMPs and source control BMPs reduce the amount of storm water and potential pollutants emanating from a site and focus on pollution prevention. Treatment-control BMPs target anticipated potential storm water pollutants. The project site would includes these BMPs to the maximum extent practicable.

Site Design BMPs

Site design BMPs aim to conserve natural areas and minimize impervious cover, especially impervious areas 'directly connected' to receiving waters, in order to maintain or reduce

increases in peak flow velocities from the project site. The project has incorporated site design BMPs to the maximum extent possible.

Site-design BMP alternatives and the practices that would potentially be applied to the proposed project are given in Table 4.1.5-8 and are listed below.

- Minimize Impervious Footprint and Directly Connected Impervious Areas;
- Landscape Design; and,
- Protect Slopes and Channels.

Source Control BMPs

Source-control BMPs are activities, practices, and procedures (primarily non-structural) that are designed to prevent urban runoff pollution. These measures either reduce the amount of runoff from the site or prevent contact between potential pollutants and storm water. Also, source-control BMPs are often the best method to address non-storm (dry-weather) flows. Source control BMP alternatives and the practices that will be applied at the project site are given in Table 4.1.5-9 and include the following:

- Storm drain stenciling and signage;
- Material and trash storage area design;
- Efficient irrigation systems;
- Low-irrigation;
- Swale System and Dual Drainage System;
- Pollution Prevention Outreach for Businesses; and,
- Landscaping into drainage design of parking areas.

Treatment Control BMPs

Post-construction "treatment control" storm water management BMPs provide treatment for storm water emanating from the project site. Implementation of NPDES General Permit requirements entails the use of post-construction BMPs that will remain in service to protect water quality throughout the life of the project. Structural BMPs are an integral element of post-construction storm water management and include storage, filtration, and infiltration practices. BMPs have varying degrees of effectiveness for different pollutants of concern as identified in Table 4.1.5-10.

The selection, design and siting of structural BMPs within a project depend largely on the project-wide drainage plan. BMP alternatives were evaluated for their relative effectiveness for treating potential pollutants from the project site; technical feasibility; relative costs and benefits; and applicable legal, institutional, and other constraints. Table 4.1.5-11 lists treatment-control BMP alternatives and identifies the BMPs selected for the project site. The treatment controls are intended to be both effective at removing the project pollutants of concern and suitable for incorporation into the proposed project. The treatment control BMPs are shown in Figure 4.1.5-2. The combination of the following treatment controls in all onsite drainage areas would provide a multiple BMP approach to water quality treatment for runoff:

- Vegetated swales;
- Hydrodynamic separator; and,
- Extended detention basin.

Long-Term Effects

Post-development flows would not contribute to a degradation of surface or groundwater quality in the short-term or long-term, since onsite areas would utilize the necessary BMPs to treat any contaminants associated with development. Selection of specific BMPs and related engineering design shall be the responsibility of the developer; however, standards for sizing these facilities would be based upon that described in the California Storm Water Quality Association (CASQA) Manual for New Construction.

4.1.5.4 Cumulative Impact Analysis

The change in land use and cumulative associated increase in the runoff from impervious surfaces, along with the addition of drainage facilities, will marginally reduce the time of concentration to the storm drains. The project design will not significantly alter drainage patterns downstream of the site within the watershed. While runoff patterns will be altered by the construction of curbs, streets, and other improvements, these changes will occur within the project limits. The project proposes to tie its storm drain improvements into the existing downstream storm drain systems. Runoff will therefore maintain the existing drainage patterns and runoff will leave the project site at the same discharge points as under existing conditions, following the proposed improvements. As a result, existing drainage facilities within the watershed or another watershed will not be adversely affected by a significant change in drainage patterns. Therefore, the proposed project will not result in a significant cumulative hydrology impact, as the hydrology conditions will remain essentially the same whether or not the project is developed.

Implementation of the proposed project, in addition to cumulative projects in the surrounding area, will result in an increased amount of soil disturbance and increased impervious surfaces within the study area. This could result in increased erosion, runoff, flooding hazards, and pollutant concentrations within the watershed. BMPs for the proposed project will reduce potentially significant project level drainage/hydrology impacts to less than significant. All approved or future developments considered in the cumulative analysis will also be required to implement BMPs to reduce potential water quality impacts. As a result, no cumulatively considerable water quality impacts have been identified for the proposed project.

4.1.5.5 Mitigation Measures

The proposed project would be required to prepare and submit a SWPPP to include BMPs in order to obtain the necessary storm water permit under the California NPDES, prior to approval of a grading permit. The SWPPP would be prepared to include the applicable BMPs and provide mitigation for potential construction and grading activities to reduce significant short-term impacts to water quality to less than significant. As preparation of the SWPPP is a requirement under the local and state NPDES, this action is not considered to be a mitigation measure

Hydrology

No significant impacts on hydrology were identified. No mitigation measures are required.

Water Quality

No significant impacts on water quality were identified. No mitigation measures are required.

4.1.5.6 Impact After Mitigation

No significant impacts to hydrology or water quality were identified. Therefore, no mitigation measures are required.

TABLE 4.1.5-1 COMPARISON OF WATERSHED AREAS

	Area (acres)	65,769	85.00	39.38
Ramona HSA 905.41	65,769	100%	-	-
Property	85.00	< 0.15%	100%	-
Impervious Area (Estimate)	39.38	< 0.1%	46%	100%

TABLE 4.1.5-2 SUMMARY OF RECEIVING SURFACE WATERS

Receiving Water	Hydrologic Unit Code	Approximate Distance From Site	303(d) Impairment(s)
San Luis Rey Hydrologic Unit (903.00)			
Lower San Luis Hydrologic Area (903.10)			
Un-Named San Luis Rey River Tributary (Bonsall HSA)	903.12	-	NONE
San Luis Rey River (Bonsall HSA)	903.12	3 mi	NONE
San Luis Rey River (Mission HSA)	903.11	13 mi	Chloride Total Dissolved Solids
Pacific Ocean (Mission HSA)	903.11	25 mi	Indicator Bacteria

TABLE 4.1.5-3 SUMMARY OF IMPERVIOUS COVER ANALYSIS

Coverage	Existing Condition		Proposed Condition	
	(acre)	(%)	(acre)	(%)
Buildings	0.0	0%	7.28	9%
Paved Area (Streets, Parking, Tennis)	0.00	0%	32.10	38%
Subtotal Impervious Area	***0.0***	***0%***	***39.38***	***47%***
Natural Area	85.00	100%	30.00	35%
Landscaped Area	0.0	0%	15.62	18%
Subtotal Pervious Area	***85.00***	***100%***	***45.62***	***53%***
Total	**85.00**	**100%**	**85.00**	**100%**

TABLE 4.1.5-4 DETENTION BASIN DESIGN

Ponding Depth	5.5 ft
Side Slope	3:1
Area	1.2 acres @ 7' depth
Volume @ 5'	4-9 acre-ft
Freeboard	1.5 ft
Q_{100}-Inflow	229.3 cfs
Q_{100}-Outflow	57.3 cfs
Outlet	33" CONCRETE PIPE

TABLE 4.1.5-5 DISCHARGE COMPARISON

LOCATION	EXISTING AREA (acre)	DEVELOPED AREA (acre)	EXISTING Q_{100} (cfs)	DEVELOPED* Q_{100} (cfs)
Outfall at Southwest Corner of Site	58.8	58.8	59.86	57.27

**After detention routing. This summary only includes onsite drainage areas and their respective runoff. The summary does not include offsite flows.*

TABLE 4.1.5-6 SECONDARY POLLUTANTS OF CONCERN VERSUS BMP MATRIX

Anticipated Pollutants	Permanent Best Management Practice(s)
Sediment	Hydraulic Separator/ Extended Detention Basin
Nutrients	Hydraulic Separator/ Extended Detention Basin
Trash and Debris	Hydraulic Separator/ Extended Detention Basin
O_2-Demanding Substances	Hydraulic Separator/ Extended Detention Basin
Oils and Grease	Hydraulic Separator/ Extended Detention Basin
Bacteria and Viruses	Hydraulic Separator/ Extended Detention Basin
Pesticides	Hydraulic Separator/ Extended Detention Basin

TABLE 4.1.5-7 ANTICIPATED AND POTENTIAL POLLUTANTS BY PROJECT TYPE (SAN DIEGO COUNTY, 2002A)

✓ Anticipated Pollutants **P** Potential Pollutants	**General Pollutant Categories**								
Priority Project Categories	**Sediments**	**Nutrients**	**Heavy Metals**	**Organic Substances**	**Trash and Debris**	**Oxygen-Demanding Substances**	**Oils and Grease**	**Bacteria and Viruses**	**Pesticides**
Detached Residential	✓	✓			✓	✓	✓	✓	✓
Attached Residential	✓	✓			✓	P(1)	P(2)	P	✓
Commercial (>100,000 sf)	P(1)	P(1)		P(2)	✓	P(5)	✓	P(3)	P(5)
Auto Repair Shops			✓	✓	✓		✓		
Restaurants					✓	✓	✓	✓	
Hillside Development (>5,000 sf)	✓				✓	✓	✓		✓
Parking Lots	P(1)	P(1)	✓		✓	P(1)	✓		P(1)
Streets, Highways, and Freeways	✓	P(1)	✓	P(4)	✓	P(5)	✓		
Retail Gasoline Outlets			✓	P(4)	✓		✓		

(1) A potential pollutant if landscaping exists onsite; (2) A potential pollutant if the project includes uncovered parking areas; (3) A potential pollutant if land use involved food or animal waste products; (4) Including petroleum hydrocarbons; (5) Including solvents.

