



## THE CITY OF SAN DIEGO

### DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: September 16, 2005

### NOTICE OF THE PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF A PUBLIC SCOPING MEETING

JO: 42-2673

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THE CITY OF SAN DIEGO will be the Lead Agency and will prepare a draft Environmental Impact Report (EIR) for the following project:

**Subject:** STONE CREEK. Amendment to the Mira Mesa Community Plan, Master Plan, Vesting Tentative Map, Rezone, Master Planned Development Permit, Site Development Permit, and Amendment to Reclamation Plan/Conditional Use Permit. The Stone Creek project proposes a mixed-use development as described in adopted Carroll Canyon Master Plan Element of the Mira Mesa Community Plan. The mixed-use development proposed for Stone Creek proposes approximately 50 acres of parks, open space and trails; up to 8,700 dwelling units; and up to 600,000 square feet of industrial/business park uses. Additionally, the project proposes a pedestrian-focused mixed use core which could provide additional housing, approximately 100,000 square feet of office space, and approximately 30,000 square feet of retail space. The mixed-use core would be situated approximately in the center of the project and would provide an integrated mix of retail, high density residential and office uses connected by a well-developed pedestrian system. A transit stop for the future Light-Rail-Transit (LRT) would also be located within the mixed-use core. To the east of the mixed-use core would be the proposed light industrial and business park uses. West of Camino Ruiz would be the residential neighborhoods that would provide for medium and high density attached residential uses. All of the planned uses would be tied together by the project's circulation element, which includes constructing Carroll Canyon Road through the project. Carroll Canyon Road connects Black Mountain Road and Interstate 15 on the east, traveling through Carroll Canyon and eventually tying into Sorrento Valley Road on the west. Additionally, project applications include a new CUP to replace the existing CUP. As part of the new CUP, the Reclamation Plan would include revised elevations and the CUP expiration date would be extended to 2026 to allow for reclamation to occur in a manner that would facilitate development with uses anticipated in the Master Plan. The approximate 300-acre Stone Creek project site is located north of Miramar Road, west of Camino Santa Fe, south of Mira Mesa Boulevard and east of Black Mountain Road within the Mira Mesa community. Camino Ruiz traverses the project site, dividing the site into nearly equal parts. The site is designated for Mixed Use in the Mira Mesa Community Plan. The existing zone is AR-1-1 (Agriculture-Residential). Stone Creek is the location of an on-going resource extraction operation for the mining and processing of sand and gravel, which operates under an approved Conditional Use Permit (CUP 10-315-2-PC).

**Applicant:** Vulcan Materials Company

**General Project Information:**

- Project No. **67943** SCH No. **(Pending)**
- Community Plan Area: **Mira Mesa**
- Council District: **5**

Based on an Initial Study, it appears that the proposed project may result in significant environmental impacts in the following areas: *Land Use, Transportation/Traffic Circulation/Parking, Air Quality, Noise, Biological Resources, Health and Safety, Cultural Resources, Hydrology, Geology, Paleontological resources, Public Services and Facilities, Public Utilities, Landform Alteration/Visual Quality/Community Character, Water Quality, Mineral Resources, Population and Housing/Socioeconomic Impacts, Growth Inducement, and Cumulative Impacts.*

Written comments on the scope and content of the draft EIR can be sent to **Terri Bumgardner, Senior Planner, City of San Diego Development Services Center, 1222 First Avenue, MS 501, San Diego, CA 92101** or e-mail your comments to [DSDEAS@sanidiego.gov](mailto:DSDEAS@sanidiego.gov) with the Project Number in the subject line no later than 30 days after receipt of this notice. Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding.

**Availability in Alternative Format:** To request this Notice of Preparation (NOP) and/or supporting documents in alternative format, call the Development Services Department at 619-446-5460 or (800) 735-2929 (TEXT TELEPHONE).

**Public Scoping Meeting:** Based on the potential impacts of the project to the area, the City of San Diego will be holding an Environmental Impact Report (EIR) preparation meeting (scoping meeting) open to the public on **Monday, September 26, 2005** at the Mira Mesa Branch Library from **5:30 PM to 7:30 PM**. Verbal and written comments regarding the scope of the proposed Environmental Impact Report (EIR) will be accepted at the meeting. The meeting place is located at the Mira Mesa Branch Library, 8405 New Salem Street, San Diego, CA 92126-2398, (858) 538-8165.

**Attachments:** Figure 1- Location Map  
Figure 2- Site Plan  
Scoping Letter

**Distribution:**

**Federal Government**

U.S. Environmental Protection Agency (19)  
U.S. Fish & Wildlife Service (23)  
U.S. Army Corps of Engineers (26)  
MCAS Miramar (13)  
Bureau of Reclamation (30)

**State of California**

California Department of Transportation-Planning (31)

California Department of Fish & Game (32)  
California Integrated Waste Management Board (35)  
State Department of Health Services – Environmental Management (36)  
State Department of Health Services – Noise Control (37)  
California Environmental Protection Agency (37A)  
Housing and Community Development Department (38)  
California Department of Parks and Recreation (40)  
Resources Agency (43)  
Regional Water Quality Control Board: Region 9 (44)  
Department of Water Resources (45)  
State Clearinghouse (46)  
California Coastal Commission (47)  
Air Resources Board (49)  
Native American Heritage Commission (56)  
Office of Planning and Research (57)  
California Energy Commission (59)  
California Department of Conservation (60)  
California State Lands Commission (62)

### **County of San Diego**

Air Pollution Control District (65)  
San Diego County Tax Assessor (67)  
Department of Planning and Land Use (68)  
Department of Park and Recreation (69)  
Department of Public Works (70)  
County Water Authority (73)  
Department of Environmental Health Services (74)  
Department of Environmental Health Services – Hazardous Material (75)  
Department of Environmental Health – Land and Water Quality Division (76)

### **City of San Diego**

Mayor's Office (91)  
Councilmember Peters, District 1  
Councilmember Atkins, District 3  
Councilmember Young, District 4  
Councilmember Frye, District 6  
Councilmember Maddafer, District 7  
City Attorney's Office  
Park and Recreation Board (77)  
Fire and Life Safety Services (79)  
Bob Ferrier (80)  
Werner Landry (82)  
Police Research & Analysis (84)  
Real Estates Assets (85)  
Engineering & Capital Projects (86)  
Historical Resources Board (87)  
Ed Firkins (88)  
Ann Hix (89)  
Wetland Advisory Board (91A)  
General Services (92)  
Park Development (93)  
Environmental Services (93A)

Tim Daly, Development Project Manager (MS 501)  
Bob Medan, Fire Plans Officer (MS 401)  
Jeff Harkness Parks and Open Space (MS 35)  
Julius Ocen-Odge, Engineering (MS 501)  
Jim Quinn, Geology (MS 401)  
Alex Hempton, Landscape (MS 501)  
Deborah Sharpe, Park Development (MS 35A)  
Renee Mezo, Planning (MS 501)  
Jim Lundquist, Transportation Development (MS 501)  
Hamid Bagheri, Wastewater (MS 922)  
Thomas Bui, Water Review (MS 910D)  
Cheryl Robinson, Facilities Financing (MS 606F)  
Cecilia Williams, Long Range Planning (MS 4A)  
Jeanne Krosch, MSCP (MS 5A)