TABLE 4.1.5-8 SITE DESIGN BMP ALTERNATIVES

☐ Buffer Zones	☐ Open Space Design
☐ Narrower Residential Streets	☐ "Green" Parking
☐ Alternative Turnarounds	☐ Alternative Pavers
☐ Urban Forestry	☐ Conservation Easements
☐ Eliminating Curbs And Gutters	☒ Landscape Design
☒ Other (Explained Below)*	☒ Minimize Impervious Footprint

**Protect slopes and channels*

TABLE 4.1.5-9 SOURCE CONTROL BMP ALTERNATIVES

☒ Storm Drain Stenciling and Signage	☐ Homeowner Outreach
☒ Material and Trash Storage Area Design	☐ Lawn and Gardening Practices
☒ Efficient Irrigation Systems	☐ Water Conservation
☒ Low-Irrigation Landscape Design	☐ Hazardous Waste Management
☐ On-Lot Treatment Measures	☐ Trash Management
☐ Riprap or Other Flow Energy Dissipation	☒ Outreach for Businesses
☐ Other (Explained Below)	

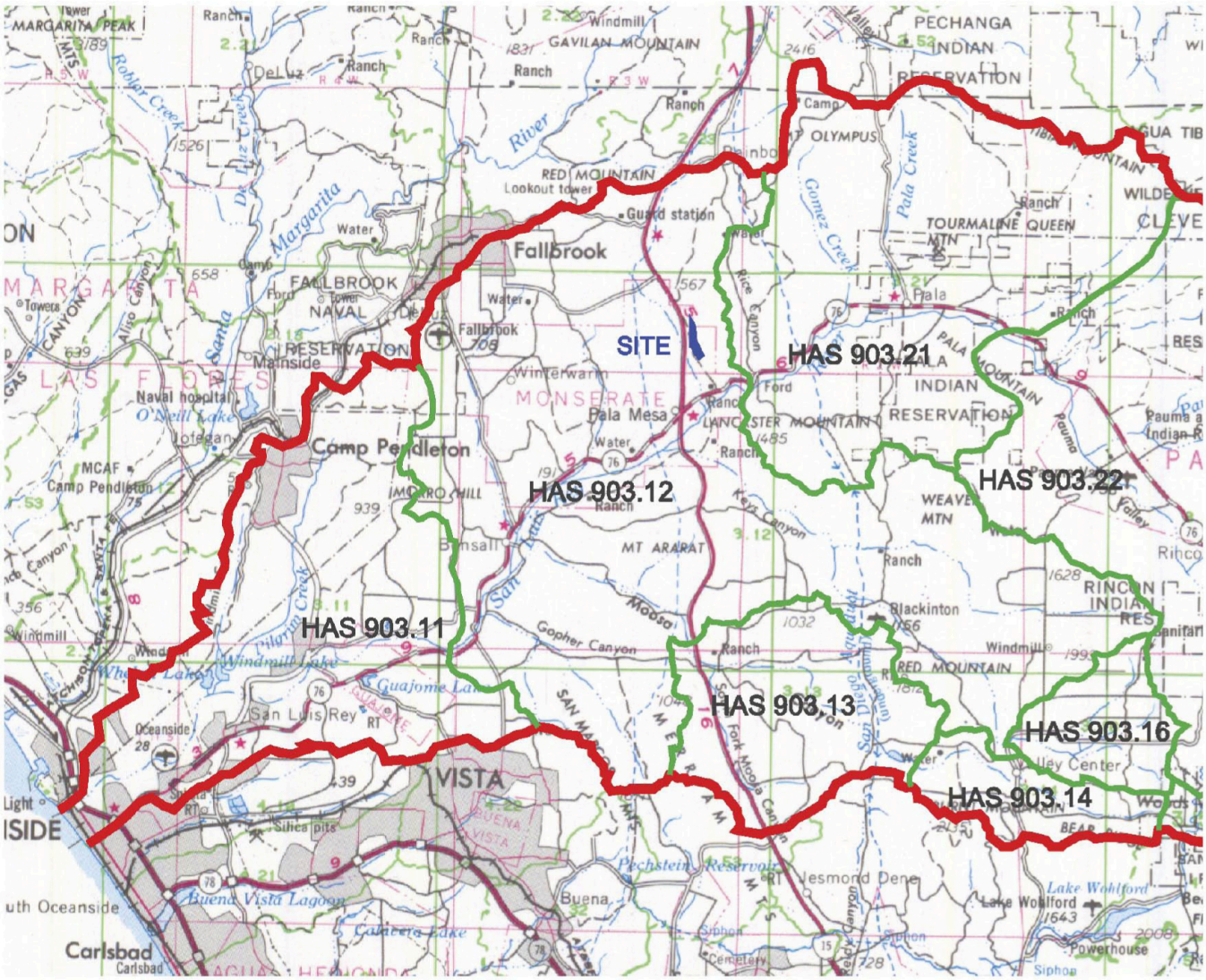
TABLE 4.1.5-10 TREATMENT CONTROL BMP SELECTION MATRIX (SAN DIEGO COUNTY, 2002A).

○ High Removal Efficiency ◒ Medium Removal Efficiency ● Low Removal Efficiency ? Unknown Removal Efficiency	Treatment Control BMP Categories						
Pollutant of Concern	**Biofilters**	**Detention Basins**	**Infiltration Basins(1)**	**Wet Ponds or Wetlands**	**Drainage Inserts**	**Filtration**	**Continuous Flow Deflection Systems(2)**
Sediment	◒	○	○	○	◒	○	◒
Nutrients	●	◒	◒	◒	◒	◒	●
Heavy Metals	◒	◒	◒	○	◒	○	●
Organic Compounds	?	?	?	?	●	◒	●
Trash & Debris	●	○	?	?	◒	○	◒
Oxygen Demanding Substances	●	◒	◒	◒	●	◒	●
Bacteria	?	?	○	?	●	◒	●
Oils and Grease	◒	◒	?	?	●	○	●
Pesticides	?	?	?	?	●	?	●

(1) Including trenches and porous pavement.(2) Also known as hydrodynamic devices and baffle boxes.
Original Sources: Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters (1993), National Stormwater Best Management Practices Database (2001), and Guide for BMP Selection in Urban Developed Areas (2001).

TABLE 4.1.5-11 SUMMARY OF TREATMENT CONTROL BMP LOCATION AND NUMERIC SIZING

Location	BMP Type	Tributary Area (acre)	Q_{100} (cfs)	Q_{WQ} (cfs)	V_{WQ} (ac-ft)
Alongside Western Site Boundary	Vegetated Swale	To be designed by others as part of upstream development			
Upstream of Detention Basin	Hydrodynamic Separator	58.8	229	11.7	3.3
Southwest Corner of the Site	Extended Detention Basin	58.8	229	11.7	3.3



Hydrologic Sub-Area Map

Palomar Community College - North Education Center EIR

Figure 4.1.5-1

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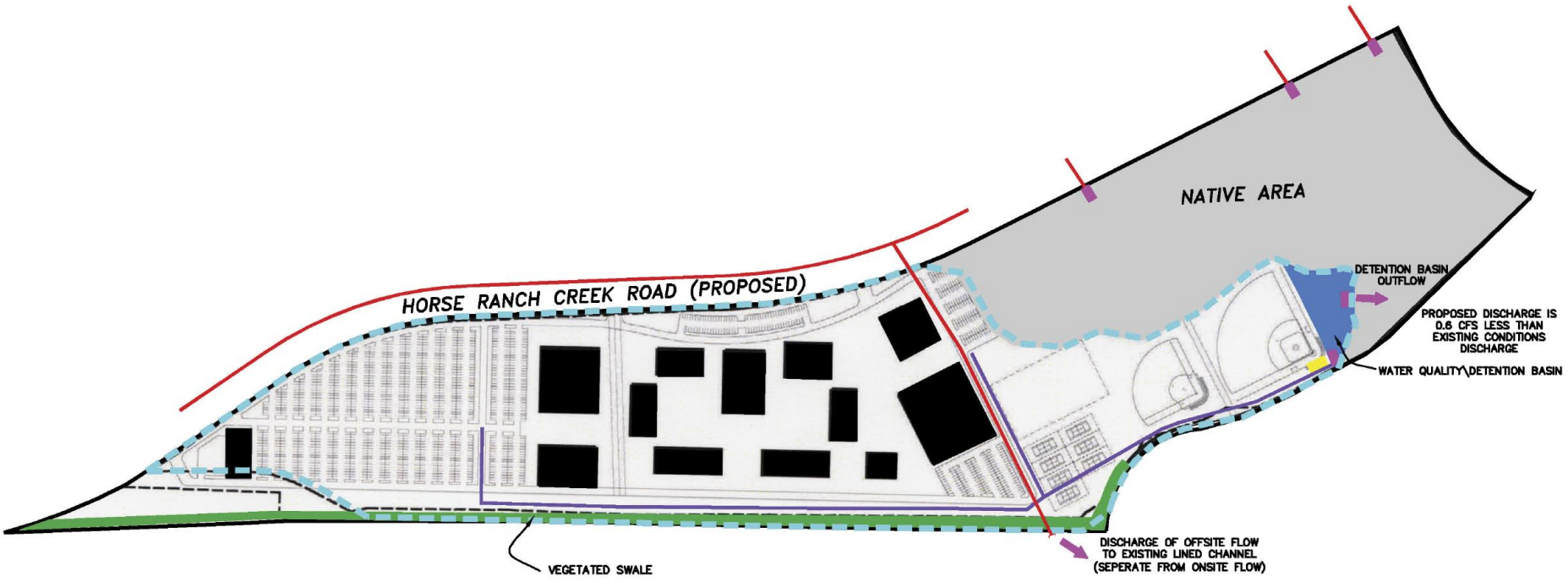

LEGEND

- VEGETATED SWALE
- RIP-RAP ENERGY DISSIPATOR
- HYDRODYNAMIC SEPERATOR BMP
- WATER QUALITY/DETENTION BASIN (ATTENUATION)
- NATIVE AREA
- STORM DRAIN (ONSITE FLOW)
- STORM DRAIN (OFFSITE FLOW)
- LIMITS OF DISTURBANCE

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N

Not to Scale

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Drainage Improvements

Palomar Community College - North Education Center EIR

Figure 4.1.5-2

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4.1.6 Land Use and Planning

The following analysis considers impacts of project implementation on existing land use. Guidelines for determining significance are defined and potential significant impacts resulting from the project are identified and discussed.

4.1.6.1 Existing Conditions

The proposed project site, Assessor's Parcel Numbers (APN) 108-120-55 and 108-121-16, is located approximately 50 miles north of downtown San Diego in the community of Fallbrook, in the unincorporated portion of northern San Diego County. The approximately 85-acre site is located northeast of the intersection of State Route 76 (SR 76/Pala Road) and Interstate 15 (I-15) Pankey Road extends from the north and terminates into the site along its west boundary. The surrounding area includes the unincorporated communities of Rainbow, Bonsall, Pala, Valley Center, and a portion of Fallbrook. I-15 runs north/south along the west of the property, with SR 76/Pala Road and the San Luis Rey River floodplain trending east/west, approximately one mile to the south.

The topography of the region is generally mountainous, with residential and commercial areas interspersed within the valleys. The area surrounding the proposed project site comprises residential and commercial development along the I-15 corridor, agricultural lands supporting a variety of avocado groves and citrus orchards, strawberry fields, and commercial nurseries and livestock, and rolling hills containing undisturbed chaparral, oak, and coastal sage vegetation. The weather in the area is characteristic of Mediterranean west coast climatic regions – warm, dry summers and mild, wetter winters. Onsite elevations range from approximately 260 feet above mean sea level (AMSL) in the low-lying alluvial areas characterizing the southern portion of the site, to 360 feet AMSL in the moderately sloping northeastern site corner.