#### **Other Organizations and Interested Individuals**

San Diego Association of Governments (SANDAG) (108)  
San Diego County Regional Airport Authority (110)  
San Diego Transit Corporation (112)  
San Diego Gas & Electric (114)  
Metropolitan Transit Board (115)  
San Diego Unified School District (125)  
San Diego City Schools (132)  
Daily Transcript (135)  
Mira Mesa Star News (148)  
Mira Mesa/Scripps Ranch Sentinel (150)  
San Diego Chamber of Commerce (157)  
Building Industry Federation (158)  
Sierra Club (165)  
San Diego Natural History Museum (166)  
San Diego Audubon Society (167)  
Environmental Health Coalition (169)  
California Native Plant Society (170)  
Center for Biological Diversity (176)  
Endangered Habitats League (182)  
Vernal Pool Society (185)  
Community Planners Committee (194)  
Town Council Presidents (197)  
Community Planners Council (198)  
Dr. Jerry Schaefer (208A)  
San Diego State University, South Coastal Information Center (210)  
San Diego Archaeological Center (212)  
Save Our Heritage Organisation (214)  
Ron Christman (215)  
Louie Guassac (215A)  
San Diego County Archaeological Society (218)  
Native American Heritage Commission (222)  
Kumeyaay Cultural Repatriation (225)  
Native American Distribution \*  
Mira Mesa Community Planning Group (310)  
Mira Mesa Town Council (311)  
Mira Mesa Journal (312)  
Friends of Peñasquitos Preserve, Inc. (313)

Mira Mesa Branch Library (315)  
Miramar College (316)  
Los Peñasquitos Preserve, Citizens Advisory Committee (360)  
Rancho Peñasquitos Community Council (378)  
Sabre Springs Planning Group (406B)  
Sabre Springs Community Planning Group (407)  
Sorrento Hills Community Planning Board (444A)  
Scripps Ranch Community Planning Group (437)  
University Community Planning Group (480)  
Mike Hansen  
Casey Sondgeroth  
Karen Ruggles, KLR Planning  
Patty Schreibman, Vulcan Materials Company



## THE CITY OF SAN DIEGO

September 15, 2005

Ms. Patty Schreiber  
Western Division – Properties  
Vulcan Materials Company  
PMB 424, 5694 Mission Center Drive, Suite 602  
San Diego, CA 92108-4312

**Subject: Scope of Work for an Environmental Impact Report (EIR) for the Stone Creek Project (Project No. 67943/Job Order No. 42-2637)**

Dear Ms. Schreiber:

The City's Environmental Analysis Section (EAS) of the Land Development Review (LDR) Division has conducted an Initial Study for the above-referenced project and has determined that the proposed project may have significant effects on the environment. The preparation of a draft Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) is therefore required.

The purpose of this letter is to identify the specific issues to be addressed in the EIR. The EIR should be prepared in accordance with the attached "City of San Diego Technical Report and Environmental Impact Report Guidelines" (Revised September 2002). A public Notice of Preparation will be distributed to the Responsible Agencies and others who may have an interest in the project. Changes or additions to the scope of work may be required as a result of input received in response to the Notice of Preparation.

The Notice of Preparation will also include an announcement of the date of a scoping meeting which will be held to allow interested parties to help define the scope of the EIR or, in other words, comment on the issues they believe should be included within the EIR. Scoping meetings are required by CEQA Section 21083.9 (a) (2) for projects that may have statewide, regional or area-wide environmental impacts. The City's environmental review staff has determined that this project meets this threshold. A scoping meeting has been scheduled for Monday, September 26, 2005, from 5:30 PM to 7:30 PM at Mira Mesa Branch Library located at 8405 New Salem Street, San Diego, CA 92126-2398, (858) 538-8165.

**The project that will be the subject of the EIR is briefly described as follows:**

**Project Location:** The approximate 300-acre Stone Creek project site is located north of Miramar Road, west of Camino Santa Fe, south of Mira Mesa Boulevard and east of Black Mountain Road within the Mira Mesa community. Camino Ruiz traverses the project site, dividing the site into nearly equal parts. The site is designated for Mixed Use in the Mira Mesa Community Plan. The existing zone is AR-1-1 (Agriculture). Stone Creek is the location of an on-going resource extraction operation for the mining and processing of sand and gravel, which operates under an approved Conditional Use Permit (CUP 10-315-2-PC).



### Development Services

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**Proposed Project:** The Stone Creek project proposes a mixed-use development as described in adopted Carroll Canyon Master Plan Element of the Mira Mesa Community Plan. The mixed-use development proposed for Stone Creek proposes approximately 50 acres of parks, open space and trails; up to 8,700 dwelling units; and up to 600,000 square feet of industrial/business park uses. Additionally, the project proposes a pedestrian-focused mixed use core which could provide additional housing, approximately 100,000 square feet of office space, and approximately 30,000 square feet of retail space. The mixed-use core would be situated approximately in the center of the project and would provide an integrated mix of retail, high density residential and office uses connected by a well-developed pedestrian system. A transit stop for the future light-rail-transit (LRT) would also be located within the mixed-use core. To the east of the mixed-use core would be the proposed light industrial and business park uses. West of Camino Ruiz would be the residential neighborhoods that would provide for medium and high density attached residential uses. All of the planned uses would be tied together by the project's circulation element, which includes constructing Carroll Canyon Road through the project. Carroll Canyon Road is an important circulation element for the community, connecting Black Mountain Road and Interstate 15 on the east, traveling through Carroll Canyon and eventually tying into Sorrento Valley Road on the west.

Additionally, project applications include a new CUP to replace the existing CUP. As part of the new CUP, the Reclamation Plan would include revised elevations and the CUP expiration date would be extended to 2026 to allow for reclamation to occur in a manner that would facilitate development with uses anticipated in the Master Plan.

**Discretionary Approvals:** The required discretionary approvals include an Amendment to the Mira Mesa Community Plan, Master Plan, Vesting Tentative Map, Rezone, Master Planned Development Permit, Site Development Permit and Conditional Use Permit Amendment Reclamation Plan. The project may also involve approval of a Development Agreement.

## **I. EIR Requirements**

Each section and discussion area of the EIR must provide a descriptive analysis of the project followed by an objective and comprehensive evaluation. The Draft EIR must also include sufficient graphics and tables to provide a complete description of all major project features. Please refer to the "Environmental Impact Report Guidelines," September 2002, for additional details regarding the required information.

### **A. Introduction:**

Introduce the purpose of the project with a brief discussion of the intended use and purpose of the EIR. Briefly describe the project and the necessity for discretionary City actions/permits and any other local and/or state approvals required to complete the project. Include a discussion of any other agencies that may need to be involved in the project review and/or grant approvals. Provide projected time lines for the start and completion of the project.

### **B. Environmental Setting:**

Describe the project location with an emphasis on the physical features of the site and the surrounding area. Describe any upcoming changes to the area and any cumulative changes that may relate to the project site. Include the existing and planned land uses in the vicinity, on-and off-site resources, the community plan area land use designation(s), the zoning, all utility easements and any required maintenance access, and any overlay zones within this section.

**C. Project Description:**

Discuss the project's characteristics and the goals and objectives of the project. Explain how the public would benefit from the project. Describe all the discretionary actions involved in the project. List and explain the requirements for permits or approvals from federal, state, and local agencies. Describe the proposed project's residential, industrial/business park, and mixed use areas; the proposed open space, parks, creek enhancement and any proposed recreational uses; and all other major project features, including modifications to existing and any off-site improvements associated with the proposed project. Describe the phasing plan for the project and how its development will relate to the on-going mining operations.

**D. History of Project Changes:**

Chronicle the physical changes that have been made to the project in response to environmental concerns raised during the City's review of the project.

## **II. Environmental Issues**

The draft EIR must include a complete discussion of the existing conditions, impact analysis, significance, and mitigation for all the environmental issue sections. The EIR must represent the independent analysis of the Lead Agency. All impact analyses must be based on the City's current "Significance Determination Guidelines." All requested technical reports must be included as the appendices to the EIR and summarized in the text of the document.

### **Land Use**

**Issue 1:** Would the proposed project be consistent with the land use designations, intensity of development, environmental goals, objectives, and recommendations of the Mira Mesa Community Plan?

**Issue 2:** Would the project implement goals of the Strategic Framework Element, the City of Villages policy and the Transit Oriented Development (TOD) Design Guidelines?