The project site is predominantly undeveloped, with existing onsite land uses consisting of vacant areas encompassing native habitats such as southern riparian forest and coyote brush scrub; previously disturbed areas used for cattle grazing; an inactive (dry) and unlined water storage reservoir; a short (approximately 500 feet) segment of paved roadway (Pankey Road); one or more cattle watering troughs; and several unpaved roads and trails. Current grazing activities within the site involve up to 60 head of cattle run on an area of approximately 76 acres, with these activities also encompassing an adjoining offsite area of roughly 124 acres within the adjacent Campus Park property.

Onsite Land Uses

The site is currently vacant, with no structures or other visible improvements. The site previously has been disturbed from grazing activities. A significant portion of the northern part of the site remains largely unvegetated, with limited native vegetative cover. Presently, a portion of the site is leased and used for the grazing of cattle for commercial purposes. Upon the commencement of construction activities for the proposed project, the lease for the cattle grazing activities will expire and the cattle relocated elsewhere. The Horse Ranch Creek generally runs north-south to the west of the project site, connecting with San Luis Rey River to the south of SR 76/Pala Road. Several small dirt roads are present in the northerly portion of the site. Utility lines including SDG&E power poles and sewer manholes are located adjacent to the western property boundary and in surrounding parcels.

Offsite Land Uses

Existing land uses in surrounding areas include the major transportation corridors of I-15 and SR 76/Pala Road, as well as Old Highway 395 and other roads. A number of variable-density residential communities, including the Pala Mesa developments and Rancho Monserate on the west side of I-15, Campus Park to the north, east and south of the project site, and Lake Rancho Viejo to the south of SR 76/Pala Road. Small commercial developments, recreational development (including hotels, restaurants, and a golf course), open space and vacant areas (including native habitats and previously disturbed areas), and agriculture are also present. Agricultural use in surrounding areas includes avocado and citrus orchards, dryland grain farming, row/field crops, commercial nurseries, and irrigated pasture/grazing. Refer to Figures 4.1.6-1 and 4.1.6-2 for existing and proposed land uses in the project area.

Applicable Plans, Policies and Regulations

The proposed project site is located in the unincorporated area of the County of San Diego. It has a regional category of Special Study Area (SSA) under the County's General Plan and is designated (21) Specific Planning Area in the Fallbrook Community Plan. It is within the Interstate 15/Highway 76/Interchange Master Specific Plan (MSP) area that addresses the four quadrants of the interchange. The MSP encompasses the former Hewlett-Packard Campus Park Specific Plan, which proposed a 2.5 million square-foot research and development/manufacturing facility with commercial and residential components, but was never carried forward. The Palomar Community College project site was intended for light industrial development under the former Hewlett-Packard plan.

In applying the MSP, the County determined that the planning area, which includes the proposed project site, was a logical node for future development due to its location at the I-15/SR 76 interchange, and recommended that a final land use plan not be adopted until further studies were prepared. Therefore, the MSP area was designated as a Special Study Area and was zoned S90 (Holding Area), both of which require additional studies to be conducted to determine appropriate land uses and necessary infrastructure prior to development. As a result, no specific land use has been adopted for the proposed project site. The County's General Plan identifies a circulation element road extending from the north side of the proposed project site southerly to SR 76/Pala Road.

The proposed project is not subject to the County of San Diego's zoning ordinance because Palomar Community College District will comply with California Government Code Section 53094, which provides that school districts may exempt themselves from local zoning ordinances. Therefore, the Palomar Community College District is not required to seek a rezone or amend the existing plan to implement the proposed project.

The proposed project is also exempt from the County of San Diego's Resource Protection Ordinance (RPO), which regulates protections of environmentally sensitive resources, including wetlands, steep slopes, sensitive biological habitats, floodplains, and prehistoric and historic sites. On July 23, 2004, the County of San Diego Planning Commission determined the project site was exempt from the RPO, based on provisions contained in Article V.2 of the ordinance and the necessary findings.

Habitat Conservation Plan or Natural Community Conservation Plan

The proposed project is subject to the Natural Community Conservation Planning (NCCP) program that was established in 1991 by state law with the primary objective to conserve natural communities while accommodating compatible land use. The initial effort is focused on coastal sage scrub habitat in Southern California, which is organized in planning subregions. The Multiple Species Conservation Program (MSCP) is a subregion of the NCCP, however, its boundaries do not extend into northern San Diego County where the project site is located. A draft North San Diego County MSCP plan has been prepared but has yet to be approved and, therefore, is not applicable. As a result, impacts to coastal sage scrub are assessed and mitigated according to the NCCP under the 4(d) Rule for Interim Take allowed by the federal Endangered Species Act. Interim Take guidelines have been established by the California Department of Fish and Game and the U.S. Fish and Wildlife Service (Wildlife Agencies) and will require a Habitat Loss Permit from the County of San Diego.

San Diego Association of Governments (SANDAG) – Regional Comprehensive Plan

The San Diego Association of Government (SANDAG) has prepared the Regional Comprehensive Plan (RCP), which serves as the long-term planning framework for the San Diego region. The Plan provides a broad context in which local and regional decisions can be made that move the region toward a sustainable future. The RCP contains an incentive-based approach to encourage and channel growth into existing and future urban areas and smart growth communities. According to SANDAG, a smart growth community is a compact, efficient, and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing centers. Some principals of smart growth areas include reducing sprawl, encouraging using public transportation and walking, and providing jobs/housing balance.

As part of the RCP, SANDAG has prepared a Smart Growth Concept Map, which contains almost 200 existing, planned, or potential smart growth locations. The map was accepted by the SANDAG Board of Directors for planning purposes for the Regional Transportation Plan (RTP) in June 2006.

The location of the proposed Palomar Community College project site near the intersection of two regionally-important roadways (I-15 and SR 76) represents a potential to support the smart growth concept. The project site has been included as part of the Smart Growth Concept Map and is identified as a Special Use Center, which suggests “an employment area primarily consisting of a variety of low-, mid-, and high-rise buildings dominated by non-residential land use and that draws from throughout the region or immediate subregion.” Implementation of the proposed project would result in future construction of the North Education Center, which would offer opportunities for employment and would be designed with consideration for the surrounding area. The Center would provide educational facilities for the northern portion of the area served by the Palomar Community College District in northern San Diego County.

Consistent with the principles of smart growth, the proposed project would be designed to facilitate pedestrian movement through the site, with parking constructed onsite in the northern and southern portions to adequately accommodate faculty, visitor and student-

owned vehicles. The onsite circulation system would be designed to encourage pedestrian trips to, from, and around the facilities. Bicycle parking would also be provided onsite to accommodate such means of transport.

Additionally, the proposed North Education Center would provide employment opportunities within the Fallbrook community upon buildout, and many of the community services currently offered in the existing San Marcos and Escondido campuses would also be offered at the Center in Fallbrook. As a result, commuting times for faculty and students from the North San Diego County area that currently attend the college's other campus may be reduced.

The North County Transit District (NCTD) does not currently offer fixed-route bus service near the proposed site, and the proposed project does not include the addition of public transit-related improvements or transit nodes. However, additional transit-related improvements may be implemented in the future as part of development projects on surrounding lands in the (i.e. Campus Park, Meadowood, etc.).

Travel demands and traffic impacts potentially resulting from the proposed project are discussed in Section 2.2. The traffic analysis prepared for the project acknowledges travel demands generated by students, employees and faculty to the project site. Refer to Appendix B of the EIR for additional discussion.

4.1.6.2 Guidelines for the Determination of Significance

Appendix G~~,~~ of the CEQA Guidelines contains analysis guidelines related to the assessment of land use and planning impacts. These guidelines have been utilized as thresholds of significance for this analysis. As stated in Appendix G, the proposed project would result in a significant impact if it would:

- Physically divide an established community;
- Create incompatibilities of land use onsite or with adjacent uses;
- Conflict 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, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or,
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

4.1.6.3 Environmental Impact

Established Communities

The proposed project will be situated within the northeast quadrant of two existing transportation corridors, I-15 and SR 76/Pala Road. Established residential communities are located west of I-15 and south of SR 76 and, therefore, will not be disrupted by the proposed project. The proposed education center will be developed on currently vacant land that abuts other undeveloped parcels and will not impact established agricultural operations located further east of the project site. Therefore, no impacts to established communities would result from the proposed project.

Compatibility with Onsite Land Uses

The current land use on the vacant project site is cattle-grazing. Land uses associated with the proposed educational center would include parking areas, instructional space, administration facilities, open areas, common areas, athletic fields, and a Native Area. Provisions have been made that, upon the commencement of construction activities for the proposed project, the lease for the (existing) cattle grazing activities will expire and the cattle will be relocated elsewhere to continue the use. ~~In addition, certain areas will remain as open space to preserve the onsite wetland.~~ Development of lands within the Native Area is not proposed as part of this project, allowing the onsite wetland habitat to remain undisturbed. Therefore, the proposed project will not be incompatible with existing onsite land uses; however, this is not considered a significant impact.

Compatibility with Offsite Land Uses

Existing land uses in surrounding areas include the I-15 and SR 76 transportation corridors and other roads, a number of variable density residential communities and related facilities, small commercial sites, recreational development (including hotels, restaurants, and a golf course), open space (including native habitats and previously disturbed areas), and agriculture. The proposed education center will be located distantly across the two transportation corridors from existing residential communities and the small commercial areas, and therefore, will be not result in incompatible uses. The area immediately adjacent to the east is vacant, however, a proposal for a mixed-use project, Campus Park Specific Plan (an amendment to the former Hewlett-Packard plan), is currently under review by the County of San Diego. The proposed Palomar College educational center would be compatible with the residential, commercial, office-professional, and recreational uses proposed by Campus Park. Existing agricultural operations are located further east and will not be impacted by the proposed project. Therefore, the project will be compatible with existing offsite land uses.

Existing Land Use Plans, Policies and Regulations

The proposed project site is designated as a Special Study Area and is zoned S90 (Holding Area) under the County of San Diego's regulations, both of which require additional studies to be conducted to determine appropriate land uses and necessary infrastructure for the area. It is within the Interstate 15/Highway 76/Interchange Master Specific Plan (MSP) area that addresses the four quadrants of the interchange. In applying the MSP, the County determined that the planning area, which includes the proposed project site, was a logical node for future development due to its location at the I-15/SR 76 interchange, and recommended that a final land use plan not be adopted until further studies were prepared. As a result, no specific land use has been adopted for the proposed project site and, therefore, the proposed education center does not conflict with existing land use plans, policies, and regulations.

The County's Circulation Element of the General Plan identifies a circulation element roadway alignment (Pankey Road) extending from the northern portion of the proposed project site southerly to SR 76/Pala Road (SC 2602). The extension of this roadway by connecting the northern and southern segments of Pankey Road is planned as indicated by the Circulation Element. The proposed construction of Horse Ranch Creek Road would instead provide a similar north-south connection between Stewart Canyon Road to the north and SR 76 to the south, similar to that intended by the County through the connection of the

two existing segments of Pankey Road. The proposed changes are shown in Figure 1-8C in Section 1 of this EIR.

However, the Circulation Element Map of the County's General Plan ~~2020 (GP 2020)~~Update, which has not yet been approved, shows the alignment of proposed Horse Ranch Creek Road as providing a north-south connection to the east of the project site between Stewart Canyon Road and SR 76. The County of San Diego has determined that a General Plan Amendment is required for the realignment of Pankey Road from Stewart Canyon to Pala Mesa Drive. If ~~GP 2020~~ the General Plan Update is approved prior to the time when the improvements for proposed Horse Ranch Creek would commence with the proposed project, the project would no longer require a GPA to remove the alignment of the Pankey Road connection from the Circulation Element, as this would no longer be the desired alignment for the north-south connection. ~~The project as proposed would therefore be consistent with roadway improvements proposed with GP 2020 and would not require approval of a GPA.~~

In addition, the proposed project is not subject to the County's zoning ordinances because Palomar Community College District is complying with California Government Code Section 53094, which provides that school districts may exempt themselves from local zoning ordinances. Therefore, the Palomar Community College District is not required to seek a rezone or amend the existing plan to implement the proposed project.

The proposed project would construct Horse Ranch Creek Road, which is scheduled to become a Circulation Element road as part of the County's proposed General Plan ~~2020 u~~Update. As part of the road construction, the project will grade an eight-foot wide trail along the western edge of Horse Ranch Creek Road. Along the project frontage, the trail will be improved with a decomposed granite base material and a rail fence to provide separation from the roadway. Figure 1-7 shows a representative cross-section of the planned road improvements.

Therefore, the proposed project would not conflict with existing land use plans, policies, and regulations.

Habitat Conservation Plan or Natural Community Conservation Plan

The proposed project will impact 0.04 acre of Diegan coastal sage scrub onsite~~,~~ and 2.93 acres of Diegan coastal sage scrub associated with grubbing and grading for the offsite proposed roads and extension of water and sewer lines, ~~and 0.5 acre of Diegan coastal sage scrub associated with improvement to Old Highway 395/Stewart Canyon Road and Canonita Drive intersection,~~ for a total impact of ~~3.47~~2.97 acres to Diegan coastal sage scrub. These impacts will be mitigated at a ratio of 2:1 (~~6.94~~5.94 acres). ~~Because 0.5 acre of habitat is occupied by coastal California gnatcatcher, one acre of Diegan coastal sage scrub will be occupied by the gnatcatcher.~~ With the mitigation measures, the impacts will be reduced to less than significant. To authorize this take of habitat, the District would be required to submit an application for a Habitat Loss Permit (HLP) in accordance with NCCP guidelines to the County of San Diego prior to grading of the project site. The County of San Diego will prepare and circulate HLP findings to the Wildlife Agencies for a 45-day public review period. Upon concurrence by the Wildlife Agencies, the County will issue the HLP and the applicant may proceed with clearing and grading, consistent with NCCP requirements.

4.1.6.4 Cumulative Impact Analysis

As discussed in Section 4.1.6.3, the proposed project would not result in significant land use or planning impacts. The proposed project would not be subject to the goals and policies of the County General Plan, Zoning Ordinance, Resource Protection Ordinance, or the Fallbrook Community Plan, and therefore, the proposed project would not conflict with existing land use plans, policies, or regulations. The proposed project would be consistent with the NCCP for impacts to coastal sage scrub. The District would submit an application for a HLP to the County of San Diego in accordance with NCCP guidelines.

As discussed, the proposed project would require a GPA in the future for the removal of the Pankey Road alignment from the General Plan Circulation Element. Several other large projects proposed in the area surrounding the project would also require a GPA to allow for project implementation. These projects include the Campus Park project to the north, east and south of the project site; Campus Park West to the southwest of the site; and the Meadowood project to the southeast. The GPAs relative to these projects have the potential, when considered in a cumulative sense, to contribute to increased land density that was not intended by the General Plan or Community Plan. Implementation of these projects would result in the construction of an estimated 2,249 additional dwelling units, as well as an increase in industrial/commercial uses within the project area, thereby potentially increasing the intensity of such uses. As such, these projects would have the potential to conflict with existing land use or zoning designations, or other applicable plans and policies. However, upon County approval of the GPAs and any other similar amendments associated with these projects, these projects would be considered consistent with the General Plan, as well as all other applicable policies and plans affected by the projects.

General Plan land use designations or regulations would not apply to the proposed project, and the project does not propose a change to the General Plan that would affect allowed land use intensity. Similar to the projects discussed above, once the GPA required for removal of the Pankey Road alignment from the Circulation Element was approved by the County, the proposed project would be consistent with the General Plan, and no conflicts would occur. Therefore, cumulative impacts with regards to land use are not expected to occur as the result of project implementation. The project would not result in a cumulatively considerable impact with regards to land use and planning.

4.1.6.5 Mitigation Measures

No mitigation measures are required, as no significant land use impacts have been identified as a result of the proposed project.

4.1.6.6 Impact After Mitigation

No significant land use impacts would occur with the proposed project.

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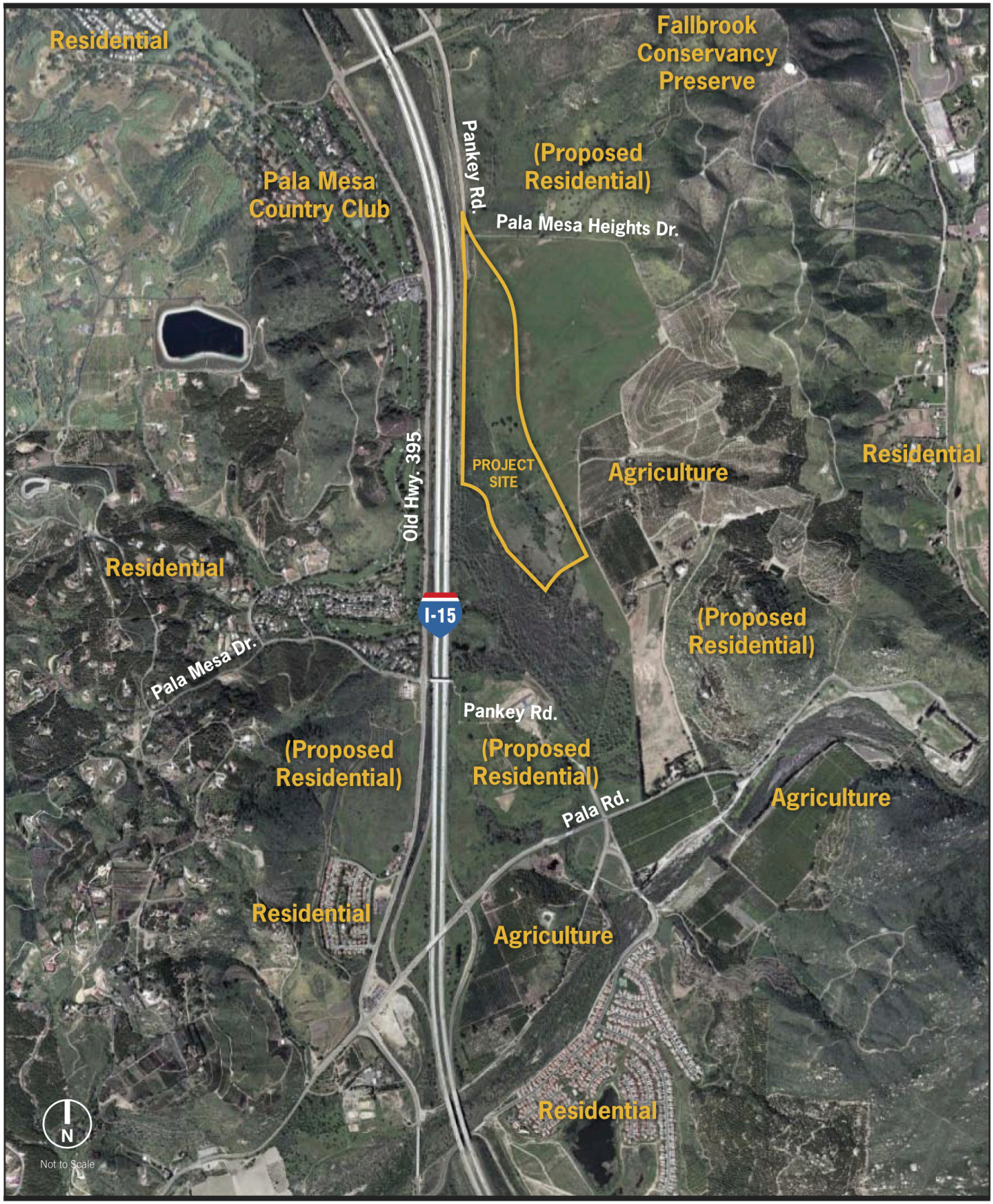

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Existing & Proposed Land Uses

Palomar Community College - North Education Center EIR

Figure 4.1.6-1

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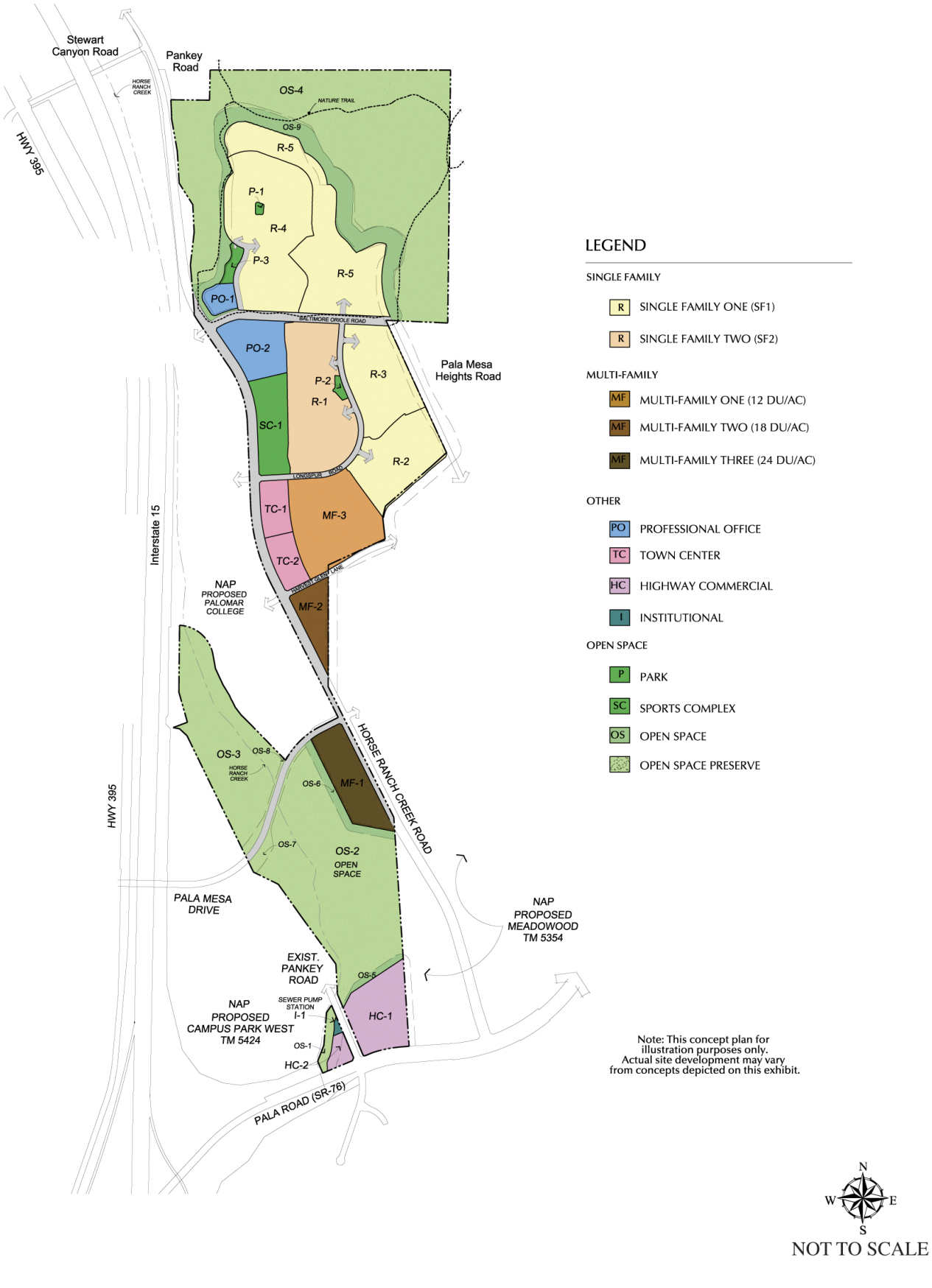