**Issue 3:** Would the project be consistent with the City's Multiple Species Conservation Program (MSCP) Subarea Plan and applicable MHPA Adjacency Guidelines?

**Issue 4:** Would the project be consistent with the encroachment allowance, density calculations, design standards, use restrictions and any other development regulations of the City's Land Development Code related to the applicable zoning regulations?

**Issue 5:** Would the project satisfy the City of San Diego's affordable housing requirement?

As indicated in the Community Plan Amendment Initiation, the proposed project would create a Land Use impact that must be addressed in the EIR. Since the applicant requests to rezone the area and implement a Master Plan, the significant land use issue would have to relate to the proposed inconsistency with the designated zoning, adopted plans, and local, state, and federal regulations (i.e. Mira Mesa Community Plan, CLUPs, FEMA) which as a result of the change in land use would create a secondary significant environmental issue (i.e traffic, hydrology, etc.)

Discuss the consistency of the project with Mira Mesa Community Plan and all other applicable development regulations. The project proposes a mixed-use development in an area proximate to future transit (bus service or possible LRT). Describe how the project would implement the



TOD Guidelines. The project site is located within a Multiple Use Area, as identified in the City's Strategic Framework Element, and is identified as a Neighborhood Village Center. Discuss how the project is in conformance with this designation.

The Land Use discussion should also address and disclose the applicant's Mining and Reclamation Plan as anticipated in the Mira Mesa Community Plan in conjunction with the Carroll Canyon Master Plan in conjunction. A significant impact may result if land use conflicts (mining operation concurrently with phased development) would result in substantial environmental impacts (i.e. noise, traffic, etc.)

### **Transportation/Traffic Circulation/Parking**

**Issue 1:** What direct and/or cumulative traffic impacts would the project have on existing and planned community and regional circulation networks?

**Issue 2:** Would any streets be closed or realigned as part of this project?

**Issue 3:** Would the project meet the City's parking requirements for the various uses being proposed?

**Issue 4:** Would the project provide pedestrian and bicycle facilities to accommodate non-vehicular travel within the Master Plan area? Would the project provide off-site connections and linkages to facilitate pedestrian and bicycle beyond the Master Plan area?

A traffic study must be prepared for this project to the satisfaction of the City Engineer. Describe in this section any required modifications and/or improvements to the existing circulation system, including City streets, intersections, freeways and interchanges. The project would result in a substantial increase in trips associated with build-out of the Master Plan. Describe what measures would be required to mitigate significant traffic circulation impacts. Also, discuss how the mix of uses would affect the overall traffic generated by the project. Address cumulative traffic impacts, including any future development in the community as well as regional attractions in Mira Mesa, that contribute to congestion on community streets. Describe the adequacy of the parking provided and the walkability and pedestrian connectivity of neighborhoods within the project. Describe how any proposed pedestrian and bicycle access would connect with off-site areas.

### **Air Quality**

**Issue 1:** Would the project's increased number of automobile trips affect San Diego's ability to meet regional, state and federal clean air standards?

**Issue 2:** Would the project result in air emissions that would substantially deteriorate ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations?

**Issue 3:** Would the project's construction activities exceed 100 pounds per day of Particulate Matter (dust)?

**Issue 4:** Would on-going mining operations create air quality impacts that would create health risks to sensitive users (such as residential development) that may occur as mining operations are phased out?

The project would result in an increase in the number of automobile trips to and from the project area. The increase in auto emissions has the potential to affect air quality. Additionally, the project proposes extensive construction activities on the 300-acre site over a long period of time. Construction can create short-term air quality impacts. Last, existing resource extraction operations would continue as development occurs, creating the potential for health risks associated with increase in particulate matter. Therefore, an air quality analysis must be prepared which discusses the project's impact on the ability to meet state, regional, and local air quality strategies/standards, as well as any health risks associated with the on-going mining operations.

Describe the project's climatological setting within the San Diego Air Basin and the basin's current attainment levels for State and Federal Ambient Air Quality Standards. Discuss short- and long-term and cumulative impacts on regional air quality, including construction and transportation-related sources of air pollutants. Discuss the potential impacts from the increase in trips to the RAQS, and the overall air quality impacts from such trips, and any proposed mitigation measures. Should the project result in a significant decrease in the levels of service of any roadway or intersection, address the potential degradation of air quality, which may result, including the possibility of "hot spots" within the area. Also include a discussion of potential dust generation during construction within this section of the document, together with any proposed dust suppression measures that would avoid or lessen dust related impacts to sensitive receptors within the area. Conduct a health risk assessment that evaluates the type and quantifies the amount of pollutants associated with the mining operations, as well as any beneficial air quality effects that would result from phasing out mining operations. Present measures that will minimize any significant health risks.

## **Noise**

**Issue 1:** Would the implementation of the project subject residential, recreational-use areas or other sensitive receptors to excessive noise levels?

**Issue 2:** Would the on-going mining operations result in generating noise levels that exceed City standards?

The project site is currently subject to traffic noise from adjacent streets (Black Mountain Road on the east and Camino Ruiz traversing the center of the site). Additionally, the project would result in increases in vehicular noise levels on proposed internal streets, as well as existing perimeter roadways. The project proposes uses which include sensitive receptors (residential, recreation, open space) that may be significantly affected by existing and projected noise levels. Exterior residential noise levels should be no greater than 65 A-weighted decibels [dB(A)], interior residential noise levels no greater than 45 dB(A), and exterior recreational use areas levels no greater than 75 dB(A) as allowed under the City's Municipal Code.

Prepare a noise study in accordance with the City's "Acoustical Report Guidelines." The report must assess the effects of existing and projected noise levels on circulation element streets and the internal streets proposed as part of the project. Additionally, the noise study must assess how noise generated by on-going mining operations, as well as proposed concrete and asphalt plants, would affect sensitive receptors. Because the project site is located in the airport influence area of MCAS Miramar, the noise study should also address potential noise impacts associated with aircraft noise generated by MCAS Miramar operations. Where adverse impacts are identified, measures such as setbacks, use of double-paned glass, noise walls/berms and other noise attenuation techniques must be recommended. Graphics plotting existing and future noise levels

of 60 dB(A) and greater in 5-dB(A) increments on the conceptual land use plan for the proposed project should be included in the noise study.

### **Biological Resources**

**Issue 1:** Would the project result in a reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals?

**Issue 2:** Would the proposed project impact important habitat or result in interference with the movement of any resident or migratory fish or wildlife species?

**Issue 3:** Would the project affect the long-term conservation of biological resources? Would the project impact the Multi-Habitat Planning Area (MHPA)?

The approximate 300-acre site contains sensitive biological resources (upland and wetland) that would be significantly impacted (direct, indirect, and cumulative) by the proposed development. A biological survey report, vernal pool focused survey, wetland delineation, and wetland revegetation and mitigation plan is required to qualify/quantify identified sensitive biological resources on-site and recommends appropriate measures that would mitigate impacts to a level below significance. The report(s) must be prepared in accordance with the City's Biological Resources Guidelines.

The project site is not located within or adjacent to the City's Multi-habitat planning area, however, MSCP will be included in the review to assess potential wetland impacts. The biological reports must also identify which agencies (Army Corps of Engineers, US Fish and Wildlife Service, California Fish and Game, etc.) the applicant is coordinating with to acquire specific permits for the development and proposed Creek Enhancement. In addition, vernal pools have been mapped in a portion of the project site (west of Camino Ruiz). A focused vernal pool survey may be required. Based on the City's Biological Resources Guidelines and the City's Significance Determination Guidelines, direct and cumulative impacts to vernal pools will always be considered significant.

The project site is mostly devoid of native vegetation. Carroll Creek, which crossed the southern portion of the property, also lacks any significant vegetation. The project proposes to improve to the creek, resulting in enhancement of the creek habitat.