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Campus Park - Site Plan

Palomar Community College - North Education Center EIR

Figure 4.1.6-2

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4.1.7 Public Utilities and Service Systems

The proposed project will require public utilities and services for operational purposes including water supply, sewage disposal, police protection services (as needed), and fire protection services. This section is intended to evaluate potential significant impacts on existing or future utility and service systems that may result from project implementation.

4.1.7.1 Existing Conditions

The proposed project site is predominantly undeveloped and supports native habitats such as southern riparian forest and coyote brush scrub. Also present are previously disturbed areas used for cattle grazing; an inactive (dry) and unlined water storage reservoir; one or more cattle watering troughs; and several unpaved roads and trails.

Currently, the site supports grazing activities of up to 60 head of cattle on an area of approximately 76 acres, with these activities also encompassing an adjoining offsite area of roughly 124 acres within the adjacent Campus Park property. Due to the existing conditions on the proposed site, public services and utilities, including but not limited to, fire protection, police protection, water, sewer, and electricity have not been previously needed or required for the operation of former or present uses on the property.

Water Distribution Facilities

The proposed project site is located within the Rainbow Municipal Water District (RWMD). The RMWD currently has sufficient water supply capacity to serve the proposed project. There are two existing water service pressure zones in the vicinity of the proposed project. The nearest facility to the site an existing 16-inch water main located approximately 2,650 feet north of the site within Stewart Canyon Road. From the I-15 crossing, this water main extends north and connects to the 6.0-millon-gallon Canonita Water tank.

Sewer Service

The RWMD is responsible for collection, transmission, treatment, and disposal of wastewater generated from those areas of the district served by the public sewer system. RMWD has the capacity to treat 1.5 million gallons per day (mgd) of wastewater. An existing 10-inch sewer line runs along the west boundary of the North Education Center site and is available to serve the property; refer also to Figure 1-6.

Schools

The proposed project site is located within the service area of the Fallbrook Union High School District (FUHSD) and two different elementary districts, the Bonsall Union School District (BUSD) and the Fallbrook Union Elementary School District (FUESD). Except for two schools, Bonsall Elementary School and Fallbrook Street School, most of the schools within the above districts are operating at or above capacity.

Fire Protection Services

The North County Fire Protection District, (NCFPD) and the California Department of Forestry (CDF) would provide fire protection services for the proposed project. The NCFPD has a service area of approximately 90 square miles and an estimated population of 45,000 people. ~~The~~ Overall, the NCFPD ~~has~~ operates six fire stations, including 60 full time emergency personnel, 14 support personnel, 20 reserve firefighters, and 33 volunteer

firefighters. The nearest fire station is located approximately ~~two~~ 2.5 miles from the northern boundary of the project site at 4375 Pala Mesa Drive on Old Highway 395, across I-15. This station is ~~full~~ staffed 24 hours per day and houses four paid fire service personnel and one reserve firefighter.

Police Protection Services

The Palomar Community College District maintains its own personnel for security purposes. In addition, the County of San Diego Sheriff's Department is available to provide police protection services as needed to the unincorporated areas within the County of San Diego. Services include but are not limited to general patrol, traffic enforcement, criminal investigation, crime prevention, juvenile services, and communications dispatch. The Sheriff's Department has a substation at 388 East Alvarado Street in Fallbrook, approximately 10 miles from the proposed project site. The station is staffed with 33 sworn personnel, five non-sworn employees, and five reserve staff.

4.1.7.2 Thresholds for Determining Significance

Appendix G of the CEQA Guidelines contains analysis guidelines related to the assessment of public utilities and service systems impacts. These guidelines have been utilized as thresholds of significance for this analysis. As stated in Appendix G, the proposed project would result in a significant impact if it would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB);
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects;
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Result in the deterioration of the quality of service provided to the area;
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or,
- Comply with federal, state and local statutes and regulations related to solid waste.

4.1.7.3 Environmental Impact

Water Distribution Facilities

Water service to the project site would be provided by the Rainbow Municipal Water District. According to the *Overview of Water Service for the Palomar Community College in the County of San Diego,* produced by Dexter Wilson Engineering (2007), there is an existing

16-inch water main approximately 2,650 feet north of the site within Stewart Canyon Road; refer to Appendix ~~L~~M. The 16-inch water line would be extended to the project site, run south along Horse Ranch Creek Road, then connect to an existing 16-inch water line within SR 76 at Pankey Road. The proposed alignment is shown in Figure 1-5. A fire flow requirement of approximately 4,000 gallons per minute (gpm) is anticipated, based on the projected building square footages for the North Education Center. The 16-inch water line would be adequate to meet fire flow requirements. It is possible that fire flow demands could be met with a smaller line, but it is anticipated that the RMWD would require the 16-inch line as part of its network. The size of the line would provide some opportunity for future developments in the area that would tie into the water line to reimburse Palomar College in accordance with requirements of the RMWD. As water service could adequately be provided to the site, and the project would not require or result in the construction of new water distribution facilities or expansion of existing facilities, impacts relative to water distribution are considered less than significant.

It is also assumed that a 10" reclaimed water line will be installed within Horse Ranch Creek Road, parallel to the potable water line, to provide reclaimed water for future landscaping needs. However, there is currently no existing reclaimed water line available to connect to.

Sewer Facilities

Sewer service for the project site would also be provided by the RMWD. An existing 10-inch sewer line runs along the west boundary of the project site and is available to serve the site. The proposed sewer line alignment is shown in Figure 1-6. The *Overview of Sewer Service for the Palomar Community College in the County of San Diego,* prepared by Dexter Wilson Engineering (2007), determined that this sewer connection would be adequate to serve the project site on an interim basis until a main trunk line is installed along Horse Ranch Creek Road, which will occur with implementation of the future Campus Park project to the east of the Palomar College site; refer to Appendix ~~M~~N. Once the trunk line is installed, sewerage from the Palomar College site may need to be re-routed to the trunk line, depending on the sewerage needs of the campus at that time; however, the existing line would be adequate to serve the first several buildings developed on the project site. If the main line is not installed, the College may be required to construct additional sewerage facilities in the future, with connection to the existing line within SR 76, at the time in the future when the population of the Center would demand such improvements.

The RMWD has indicated that it can adequately provide sewer service to the Palomar College site. The Palomar College School District has purchased 100 EDUs from the RMWD (via the previous land owners) for future sewer service, which will be more than adequate to serve the campus at full buildout. Therefore, sewer service for the project site would be adequate both in the interim, as well as at full project buildout. As the project would not require or result in the construction of new sewer treatment facilities or the expansion of existing facilities, impacts relative to sewer treatment are considered less than significant.

Schools

Although the project site is located within the Fallbrook Union High School District and Bonsall Union School District, it is not anticipated that the project would directly or indirectly generate additional school-aged population that would demand educational services from these school districts. Instead, students of the appropriate age and educational

level would utilize the proposed North Education Center and would not create the need for additional public school services within the existing public school districts. The proposed project would not result in the deterioration of the quality of school services provided in the surrounding area, and therefore, impacts are considered less than significant.

Fire Protection Services

Fire service would be provided by the ~~California Department of Forestry~~CDF and the ~~North County Fire Protection District~~NCFPD. The nearest fire station is located approximately ~~two~~ 2.5 miles from the northern boundary of the project site (Old Highway 395 to Stewart Canyon Road to Pankey Road). The NCFPD has reviewed the project and indicated that fire service protection can adequately be provided for the site, and that response times (five minutes maximum) can be met.~~ and service would be available for the subject property as needed.~~ The NCFPD has provided a letter stating that the Palomar District will not be required to complete the connection of Pala Mesa Drive for emergency access purposes, as Horse Ranch Creek Road will provide adequate north-south access to and from the project site; however, the requirement for the connection to be completed may be a condition for future development, as determined appropriate; refer to Comment Letter I at the beginning of this document for correspondence from the NCFPD.

~~Implementation of the project would not change fire service response times and~~ Implementation of the proposed project would not require new or physically altered ~~governmental~~ fire service facilities, nor would it result in the deterioration of the quality of service provided to the area. Therefore, impacts would be less than significant, and no mitigation is required.

Police Protection Services

The Palomar Community College District maintains its own personnel for security purposes. Such staff would be employed at the North Education Center as needed to provide a safe environment for students and faculty.

The San Diego County Sheriff's Department would also be available to provide law enforcement services as needed for the proposed project. Although implementation of the project would generate the presence of additional population onsite and within the project area, development of the proposed facilities is not anticipated to create a need for the expansion of the San Diego County Sheriff's Department. In addition, implementation of the project would not result in an adverse affect on response times required for the Sheriff's Department to reach the project site in an emergency. As the proposed project would not result in the deterioration of the quality of service provided to the area, impacts would be less than significant, and no mitigation is required.

4.1.7.4 Cumulative Impact Analysis

To determine the potential cumulative impacts to public services and utilities, the capacity for necessary public facilities to serve the project in conjunction with anticipated future developments was analyzed. Necessary public services and utilities analyzed in this section include the following; water distribution facilities; sewer facilities; schools; fire protection services; and, police protection services.