The EIR should address the existing habitat and habitat quality, as well as the potential for future higher quality habitat as a result of the project's proposal to enhance the creek corridor. A vegetation map must be included to delineate existing habitats and areas supporting sensitive species. A vegetation map with the project superimposed must also be provided. (For purposes of analysis in the EIR, areas located within the limits of the approved CUP and Reclamation Plan should be assumed as mined and "developed" habitat; with the exception of any areas that qualify as wetland vegetation. Any grading proposed outside the CUP/Reclamation Plan limits must be included on the vegetation map based on habitat type and assess for potential impacts.) The EIR must discuss direct, indirect, and cumulative impacts related to loss of habitat, elimination of sensitive species, and disruption of foraging or breeding habitats and wildlife corridors. Significant direct and indirect impacts, including those resulting from brush management requirements, must be clearly identified and quantified.

## **Health and Safety**

**Issue 1:** Are any hazardous materials present on or adjacent to the site?

**Issue 2:** Would the project expose people to potential health hazards?

Although, the types of industrial businesses are not known at this time, the applicant must clearly define what type of Industrial uses would be anticipated. The EIR discussion should address the potential of significant impacts to sensitive receptors (i.e. residential development). The applicant would be required to comply with the County of Environmental Health Requirements (Hazardous Material Division) and submit Hazardous Materials Business Plans prior to the first issuance of occupancy for these industrial based zones.

Although, the types of industrial businesses are not known at this time, the applicant must clearly define what type of Industrial uses would be anticipated. The EIR discussion should address the potential of significant impacts to sensitive receptors (i.e. residential development). The applicant would be required to comply with the County of Environmental Health Requirements (Hazardous Material Division) and submit Hazardous Materials Business Plans prior to the first issuance of occupancy for these industrial based zones.

A Phase I Environmental Site Assessment (ESA) that addresses the potential for hazardous materials to occur on the site must be prepared for the project. The results of the Phase I ESA should be summarized in the EIR.

Additionally, high power electrical lines cross the southern portion of the property. The EIR should include a discussion of health issues associated with electro-magnetic fields (EMF) based on recent scientific information. The scientific community has concluded that the health risks from EMF are inconclusive. Therefore, the EIR should summarize the body of scientific information and include a statement relative to the inconclusive nature of actual health risks and that the significance of health risks cannot be determined.

The Health & Safety EIR discussion must also address potential Air Quality issues for the concurrent mining operations and increased traffic emissions. In conjunction with the analysis in the Air Quality section, a Health Risk Assessment/Air Quality/Hot Spot Analysis must be prepared to determine if the proposed project (as a stationary source) may expose sensitive receptors (i.e. residential development) to increased level of particulate matter that can cause substantial human health effects.

## **Cultural Resources**

**Issue 1:** Would the implementation of the project adversely affect archaeological or historical resources?

Although the site is the location of on-going mining operations, there is a potential that important cultural resources could remain outside the limits of the CUP/Reclamation Plan but within the limits of proposed grading that could be adversely affected by the project. Therefore, an archaeological/historical resources study consistent with the City's Historical Resource Guidelines must be conducted for the project site. The study must include a cultural resource literature search and walkover survey. Potentially significant cultural resource sites should be tested, and the report summarized in the text of the document. Note that EAS staff must be consulted prior to conducting any subsurface explorations.

## **Hydrology**

**Issue 1:** Would modifications to the natural drainage system be required for the implementation of the project? Would these modifications result in direct or cumulative impacts related to increase flooding and erosion?

A portion of the project is located within the floodway of a Special Flood Hazard Area (Federal Emergency Management Agency (FEMA) - Carroll Canyon Creek, panel 1344/1364F). The applicant must disclose and address potentially significant impacts that may result from the development within the floodway and if the proposed project would impose flood hazards on other properties. The engineering analysis required shall be approved by the City engineer and specific measures (i.e. certification) may be required to mitigate impacts to a level below significance.

Anticipated changes to existing drainage patterns and runoff volumes should be addressed in the EIR. A conceptual drainage plan must be provided and measures to protect on-site and downstream properties from increased erosion or siltation must be identified. The discussion of hydrology should also include a description of how Carroll Canyon Creek will be treated as proposed by the project and the effects of any modifications to the creek.

In addition, the biology and hydrology EIR discussions shall address and identify if the proposed changes in drainage patterns (resulting from increased impervious surfaces) would subsequently create a significant impact to biological resources in the area. A project would generally have a significant impact on biological resources if the project would result in a degradation in the function and value of habitat or if the project would alter the habitat type. Therefore, both the drainage study and biological survey report must conclude if significant impacts would result.

## **Geology**

**Issue 1:** Would the proposal expose people or property to geologic hazards such as earthquakes, landslides, mudslide, ground failure, or similar hazards?

**Issue 2:** Would the project result in a substantial increase in wind or water erosion of soils, either on or off the site?

**Issue 3:** Would the project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in a on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

A geotechnical report, prepared in accordance with the City's Geotechnical Report Guidelines is required to address the feasibility and suitability of the entire site for the proposed development. The EIR should discuss the potential for either short- or long-term erosion impacts to soils on-site. Geological constraints on the project site, including groundshaking, ground failure, landslides, erosion, and geologic instability should be addressed, as well as seismicity and seismic hazards created by faults present in the project site. Additionally, the EIR should include a discussion of the project's potential to aggravate or intensify the wind and water erosion naturally occurring on the project site.

## **Paleontological Resources**

**Issue 1:** Would the project result in the loss of paleontological resources of known significance?

The City's Geology of San Diego Metropolitan Area - Del Mar Quadrangle Map (1975) identifies the site to be underlain with Alluvium, Slopewash, Stadium Conglomerate, and Lindavista Formations. Stadium Conglomerate and Lindavista formations are assigned a high sensitivity rating to discover significant paleontological resources if grading would include more than 1,000 cubic yards of soil cut at a depth of 10 feet or greater.

Based on the proposed grading quantities (approximately 12,130,195 cubic yards of soil cut at a maximum depth 75 feet), the project still has the potential to uncover significant paleontological resources.

Therefore, the EIR should include a paleontological resources discussion that identifies the underlying soils and formations and the likelihood of the project to uncover paleontological resources during grading activities. If the proposed development would impact Stadium Conglomerate and Lindavista formations, specific conditions (monitoring and curation) would be required to mitigate impacts to a level below significance.

## **Public Services and Facilities**

**Issue 1:** Would the proposed project result in the need for new or expanded public facilities, including, fire protection, police protection, health, social services, emergency medical, libraries, schools and parks (open space, recreation, cultural facilities)? If so, what physical impacts would result from the construction of these facilities?

The proposed project may have a significant physical impact to existing public services (police and fire) and facilities (schools, libraries, and parks and recreational resources). The EIR discussion and significance should be based on the City's Significance Determination Guidelines.

The intensification of land uses on the property could increase demand on existing and planned public services and facilities. Discuss the project's effect on the need for libraries and identify any park deficiencies in the planning area. Also identify fire and police facilities in relation to the project site. Discuss whether the Fire Department's six-minute response time for fire crews and equipment, and eight-minute emergency services response time can be achieved, and whether the Police Department's goal of a seven-minute response time for priority calls can be met. Contact the environmental analyst to obtain this information. In addition, include a discussion of Senate Bill 50 as it relates to impacts on schools.

## **Public Utilities**

**Issue 1:** Would the proposed project result in the need for new or expanded public facilities including those necessary for water, sewer, storm drains, solid waste disposal, and the provision of energy? If so, what physical impacts would result from the construction of these facilities?

The proposed development may significantly impact existing public utilities (electrical and natural gas, solar energy, communication systems, solid waste generation/disposal, water and sewer, water and sewer, and recycled water reuse) and may require new and/or improved infrastructure. The EIR must address how the proposed project would meet local, state, and federal regulations.

Specifically, the EIR should include a Waste Management Plan that must be approved by the City's Environmental Services Department that would address Solid Waste/Disposal impacts.