Water Distribution Facilities

As described previously in Chapter 1.0 *Project Description*, the RMWD would provide water service to the project site. Water service would be provided through an extension of an existing 16-inch water line from Pankey Road in the north, along proposed Horse Ranch Creek Road, then west on SR 76 to Pankey Road, and connecting to an existing 16-inch water line just south of SR 76. The RMWD has indicated that it can adequately provide water service to the North Education Center, both in the interim period as the center develops over future years, as well as at full anticipated buildout. Existing and recent developments in the project area have been served by the RMWD and there is no indication that public water service will be hindered or unavailable for future projects in the area. As water service can be provided for the proposed project, and the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, no cumulative impacts resulting from implementation of the proposed project, relative to water distribution facilities, are anticipated.

Sewer Facilities

Sewer service to the site would also be provided by the RMWD. An existing 10-inch sewer line runs along the western boundary of the project site and currently has capacity to serve the proposed project. This sewer connection would be used on an interim basis until the main trunk line is installed along Horse Ranch Creek Road, which is proposed with the adjacent (future) Campus Park project. Once the trunk line is installed, the District may be required to route the sewer facilities to the trunk line. If the main line is not installed with the Campus Park project, additional sewerage facilities may be required to service the site, at the time such demand is identified.

The RMWD has indicated that it can adequately serve the project site, and the District has purchased 100 EDU's from the RMWD for future sewer service. As such, sewer service to the project site would be adequate both in the interim, as well as at full buildout of the site. The proposed project would not require or contribute to the need for construction of new water or wastewater treatment facilities or expansion of existing facilities in the area. Therefore, the project is not anticipated to contribute to cumulative impacts relative to sewer facilities, and impacts would be less than significant.

Schools

As stated previously, although the project site is located within the Fallbrook Union High School District and Bonsall Union School District, it is not anticipated that the project would directly, indirectly, or cumulatively generate additional school-aged population that would demand educational services from these school districts. Instead, students of the appropriate age and educational level would utilize the proposed Educational Center and would not create the need for additional public school services within the existing school districts. Therefore, the proposed project would not contribute to cumulative impacts on school facilities, and impacts would be less than significant.

Fire Protection Services

~~The~~ As stated above, the project site ~~is located within and~~ will be served by the ~~North County Fire Protection District,~~NCFPD from its location on ~~which maintains a full-time fire station and administrative offices located at 4375~~ Pala Mesa Drive.~~, west of the project site, across I-~~

~~15.~~ The project would not directly result in the expansion of area fire protection services nor result in the deterioration of the quality of service provided to the area. Furthermore, future projects in the area served by the NCFPD will be required to pay developer fees, property taxes, and other fees and taxes, and to incorporate design measures to avoid significant fire service impacts. Compliance by future developments with these existing programs and preventative measures would ensure that cumulative effects would be reduced to less than significant.

Police Protection Services

As stated previously, the Palomar Community College District maintains its own onsite security personnel. As development of the proposed project occurs over time in the future, and the student population continues to grow, personnel would be added to ensure that security was adequate, and that adverse effects on the San Diego Sheriff's Department did not occur by generating a significant demand on the Department's resources.

The San Diego County Sheriff's Department (Fallbrook Substation) would provide law enforcement and protection to the Palomar College North Education Center. Implementation of the proposed project would not result in substantial, adverse impacts associated with the provision of new law enforcement services or require service expansion in order to maintain acceptable service ratios or response times.

County policing services are currently overtaxed, and the area served by the Sheriff's Department is quite extensive. Implementation of future developments in the project area are anticipated to require additional police protection services, and thereby create a significantly cumulative impact to these services; however, through the payment of developer fees, property taxes and other related County revenues, significant cumulative impacts will be reduced to less than cumulatively considerable.

4.1.7.5 Mitigation Measures

No mitigation measures are required, as no significant direct or cumulative impacts on public services and utilities have been identified as a result of the proposed project.

4.1.7.6 Impact After Mitigation

No significant impacts on public utilities or services would occur with the proposed project.

4.2 EFFECTS FOUND NOT TO BE SIGNIFICANT DURING INITIAL STUDY

4.2.1 Mineral Resources

4.2.1.1 Geologic Setting

The proposed project site is located in the Peninsular Ranges Geomorphic Province. Plutonic granitic rocks primarily underlie the Peninsular Ranges Region. The region is generally described as an area with intervening fault zones and northwest-trending structural blocks. Cretaceous-age gabbroic and granitic igneous intrusive rocks, and Pleistocene-age terrace deposits and Holocene-age alluvium have been identified on or in the vicinity of the proposed project site. Gabbroic and granitic rocks are found in steeper slopes in the surrounding area as well as underlying portions of the proposed project site. Shallower slopes and level areas in the central portion of the site are characterized by Terrace deposits.

4.2.1.2 Mineral Exploration/Production History

Based on research, including published literature, review of historical aerial photographs (dated 1928 to 2004), and site reconnaissance, no evidence showing previous mineral resource production on the project site was identified. During a field reconnaissance performed by Helix in June 2005, areas of former or current mineral resource exploration or production were not identified on the proposed project site or in the surrounding area. Sand and gravel mining operations, located approximately 2.5 miles east of the project site, were however, identified in recent aerial photographs.

4.2.1.3 Mineral Resources Potential

The geologic conditions of the proposed project site and surrounding areas are not suitable for the presence of hydrocarbon mineral resources such as oil and gas, which are found in sedimentary basins; the existence of hydrocarbon mineral resources have not been documented or identified on the proposed project site or in the surrounding area (California Division of Oil and Gas 2005 and 1983). Geothermal resources, such as thermal springs, have also not been identified on the project site or the surrounding area (California Division of Oil and Gas 2005 and 1983; CDMG 1980). Industrial minerals such as building stone have also not been documented or observed on or in the vicinity of the project site (California Geological Survey 2005). The project site and surrounding vicinity are not characterized by geologic conditions that would be suitable for the occurrence of minerals such as gemstones, chemical or industrial grade limestone, or minerals associated with volcanic or metamorphic environments. Precious metals such as gold and silver, and base metals, such as lead, copper, and zinc could be located on the proposed project site and in the surrounding area; however, the potential for deposits of these metals to be of economically-viable importance is unlikely, due to the lack of documentation of their existence, geologic indicators such as upstream sources, and historic exploration.

The California Geological Survey has mapped the San Diego metropolitan area, future urban areas, and the proposed project site and surrounding areas as being within the Western San Diego County Production Consumption Region for aggregate materials (CDMG 1996 and 1982). The Production Consumption Region identifies four mineral resource zone (MRZ) classifications:

MRZ-1 Areas where adequate information indicates that no significant mineral deposits are present, or where little likelihood exists for their presence.

MRZ-2 Areas where adequate information indicates that significant mineral deposits are present, or where a high likelihood exists for their presence.

MRZ-3 Areas containing mineral deposits for which the significance cannot be determined from available data.

MRZ-4 Areas where available information is inadequate for assignment of any other MRZ category.

The assignment of these mineral classification zones is intended to identify the potential for the presence of mineral resources that could be economically viable, and to ensure that consideration for such resources is considered in making decisions regarding land use and land development. Due to the absence of existing or historical production, or documented mineral resources, the project site and the majority of the surrounding lands are classified as being within the MRZ-3 resource zone. Within the project vicinity, two areas, a corridor along the San Luis Rey River and portions of Rosemary's Mountain to the southeast of the project site, are classified as MRZ-2.

4.2.1.4 Loss of Availability of a Known Mineral Resource

The MRZ-3 classification given to the proposed project site is used to indicate the lack of information regarding the presence of mineral resources. Although it is not conclusive that economically viable mineral resources exist onsite, when the MRZ-3 classification is considered with historical uses, research performed on the proposed site, and geologic conditions, the presence of mineral resources is unlikely. In addition, the existence of high quality mineral resources available for extraction in areas surrounding the proposed project would generally preclude exploration and production in areas such as the project site, where the potential for the presence of mineral resources is unknown. As such, implementation of the proposed project is not anticipated to result in the loss of availability of known mineral resources that would be valuable to the region and residents of the state. Therefore, the proposed project would be consistent with the threshold of significance, and no significant impacts are anticipated.

Offsite roadway and utility improvements required with the proposed project would be located in areas primarily designated as MRZ-3. As implementation of the proposed project is not anticipated to result in the loss of availability of known mineral resources that would be valuable to the region and residents of the state, the same analysis would apply to the proposed offsite roadway and utility improvements within the vicinity of the project site. Therefore, no significant direct or cumulative impacts to mineral resources are anticipated.

4.2.1.5 Loss of Availability of a Locally Important Mineral Resource Recovery Site

Locally important mineral resources have not been identified or observed onsite. Furthermore, the proposed project site is not included in the Selected Resource Management Areas for Construction Quality Sand, identified in Appendix F of the San Diego County General Plan Conservation Element (County of San Diego 1975). As such, implementation of the proposed project would not result in the loss of availability of a locally important

mineral resource recovery site. Therefore, no significant direct or cumulative impacts relative to locally important mineral resource recovery sites are anticipated.

4.2.2 Population and Housing

4.2.2.1 Construction

The presence of construction workers at the site would be temporary and short-term, and would not directly result in a permanent demand for housing, goods, or services in the area. In addition, as construction of the facilities would be phased over a number of years, and the anticipated student population growth is projected to 2030, any demand for housing generated by construction of the facilities would be incremental and would not occur at a single instance or over a short period of time. As such, the construction of the proposed project would not directly induce substantial population growth in the Fallbrook area. Therefore, impacts would be less than significant.

4.2.2.2 Operation

The demand for educational facilities and increase in population growth in the project area would occur with or without implementation of the proposed project. The North Education Center would not induce substantial population growth; rather it is intended to provide educational facilities to satisfy future demand for secondary education of the growing student population in the northern portion of the Palomar Community College District.

Furthermore, the District does not provide permanent onsite housing for its student population. Therefore, the project would not directly foster population growth within the Fallbrook area or encourage agency approval of other proposed housing developments in the surrounding area. As students or faculty would not be housed onsite, a significant increase in the demand for area goods and services to support new residents onsite would not occur. Students, as well as faculty and staff, would be expected to commute to the Education Center from the Fallbrook area, as well as other communities within North San Diego County. As is typical with a community college, attendees and faculty would travel to the school on a varied basis, which may range from daily to once or several times per week, and housing is not typically provided onsite. Instead, students and faculty would be expected to utilize housing within the communities that they are traveling from. For these reasons, impacts related to population growth and housing demand resulting from operation of the proposed project would be less than significant.

The proposed project would however, indirectly contribute to economic growth in the area, as new jobs would be created by the College, both in the short-term (construction) and the long-term (employment). However, as development of the site would occur over the next several decades, consistent with the rate of growth and demand of the student population, the incremental addition of students and employees associated with the College is not anticipated to significantly increase the demand for housing in the area, or to directly or indirectly result in a significant rate of growth in the surrounding community. Impacts on housing relative to future operation of the proposed facilities would be less than significant.

4.2.2.3 Existing Housing

As the property is currently vacant, the project would not displace a substantial amount of existing housing, thereby necessitating the construction of replacement housing elsewhere, or displace substantial numbers of people, necessitating the construction of replacement housing

elsewhere. Therefore, the proposed project would not contribute to a significant direct or cumulative impact relative to population and housing, and impacts would be less than significant.

4.2.3 Recreation

Recreational facilities envisioned with the Conceptual Site Plan include two baseball fields, tennis courts, and a large turf field for miscellaneous recreational uses. These facilities would be developed over future years, as demanded by the growth of the student population. Generally surrounding each of these recreational facilities would be ample green space, which could be used by students or faculty for passive recreational purposes, such as meeting space or for studying; refer to Figure 1-4. Furthermore, the proposed project would build and construct a public trail along the project frontage consistent with the County's Trails Master Plan. See Figure 1-7 for a cross section of the proposed road and trail plan for Horse Ranch Creek Road.

Useable open space would also be provided around the educational buildings. Large common areas are proposed around the campus buildings and would provide opportunities for reading, relaxing, eating, and social gathering of students and facility. These areas would be visually enhanced through the use of landscaping and other such improvements.

As recreational facilities would be provided as part of the proposed project, it is not anticipated that students or faculty from the college would utilize recreational facilities in the surrounding community, or create a demand for the construction of new facilities. Therefore, the proposed project is not anticipated to result in substantial deterioration of such facilities, or accelerate the deterioration of regional park land. Future development of lands within the surrounding area would be subject to the County's Park Land Dedication Ordinance, and would be required to either provide recreational facilities, or provide payment of park land fees for such facilities, thus reducing potential impacts on recreational facilities in the Fallbrook community and in surrounding areas. For the above reasons, direct and cumulative impacts on recreational facilities relative to the proposed project would be less than significant.

5.0 ALTERNATIVES TO THE PROPOSED PROJECT

5.1 RATIONALE FOR ALTERNATIVE SELECTION

CEQA requires the consideration of alternative development scenarios and the analysis of impacts associated with the alternatives. Comparing these alternatives to the proposed project, the advantages of each alternative can be analyzed and evaluated. Section 15126.6 of the CEQA Guidelines requires that:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the 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. 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 decision making and public participation. An EIR is not required to consider alternatives that are infeasible. The Lead Agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no iron-clad rule governing the nature or scope of the alternatives to be discussed, other than the rule of reason.

Section 15126.6(b) states:

Because an EIR must identify was to mitigate or avoid the significant effect that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project even if these alternatives would impede, to some degree, the attainment of the project objectives, or would be more costly.

Section 15126.6(c) describes the selection process for a range of reasonable alternatives:

The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information, explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

Section 15126.6(e) requires the analysis of a No Project alternative. The analysis must discuss the existing condition, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved. When the project is a development project on identifiable property, the No Project analysis must discuss the No Build alternative. The No Project/No Build alternative is the circumstance under which the project does not proceed and wherein the existing environmental setting is maintained. The analysis also must discuss the Reasonably Foreseeable Future Use of the Site alternative, wherein the environmental effects resulting from what would reasonably be expected to occur in the

foreseeable future if the project were not approved, based on current plans, site zoning, and consistent with available infrastructure and community services, are evaluated.

If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (15126.6(e)(2)).

5.1.1 Alternatives Considered but Rejected from Further Detailed Analysis

Other alternatives considered included a hospital complex, a smaller educational center, and expanding the San Marcos campus. The hospital complex was rejected due to its multiple facility requirements (hospital, medical office building, helipad, and power plant) and intensity of use (one million square feet of building). It was determined that the hospital complex would not lessen the impacts associated with the proposed project and would likely increase the severity of such impacts.

A smaller educational facility was considered but rejected because it would not result in substantially lessening the impacts associated with the proposed project. Further, it was found that the magnitude of reduction needed to substantially lessen the impacts associated with the proposed project would place a burden on the existing San Marcos campus, or require finding an additional campus site, to compensate for the loss of student capacity and facility space needed (based on the Palomar Community College District's Master Plan 2022). Instead of lessening or avoiding an impact, it merely shifted the impact elsewhere.

Expanding the existing San Marcos campus sufficiently to accommodate expected growth was considered but rejected. The Palomar Community College District's Master Plan 2022 identified the need to accommodate 47,500 students by the year 2022. The existing San Marcos campus could accommodate 30,000 students with the addition of several new high-rise buildings and parking structures. This expansion, combined with the 6,000 students accommodated at the existing Escondido Center, which has already reached its theoretical maximum, and 3,000 students accommodated at other existing facilities, the District would accommodate only 39,000, leaving 8,500 students without accommodations. Therefore, the existing San Marcos campus would require another new facility to fully accommodate expected growth. Although this scenario would be the environmentally superior alternative because it would eliminate all impacts at the proposed project site, expansion of the existing campus alone would not meet project objectives.

5.1.2 Alternate Location Alternative

The Palomar Community College District's Master Plan 2022 determined that the size and shape of a community college service area was primarily defined by driving, or transit times, rather than distance. Using Geographic Information Systems (GIS) technology, SANDAG was asked to use its database to generate 20-minute drive time profiles surrounding nine different locations within the District. Two new centers would be needed: one in the south near Poway and Ramona to accommodate that service area, and one in the northern area of the District. In determining appropriate sites, several factors were considered in addition to the drive time: a minimum 50 to 100 acres, depending on the facility to be developed; preferably under a single ownership; the affordability and usability of the land; convenient freeway/highway and transportation access; and new site should not detract from growth of existing campuses. For the northern area, sites were eliminated due to: insufficient acreage; drive times were too long; sites were too close to the existing San Marcos campus and would

conflict with the growth of that campus; located too far north and impinged on the service area of the neighboring college district in Riverside County; or were too close into downtown Fallbrook and were too isolated. The proposed project site was found superior to the other because it met all of the necessary criteria: centrally location between San Marcos and the southern service area, sufficient size and usability; located along two major transportation corridors; and availability.

5.2 ANALYSIS OF THE NO PROJECT/NO BUILD ALTERNATIVE

5.2.1 No Project/No Build Alternative Description and Setting

Under the No Project/No Build Alternative the project site would remain in its existing condition as largely agriculturally disturbed, vacant land. The existing cattle-grazing activities would continue on the site. No infrastructure improvements would be constructed, including those to implement the adopted circulation element road that would connect the area north of the site to SR 76. For these reasons the No Project/No Build Alternative is considered the Environmentally Superior Alternative. Under this Alternative, no steps would be taken to implement the policies set forth in the County's General Plan/Fallbrook Community Plan and the I-15/Highway 76 Interchange Master Plan for future development. No detailed studies to determine the area's services and facilities needs would be prepared. The site, located near the intersection of two major transportation corridors, would remain underutilized.

5.2.2 Comparison of the Effects of the No Project/No Build Alternative to the Proposed Project

5.2.2.1 Visual

The No Project/No Build Alternative would result in reduced visual impacts as compared to the proposed project. Some onsite grading may occur associated with agricultural activities; however, the grading would be far less significant than that required for the proposed project. Potential structures likely would be limited to agriculturally related buildings and would not have the visual impacts associated with the proposed project. Therefore, visual impacts would be reduced or avoided with this alternative.

5.2.2.2 Traffic and Circulation

This alternative would greatly reduce the traffic impacts associated with the proposed project. Because onsite activities would be limited to existing cattle-grazing activities, and possibly limited agricultural uses, the traffic generated would be far less than the proposed education center. Therefore, traffic impacts would be reduced or avoided with this alternative.

5.2.2.3 Biological Resources

This alternative could result in similar or greater impacts to biological resources due to fewer restrictions and limitations on disturbance. The existing cattle-grazing activities would continue, and possibly limited agricultural uses could be reintroduced to the site. There would be no permanent protection of the onsite wetland habitat. Clearing activities that could occur without the need for a permit could result in habitat loss. Therefore, the potential impacts to biological resources would be similar or greater than those associated with the proposed project.

5.2.2.4 Cultural Resources

This alternative could result in similar or greater impacts to cultural resources. The potential impacts to cultural resources associated with the improvements at SR 76 would be avoided; however, unrestricted cattle-grazing and the possible reintroduction of agricultural activities could result in greater impacts to cultural resources because no archaeological monitoring would be required, as it is for the proposed project. Therefore, potential impacts to cultural resources would be similar or greater than the proposed project.

5.2.2.5 Noise

Noise impacts under this alternative would be less than those associated with the proposed project. This alternative would not produce construction noise resulting from significant grading and construction. Also, this alternative results in less sensitive noise receptors occupying the site than the proposed project and would not be as affected by noise emanating from the I-15 corridor. Therefore, noise impacts would be less than those associated with the proposed project.

5.2.2.6 Paleontology

This alternative would result in less paleontological impacts than the proposed project. Although the grading and disturbance associated with the proposed project will be monitored by a paleontologist to minimize potential impacts, activities associated with this alternative will not reach the intensity of disturbance that would occur under the proposed project. Therefore, potential impacts to paleontological resources are less than those associated with the proposed project.

5.2.3 Rationale for Preference of Proposed Project Over the No Project/No Build Alternative

The No Project/No Build Alternative does not advance the goals and objectives of the County's General Plan/Fallbrook Community Plan and the I-15/Highway 76 Interchange Master Plan. The alternative results in underutilizing a site that is located at the intersection of two major transportation corridors. The existing cattle grazing activities and possible reintroduction of agricultural activities on the site may fail to adequately protect the onsite wetland and other sensitive habitat and resources. Further, the No Project/No Build Alternative fails to achieve any of the fundamental objectives of the proposed project. For these reasons, the No Project/No Build Alternative is rejected.

5.3 ANALYSIS OF THE NO PROJECT/REASONABLY FORESEEABLE FUTURE USE OF THE SITE ALTERNATIVE

5.3.1 No Project/Reasonably Foreseeable Future Use of the Site Alternative Description and Setting

The project site is designated as a Special Study Area under the County's General Plan, which requires further study prior to adoption of land uses for the area, and is zoned S90-Holding Area. It also is within the I-15/Highway 76 Master Specific Plan (MSP) Area. Land uses that are proposed, but not adopted, for properties within the MSP include light industrial, industrial research park, neighborhood commercial, and residential. However, such land uses require the preparation of technical studies identifying needed infrastructure, a Specific Plan for proposed development, and the provision of adequate infrastructure.

Because this alternative is to be evaluated on current plans, site zoning, and is to be consistent with available infrastructure and community services, these uses will not be evaluated as part of this alternate. Instead, this alternative will evaluate what can be accomplished under existing constraints and the infrastructure currently available.