A Sewer Study, prepared in accordance with the City's Sewer Design Guide, is required to determine if appropriate sewer facilities are needed to serve the development. The analysis and conclusions of the sewer study shall be included in the EIR, as approved by the City's Metropolitan Wastewater Department (MWWD).

As required by LDR-Water Review, a Water Study is required to determine appropriate public water facilities and pressure zones necessary to provide service to the proposed development. The analysis and conclusions in the report shall be included in the EIR, as approved by the City's Senior Civil Engineer.

A Recycled Water Study is required to determine appropriate facilities to serve all public school and park sites, and nonresidential landscaping served by irrigation meters. The analysis and conclusions of the recycled water study shall be included in the EIR, as approved by the City's Senior Civil Engineer.

A Water Supply Assessment Study is required to determine if there is available water for the proposed project for a 20-year planning horizon, including single and multiple dry years. EAS will send a memo to the City's Water Department requesting a water availability analysis to be done, in coordination with the County Water Authority. The analysis and conclusions of the report will be included in the EIR.

Identify any conflicts with existing and planned infrastructure, evaluate any need for upgrading infrastructure and describe any impacts resulting from the construction of needed new facilities. A description of any energy and water saving project features should also be included in this section.

In the Existing Conditions section of this issue area, address water supply availability consistent with Senate Bill 610. Sewer and water studies must be submitted for staff review to ensure the existing and proposed facilities can service the needs of the project.

Discuss the project's construction and operational effects on the City's ability to handle solid waste. According to Assembly Bill 939, the City of San Diego is required to divert at least 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting by 2000. Since the project proposes an increase in density, would construct over 50 multi-family units, and requires a community plan amendment the applicant is required to prepare a solid waste generation /disposal plan which addresses demolition, construction and the occupancy phases of the project.

### **Landform Alteration/Visual Quality/Community Character**

**Issue 1:** Would the project result in a substantial change in the topography or ground surface relief features?

**Issue 2:** Would the proposed project block public views from designated open space areas, roads, parks or to any significant visual landmarks or scenic vistas?

**Issue 3:** Would the project affect the existing visual character of the site and surrounding area, particularly with respect to views from any major roadways and public viewing areas?

This section should evaluate grading associated with the project and the potential change in the visual environment based on the proposed development. Visual impacts of the proposed project should be addressed from public vantage points. Visibility of the site from public vantage points should be identified and any changes in these views should be described.

Describe how the character of the Mira Mesa Community in this area would be affected with development of the project. Describe any unifying theme proposed for the development area. Would the project result in a homogenous style of architecture, or would varied architectural designs be encouraged?

Based on the land use changes and the amount of grading proposed; visual quality, neighborhood character, landform alteration, light/glare impacts would be identified and be considered significant. The EIR shall address how the proposed project would or would not create a significant impact on visual effects within the community.

The appropriate visual analysis which may include photos of the existing and proposed conditions should be included in the Visual Effects section of the EIR.

## **Water Quality**

**Issue 1:** Would the proposal result in an increase in impervious surfaces or a substantial alteration of on and offsite drainage patterns affecting the rate and volume of surface runoff?

**Issue 2:** Would the proposal result in an increase in pollutant discharge to receiving waters during or following construction? Would the proposal discharge identified pollutants to an already impaired water body?

**Issue 3:** What short-term and long-term effects would the project have on local and regional water quality? What types of pre- and post-construction Best Management Practices (BMPs) would be incorporated into the project to preclude impacts to local and regional water quality?

Water Quality is affected by sedimentation cause by erosion, by urban run-off carrying contaminants, and by direct discharge of pollutants (point-source pollution). As land is developed or redeveloped, the impervious surfaces could send an increased volume of runoff containing oils, heavy metals, pesticides, fertilizers and other contaminants (non-source pollution) into associated watersheds. Sedimentation can impede stream flow. Compliance with the City's Stormwater Standards is generally considered to preclude water quality impacts. The Storm Water Standards are available online at <http://www.sannet.gov/development-services/news/newslist.shtml>.

Discuss the project's effect on water quality within the project area and downstream. If the project requires treatment control BMPs, submit a Water Quality Technical Report consistent with the City's Storm water standards (adopted December 2002). The report must include, but not be limited to BMP maintenance schedules and maintenance costs and the responsible party



for future maintenance and associated costs. The report must also address water quality, by describing the types of pollutants that would be generated during post construction, the pollutants to be captured and treated by the BMPs. The findings in this report must be reflected within this section of the EIR.

Based on the analysis and conclusions of the WQTR, the EIR shall disclose how the project would comply with City, State, and Federal regulations and standards. In addition, the engineer/consultant should take in consideration specific BMPs/BATs that could also protect biological resources (Carroll Creek) from adverse water quality effects.

## **Mineral Resources**

**Issue 1:** Would the project result in the loss of significant mineral resources (e.g. sand and gravel) as identified in “Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production – Consumption Region,” 1996, Department of Conservation, Californian Department of Geological Survey, located in the EAS library?

The project proposes a Master Plan of development for an existing sand and gravel resource mining site. The EIR must include a discussion of quality and amount of resources remaining on the site that would not be mined, as a result of implementing the Master Plan project. The EIR should conclude if the project would result in the loss of availability of known mineral resources that would be of value to the region and residents of the state.

As part of the Mineral Resources section, the EIR should discuss the proposed Mining and Reclamation Plan for the area as anticipated in the community plan. The project site is currently being mined for aggregate resources (sand and gravel) in accordance with Conditional Use Permit (CUP) No. 315-2. Development of the project site may create a significant impact if the resources located within a locally important mineral recovery site (as defined in Open File Report 96-04 and identified in the general plan, specific plan, or other land use plan) are not available for extraction or exhausted.

## **Population and Housing/Socioeconomic Impacts**

**Issue 1:** To what extent would the project change the demographic character of the area?

The project proposes the introduction of new housing on a site that is currently not developed with urban land uses. The EIR must address the project’s overall effect on the City’s need for housing and how providing housing at this location would change the community’s demographics.

## **Energy**

**Issue 1:** Would the construction and operation of the proposed project result in the use of excessive amounts of electrical power? Would the proposed project result in the use of excessive amounts of fuel or other forms of energy (including natural gas, oil, etc)?

Address the estimated energy use for the project and assess whether the project would generate a demand for energy (electricity or natural gas) that would exceed the planned capacity of the energy

suppliers. Present measures included as part of the project or proposed as mitigation measures directed at conserving energy and reducing energy consumption.

### **Growth Inducement**

**Issue 1:** Would this project foster economic or population growth, or the construction of additional housing either directly or indirectly?

Growth Inducement is a mandatory EIR issue section that would require a twofold discussion. The analysis should conclude 1) how the project is directly and indirectly growth inducing (i.e. fostering economic or population growth by land use changes, construction of additional housing, etc.) and 2) if the subsequent consequences (i.e. impacts to existing infrastructure, requirement of new facilities, roadways, etc) of the growth inducing project would create a significant and/or unavoidable impact, and provide for mitigation or avoidance.

Address the potential for growth inducement through implementation of the proposed project. Accelerated growth could further strain existing community facilities or encourage activities that could significantly affect the environment. This section need not conclude that growth-inducing impacts, if any, are significant unless the project would induce substantial growth or concentration of population.

### **Cumulative Impacts**

**Issue 1:** What are the cumulative impacts of this project in conjunction with other approved or proposed projects within Mira Mesa and adjacent communities?

When this project is considered with other past, present, and reasonable foreseeable projects within the Mira Mesa Community, implementation could result in significant environmental changes, which are individually limited but cumulatively considerable. Therefore, in accordance with Section 15130 of the CEQA Guidelines, potential cumulative impacts must be discussed in a separate section of the EIR. Your environmental consultant should meet with EAS staff to determine the specific projects that should be considered as part of the cumulative impacts analysis.

### **Effects Not Found to be Significant**

Provide a discussion of the environmental issue areas that were determined not to be significant and describe the reasons for this determination.

### **New Information/Project Amendments**

If the project description changes, and/or supplementary information become available, the EIR may need to be expanded to include additional issue areas. This must be determined in consultation with EAS staff.

## **Alternatives:**

The EIR must place major attention on reasonable alternatives that avoid or mitigate the project's significant impacts. These alternatives should be identified and discussed in detail and should address all significant impacts. The alternatives analysis should be conducted in sufficient graphic and narrative detail to clearly assess the relative level of impacts and feasibility. See Section 155364 of the CEQA Guidelines for the CEQA definition of "feasible." In conformance with NEPA the alternatives must be discussed in a level of detail equal to the proposed project.

Preceding the detailed alternatives analysis, provide a section entitled "Alternatives Considered but Rejected." This section should include a discussion of preliminary alternatives that were considered but not analyzed in detail. The reasons for rejection must be explained in detail and demonstrate to the public the analytical route followed in rejecting certain alternatives.

The following alternatives must be considered:

**A. No Project/Development Under Existing Approvals:** This alternative should describe an alternative that would reclaim the site in accordance with the approved Reclamation Plan.

**B. Reduced Development Alternative:** It is anticipated that the traffic study will show a substantial increase in traffic volumes in the community as a result of build-out of the Master Plan. Therefore, a *Reduced Development Alternative* that reduces the overall traffic impacts. Work with the City's EAS and Transportation Development staff to determine the development intensity that should be considered in this alternative.

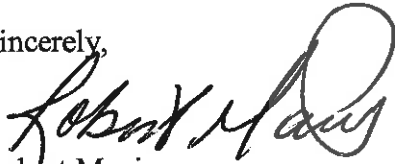
**C. Industrial Park Alternative:** As an option to development of the site as a Transit Oriented Development, the adopted Carroll Canyon Master Plan and the Mira Mesa Community Plan allow development of the property as a conventional light industrial park. A project alternative should be evaluated that addresses development of the site with light industrial/business park uses. Discuss the environmental effects that could increase as a result of this alternative, such as land use, traffic, air quality and noise.

**D. Alternative Location for the Project:** Discuss other off-site locations that might be feasible which would avoid or substantially reduce significant impacts associated with the project at the proposed location and still achieve the primary project objectives.

If through the environmental analysis process, other alternatives become apparent which would mitigate potentially significant impacts these alternatives must be discussed with EAS staff prior to including them in the EIR. It is important to emphasize that the alternatives section of the EIR should constitute a major part of the report. The timely processing of the environmental review will likely be dependent on the thoroughness of effort exhibited in the alternatives analysis.

Until a screen check EIR is submitted which addresses all of the above issues, the environmental processing timeline for this project will be held in abeyance. If you have any questions or need clarification on the above, please contact Terri Bumgardner, Senior Planner at (619) 446-5381.

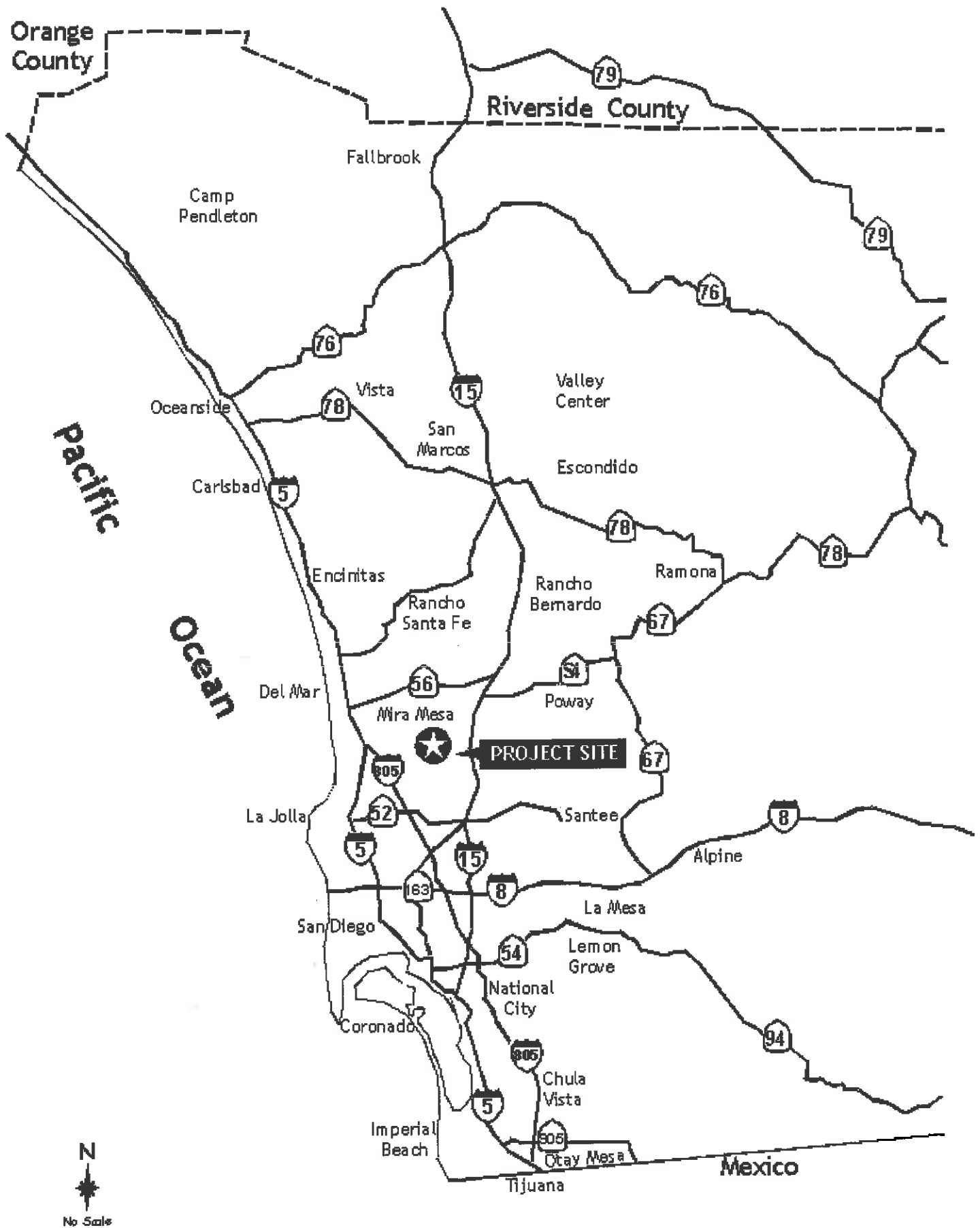
Sincerely,



Robert Manis  
Assistant Deputy Director  
Development Services Department

Attachments:     Figure 1, Location Map  
                         Figure 2, Project Area Map

cc:     Tim Daly, Development Project Manager  
         Anne Jarque, Associate Planner  
         Renee Mezo, LDR Planning  
         Julius Ocen-Odge, LDR Engineering  
         Jim Lundquist, LDR Transportation  
         Alex Hempton, LDR Landscaping  
         Ted Parker, SD Police Department  
         Thomas Bui, LDR Water  
         Hamid Baghari, LDR Wastewater  
         Jeff Harkness, Parks and Open Space  
         Deborah Sharp, Park Development  
         Cheryl Robinson, Facilities Financing  
         Cecilia Williams, Long Range Planner  
         Bob Medan, BDR Fire  
         Ann French-Gonsalves, Transportation Development  
         Kevin Sullivan, Planning Liaison  
         Karen Ruggels, KLR Planning  
         City Attorney Office  
         EAS Seniors  
         EAS File