The S-90 Holding Area zone is an interim zone that limits uses to community services, interim uses, or uses which will not prematurely commit the land to a particular use or intensity of development. Consistent with the S90 zone, this alternative proposes two single-family residences on the two existing legal lots that could be developed using the limited services and access available to the site. Under the zone, agricultural activities by the lot owners would be allowed. Pursuant to Section 87.502 of the County's Grading and Clearing Ordinance, each lot owner would be allowed to clear up to five acres without a permit. No additional development, such as circulation element road improvements or offsite improvements to SR 76 would occur. No special studies, rezone, or Specific Plan would be required under this alternative. This Alternative is the next Environmentally Superior Alternative after the No Project/No Build Alternative.

5.3.2 Comparison of the Effects of the No Project Alternative to the Proposed Project

5.3.2.1 Visual

The No Project/Reasonably Foreseeable Future Use of the Site would result in some grading associated with the preparation of the homesites and the agricultural activities; however, the grading would be far less significant than the proposed project. The homes and associated structures, including barns, would have far less mass and height than the proposed education center. Therefore, this alternative would result in less visual impacts than the proposed project.

5.3.2.2 Traffic and Circulation

This alternative would result in a substantial reduction in traffic over that generated by the proposed project. Expected average daily trips (ADT) for the two homes would be 22 (11 ADT per residence), based on standard trip generation rates. Therefore, this alternative would result in substantially less traffic impacts than the proposed project.

5.3.2.3 Biological Resources

This alternative could result in similar or greater impacts to biological resources due to fewer restrictions on disturbance. Residential and agricultural uses allowed by right on the project site would not be required to provide the same protection to sensitive resources as would the proposed project. There would be no permanent protection of the onsite wetland. Although offsite impacts would be avoided, clearing activities that could occur without the need for a permit could result in habitat loss greater than the proposed project (assuming a worst-case scenario that five acres of habitat would be cleared for each legal lot). Therefore, the potential impacts to biological resources would be similar or greater than those associated with the proposed project.

5.3.2.4 Cultural Resources

This alternative could result in similar or greater impacts to cultural resources. The potential offsite impacts to cultural resources associated with the improvements at SR 76 would be avoided; however, grading, clearing, and agricultural activities could result in greater impacts

to cultural resources because no archaeological monitoring would be required, as it is for the proposed project. Therefore, potential impacts to cultural resources would be similar or greater than the proposed project.

5.3.2.5 Noise

This alternative would result in less noise impacts than the proposed project. This alternative would not produce construction noise resulting from significant grading and construction. Although the residents would be subject to noise emanating from the I-15 corridor, the lots would be large enough to situate the homes in a manner that would reduce their exposure. Therefore, noise impacts would be less than those associated with the proposed project.

5.3.2.6 Paleontology

This alternative would result in less paleontological impacts than the proposed project. Although the grading and disturbance associated with the proposed project will be monitored by a paleontologist to minimize potential impacts, activities associated with this alternative will not reach the intensity of disturbance that would occur under the proposed project. Therefore, potential impacts to paleontological resources are less than those associated with the proposed project.

5.3.3 Rationale for Preference of the Proposed Project Over the No Project/Reasonably Foreseeable Future Use of the Site Alternative

Although the No Project/Reasonably Foreseeable Future Use of the Site Alternative does not preclude future implementation of other land uses, it does not advance the goals and objectives of the County's General Plan/Fallbrook Community Plan and the I-15/Highway 76 Interchange Master Plan. The alternative results in underutilizing a site that is located at the intersection of two major transportation corridors. Grading and clearing for the residences, along with the potential for agricultural activities, may fail to adequately protect the onsite wetland and other sensitive habitat and resources. Further, the No Project/Reasonably Foreseeable Future Use of the Site Alternative fails to achieve any of the fundamental objectives of the proposed project. For these reasons, the No Project/Reasonably Foreseeable Future Use of the Site Alternative is rejected.

5.4 ANALYSIS OF THE LIGHT INDUSTRIAL ALTERNATIVE

5.4.1 Light Industrial Alternative Description and Setting

The Light Industrial Alternative is based on the former proposal by the Campus Park Project for the site. Industrial building area would total 1.2 million square feet. Uses would include medical, professional, research and development, assembly and light manufacturing, and support services such as day-care, restaurants, and convenience stores. In this scenario, the wetland area would be preserved as it would in the proposed project. Onsite and offsite improvements would be similar to those in the proposed project.

5.4.2 Comparison of the Effects of the Light Industrial Alternative to the Proposed Project

5.4.2.1 Visual

In the Light Industrial Alternative, there would be more building square footage constructed than in the proposed project. There would be less open recreation and gathering spaces and

more building/hardscape coverage adding to the building mass. There likely would be several different entities within the complex, each wanting freeway visible signage. Therefore, the visual impacts would be greater than those associated with the proposed project.

5.4.2.2 Traffic

This alternative would result in greater traffic overall and in greater peak hour impacts. Even with variable work hours, this scenario would contribute substantially to peak hour traffic. Therefore, traffic impacts would be greater than those associated with the proposed project.

5.4.2.3 Biological Resources

This alternative would result in similar impacts to biological resources. Under this scenario, the development would generally impact the same footprint of disturbance as the proposed project, and the wetland area would be preserved. Offsite impacts likely would be the same because offsite improvements similar to the proposed project would be required to implement this alternative. Therefore, impacts to biological resources would be similar to the proposed project.

5.4.2.4 Cultural Resources

This alternative would result in similar impacts to cultural resources. Under this scenario, the development would generally be limited to the same footprint of disturbance as the proposed project. Offsite impacts would be the same because offsite improvements similar to the proposed project would be required to implement this alternative. Therefore, impacts to cultural resources would be similar to the proposed project.

5.4.2.5 Noise

This alternative would result in similar or greater noise impacts. Construction noise would remain longer due to the increased size of the development and the longer time to build out. Extended hours of operation over those anticipated by the proposed project would extend the period of time noise is generated by the onsite uses. Depending on the type of tenants within the development, noise associated with specialized equipment, such as generators, could contribute to additional impacts. Therefore, noise impacts would be similar or greater than the proposed project.

5.4.2.6 Paleontology

This alternative would result in similar impacts to paleontological resources. Development basically would be limited to the same footprint of disturbance as the proposed project. Offsite impacts would be the same because offsite improvements similar to the proposed project would be required to implement this alternative. Therefore, impacts on paleontological resources would be similar to the proposed project.

5.4.3 Rationale for Preference of the Proposed Project Over the Light Industrial Alternative

Development of the Light Industrial Alternative would not advance the goals and objectives of the County's General Plan/Fallbrook Community Plan and the I-15/Highway 76 Interchange Master Plan. The alternative would result in increased traffic and visual related impacts as compared to the proposed project. Grading and clearing for the light industrial uses may also fail to adequately protect the onsite wetland habitat and other sensitive

resources. Further, the Light Industrial Alternative fails to achieve any of the fundamental objectives of the proposed project. For these reasons, the No Project/Reasonably Foreseeable Future Use of the Site Alternative is rejected.

TABLE 5-1
COMPARISON OF PROJECT ALTERNATIVE IMPACTS
TO PROPOSED PROJECT IMPACTS

Impact Category	No Project/No Build Alternative	No Project/Reasonably Foreseeable Future Use of the Site Alternative	Analysis of the Light Industrial Alternative
Visual	Lesser	Lesser	Greater
Traffic	Lesser	Lesser	Greater
Biological Resources	Similar/Greater	Similar/Greater	Similar
Cultural Resources	Similar/Greater	Similar/Greater	Similar
Noise	Lesser	Lesser	Similar/Greater
Paleontology	Lesser	Lesser	Similar

6.0 PREPARERS

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7.2 TECHNICAL REPORTS AND SUPPORTING DOCUMENTS

The following documents associated with the Palomar Community College – North Education Center EIR are available for review at the Palomar Community College District, 1140 West Mission Road, San Marcos, California 92069.

Draft Environmental Impact Report (SCH#2007011136). Prepared by RBF Consulting. August 2007.

7.2.1 Technical Reports Prepared for the Palomar Community College – North Education Center EIR

Acoustical Site Assessment. Prepared by Investigative Science and Engineering, Inc. August 2007.

Agricultural Technical Study. Prepared by Helix Environmental Planning, Inc. July 2007.

Air Quality Conformity Assessment. Prepared by Investigative Science and Engineering, Inc. August 2007.

Biological Technical Report. Prepared by Tierra Environmental Services. August 2007. Revised November 2007 and June 2008.

CEQA Drainage Study. Prepared by RBF Consulting. July 2007.

Cultural Resources Survey and Testing Report. Prepared by Tierra Environmental Services. August 2007. Revised November 2007.

Fire Protection Plan. Prepared by RC Biological Consulting, Inc. November 2007.

Geotechnical Assessment. Prepared by Shepardson Engineering Associates Inc. February 26, 2007.

Overview of Sewer Service for the Palomar Community College in the County of San Diego. Prepared by Dexter Wilson Engineering, Inc. March 14, 2007.

Overview of Water Service for the Palomar Community College in the County of San Diego. Prepared by Dexter Wilson Engineering, Inc. March 14, 2007.

Storm Water Management Plan. Prepared by RBF Consulting. July 2007.

Traffic Impact Analysis. Prepared by RBF Consulting. August 23, 2007. Revised November 2007 and June 2008.

7.2.2 Technical Reports Relative to the (Proposed) Campus Park Project

1st Screencheck Draft Environmental Impact Report, Project EIR for the Campus Park Project. June, 2007.

Fire Protection Plan. Prepared by Hunt Research Corporation. October 2005.

Overview of Sewer Service for the Campus Park Project in the County of San Diego. Prepared by Dexter Wilson Engineering, Inc. November 6, 2006.

Phase I Environmental Site Assessment and Limited Chemical Residue Survey, Hewlett Packard Property 500-Acre Property Northeast of Highway 76 and Interstate 15 Pala Mesa Area of San Diego County California 92028. Prepared by GeoSoils, Inc. January 7, 2002.

Updated Geotechnical Assessment Proposed Passerelle Subdivision. Prepared by Shepardson Engineering Associates Inc. October 4, 2006.

Paleontological Resource Assessment. Prepared by the San Diego Natural History Museum. 2005.

7.2.3 Other References

Initial Study

Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting for the Palomar Community College – North Education Center (SCH# 2007011136), Palomar College District. Filed January 30th, 2007. Recirculated July 2, 2007.

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CERTIFICATION PAGE

This report provides a full disclosure and independent analysis of all the identified environmental resources as required by the California Environmental Quality Act.

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Dexter Wilson Engineering	Water and Sewer Service Studies
RBF Consulting	Phase I Environmental Site Assessment (ESA)
RBF Consulting	Visual Analysis

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