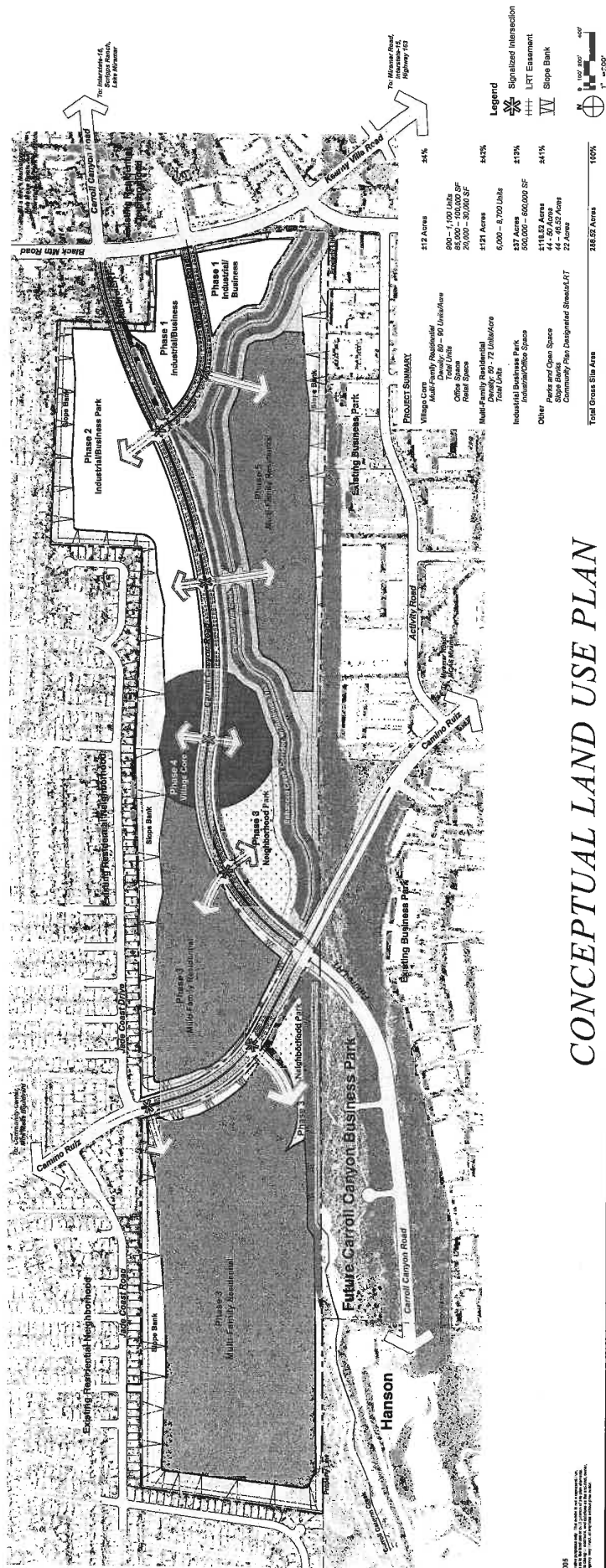
## Location Map

*Stone Creek – Project No. 37943*

CITY OF SAN DIEGO, DEVELOPMENT SERVICE DEPARTMENT

Figure

1



# CONCEPTUAL LAND USE PLAN

STONE CREEK MASTER PLAN  
SAN DIEGO, CALIFORNIA

**Project Area Map**

Stone Creek - Project No. 37943

CITY OF SAN DIEGO, DEVELOPMENT SERVICE DEPARTMENT



Figure  
2

**Vultron**  
American Company  
Western Division

15 APRIL 2005

**PROJECT SUMMARY**  
Stone Creek  
San Diego, California  
Project No. 37943

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UNITED STATES MARINE CORPS  
MARINE CORPS AIR BASES WESTERN AREA MIRAMAR  
P.O. BOX 452001  
SAN DIEGO, CA 92146-2001

11103  
G-5/67943  
May 11, 2005

CITY OF SAN DIEGO  
PLANNING AND DEVELOPMENT REVIEW  
ATTN TIM DALY  
1222 FIRST AVENUE MS 302  
SAN DIEGO CA 92101

RE: MIRA MESA COMMUNITY PLAN; VULCAN CARROLL CANYON/CPA/RZ/VTM,  
JOB ORDER NUMBER 42-2637, PN 67943

Dear Mr. Daly,

This is in response to your project submittal of April 18, 2005, which addresses development of the Vulcan Carroll Canyon site consisting of 300-acres for construction of 9,800 residences and up to 730,000 square feet of commercial space within the Mira Mesa Community Planning area.

The proposed site is contained within the "MCAS Miramar AICUZ Study Area" identified in the 2004 Air Installations Compatible Use Zones (AICUZ) Update for Marine Corps Air Station (MCAS) Miramar. This area will be affected by operations of military fixed and rotary-wing aircraft transiting to and from MCAS Miramar. The project is located inside the adopted 1992 Comprehensive Land Use Plan noise contours and projected MCAS Miramar AICUZ (2004) 60-65 dB Community Noise Equivalent Level (CNEL) noise contours and is consistent with the land use compatibility guidelines for Miramar operations.

The location will experience noise impacts from the Julian and Seawolf Departures and Ground Controlled Approach (GCA) Box Pattern Flight Corridors for fixed-wing operations. Additionally, the site will experience noise impacts from the GCA Box Pattern, Beach and I-15 Flight Corridors for helicopter operations.

Occupants will routinely see and hear military aircraft and experience varying degrees of noise and vibration. Consequently, we are recommending full disclosure of noise and visual impacts to all initial and subsequent purchasers, lessees, or other potential occupants.



11103  
G-5/67943  
May 11, 2005


Normal hours of operation at MCAS Miramar are as follows:

Monday through Thursday	7:00 a.m. to 12:00 midnight
Friday	7:00 a.m. to 6:00 p.m.
Saturday, Sunday, Holidays	8:00 a.m. to 6:00 p.m.

MCAS Miramar is a master air station, and as such, can operate 24 hours per day, 7 days per week. Fiscal and manpower constraints, as well as efforts to reduce the noise impacts of our operations on the surrounding community, impose the above hours of operation. Circumstances frequently arise which require an extension of those operating hours.

Thank you for the opportunity to review this land proposal. If we may be of any further assistance, please contact Ms. Maria Skrzynski at (858) 577-6603.

Sincerely,



P. S. PARKHURST  
Colonel, U.S. Marine Corps  
Community Plans and Liaison Officer  
By direction of the Commander





Arnold  
Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Sean Walsh  
Director

Notice of Preparation

September 21, 2005

To: Reviewing Agencies

Re: Stone Creek  
SCH# 2005091120

Attached for your review and comment is the Notice of Preparation (NOP) for the Stone Creek draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Terri Bumgardner  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, CA 92101

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Senior Planner, State Clearinghouse

Attachments  
cc: Lead Agency



**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2005091120  
**Project Title** Stone Creek  
**Lead Agency** San Diego, City of

---

**Type** NOP Notice of Preparation

**Description** Amendment to the Mira Mesa Community Plan, Maser Plan, Vesting Tentative Map, Rezone, Master Planned Development Permit, Site Development Permit, and Amendment to Reclamation Plan/Conditional Use Permit. The Stone Creek project proposes a mixed-use development as described in adopted Carroll Canyon Master Plan Element of the Mira Mesa Community Plan. The mixed-use development proposed for Stone Creek proposes approximately 50 acres of parks, open space and trails; up to 8,700 dwelling units; and up to 600,000 square feet of industrial/business park uses. Additionally, the project proposes a pedestrian-focused mixed use core which could provide additional housing, approximately 100,000 square feet of office space, and approximately 30,000 square feet of retail space. The mixed-use core would be situated approximately in the center of the project and would provide an integrated mix of retail, high density residential and office uses connected by a well-developed pedestrian system. A transit stop for the future Light-Rail-Transit (LRT) would also be located within the mixed-use core. To the east of the mixed-use core would be the proposed light industrial and business park uses.

---

**Lead Agency Contact**

<b>Name</b>	Terri Bumgardner	
<b>Agency</b>	City of San Diego	
<b>Phone</b>	(619) 446-5381	<b>Fax</b>
<b>email</b>		
<b>Address</b>	1222 First Avenue, MS-501	
<b>City</b>	San Diego	<b>State</b> CA <b>Zip</b> 92101

---

**Project Location**

<b>County</b>	San Diego			
<b>City</b>	San Diego			
<b>Region</b>				
<b>Cross Streets</b>	Camino Ruiz and Carroll Canyon Road			
<b>Parcel No.</b>	341-200-0300/341-060-4100			
<b>Township</b>	15S	<b>Range</b>	2W&3W	<b>Section</b> 1&6 <b>Base</b>

---

**Proximity to:**

<b>Highways</b>	I-805/I-15
<b>Airports</b>	Lindberg Field
<b>Railways</b>	San Diego Northern
<b>Waterways</b>	Carroll Canyon Creek
<b>Schools</b>	
<b>Land Use</b>	AR-1-1 (Agriculture/Residential)

---

**Project Issues** Aesthetic/Visual; Air Quality; Coastal Zone; Economics/Jobs; Forest Land/Fire Hazard; Flood Plain/Flooding; Drainage/Absorption; Geologic/Seismic; Job Generation; Housing; Minerals; Noise; Public Services; Schools/Universities; Septic System; Social; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Sewer Capacity; Other Issues

---

**Reviewing Agencies** Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Department of Health Services; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 11; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 9

**Document Details Report**  
**State Clearinghouse Data Base**

---

**Date Received** 09/21/2005      **Start of Review** 09/21/2005      **End of Review** 10/20/2005



## Resources Agency

- ☒ Resources Agency  
Nadell Gayou
- ☒ Dept. of Boating & Waterways  
David Johnson
- ☒ California Coastal Commission  
Elizabeth A. Fuchs
- ☒ Colorado River Board  
Gerald R. Zimmerman
- ☒ Dept. of Conservation  
Roseanne Taylor
- ☒ California Energy Commission  
Roger Johnson
- ☒ Dept. of Forestry & Fire Protection  
Allen Robertson
- ☒ Office of Historic Preservation  
Wayne Donaldson
- ☒ Dept of Parks & Recreation  
Environmental Stewardship Section
- ☒ Reclamation Board  
DeeDee Jones
- ☒ S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam
- ☒ Dept. of Water Resources  
Resources Agency  
Nadell Gayou

Conservancy

## Land and Game

- ☒ Dept. of Fish & Game  
Scott Flint  
Environmental Services Division
- ☒ Fish & Game Region 1  
Donald Koch
- ☒ Fish & Game Region 2  
Bianky Curtis

- ☐ Fish & Game Region 3  
Robert Floerke
- ☐ Fish & Game Region 4  
Mike Mulligan
- ☒ Fish & Game Region 5  
Don Chadwick  
Habitat Conservation Program
- ☐ Fish & Game Region 6  
Gabrina Gatchel  
Habitat Conservation Program
- ☐ Fish & Game Region 6 I/M  
Tammy Allen  
Inyo/Mono, Habitat Conservation Program
- ☐ Dept. of Fish & Game M  
George Isaac  
Marine Region

## Other Departments

- ☐ Food & Agriculture  
Steve Shaffer  
Dept. of Food and Agriculture
- ☐ Depart. of General Services  
Public School Construction
- ☐ Dept. of General Services  
Robert Sleppey  
Environmental Services Section
- ☒ Dept. of Health Services  
Veronica Rameriz  
Dept. of Health/Drinking Water

## Independent

### Commissions, Boards

- ☐ Delta Protection Commission  
Debby Eddy
- ☐ Office of Emergency Services  
Dennis Castrillo
- ☐ Governor's Office of Planning & Research  
State Clearinghouse
- ☒ Native American Heritage Comm.  
Debbie Treadway

County: San Diego

- ☒ Public Utilities Commission  
Ken Lewis
- ☐ State Lands Commission  
Jean Sarino
- ☐ Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

## Business, Trans & Housing

- ☒ Caltrans - Division of Aeronautics  
Sandy Hesnard
- ☐ Caltrans - Planning  
Terri Pencovic
- ☒ California Highway Patrol  
John Olejnik  
Office of Special Projects
- ☒ Housing & Community Development  
Lisa Nichols  
Housing Policy Division

## Dept. of Transportation

- ☐ Caltrans, District 1  
Rex Jackman
- ☐ Caltrans, District 2  
Marcelino Gonzalez
- ☐ Caltrans, District 3  
Katherine Eastham
- ☐ Caltrans, District 4  
Tim Sable
- ☐ Caltrans, District 5  
David Murray
- ☐ Caltrans, District 6  
Marc Birnbaum
- ☐ Caltrans, District 7  
Cheryl J. Powell

- ☐ Caltrans, District 8  
Dan Kopulsky
- ☐ Caltrans, District 9  
Gayle Rosander
- ☐ Caltrans, District 10  
Tom Dumas
- ☒ Caltrans, District 11  
Mario Orso
- ☐ Caltrans, District 12  
Bob Joseph

## Cal EPA

### Air Resources Board

- ☐ Airport Projects  
Jim Lerner
- ☒ Transportation Projects  
Kurt Karperos
- ☐ Industrial Projects  
Mike Tollstrup

- ☐ California Integrated Waste Management Board  
Sue O'Leary

- ☐ State Water Resources Control Board  
Jim Hockenberry  
Division of Financial Assistance

- ☐ State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality

- ☐ State Water Resources Control Board  
Steven Herrera  
Division of Water Rights

- ☐ Dept. of Toxic Substances Control  
CEQA Tracking Center

- ☐ Department of Pesticide Regulation

SCH# 2005091120

## Regional Water Quality Control Board (RWQCB)

- ☐ RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- ☐ RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- ☐ RWQCB 3  
Central Coast Region (3)
- ☐ RWQCB 4  
Jonathan Bishop  
Los Angeles Region (4)
- ☐ RWQCB 5S  
Central Valley Region (5)
- ☐ RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- ☐ RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- ☐ RWQCB 6  
Lahontan Region (6)
- ☐ RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- ☐ RWQCB 7  
Colorado River Basin Region (7)
- ☐ RWQCB 8  
Santa Ana Region (8)
- ☒ RWQCB 9  
San Diego Region (9)

☐ Other \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Last Updated on 08/10/05

**From:** "Michelle Juanengo" <michellejuanengo@sbcglobal.net>  
**To:** <DSDEAS@sanidiego.gov>  
**Date:** 9/26/2005 5:29:42 PM  
**Subject:** project 64793

I for one would oppose new construction for more residences in Mira Mesa. Traffic is backed up quite enough, and the existing infrastructure would not support the new building. Quite simply, more traffic on top of the horrendous traffic we already have to endure in Mira Mesa.

Sincerely,  
Ray Juanengo  
Longtime Mira Mesa resident



**From:** "Kyle M. Guerrero" <kguerrero@bfsa-ca.com>  
**To:** <tbumgardner@sandiego.gov>  
**Date:** 9/27/2005 7:31:17 AM  
**Subject:** Stone Creek (JO: 42-2673) DEIR project

Hello,

I was hoping that I could get the applicant's contact information for the Stone Creek (JO: 42-2673) DEIR project. Any information would be greatly appreciated.

Sincerely,

Kyle

Kyle M. Guerrero  
Business Development Manager  
Brian F. Smith and Associates  
San Diego- (858) 679-8218  
Riverside- (951) 681-9950  
Fax- (858) 679-9896

kguerrero@bfsa-ca.com  
www.bfsa-ca.com

**From:** "Tappen, Dan" <Dan.Tappen@sdcounty.ca.gov>  
**To:** <dsdeas@sanidiego.gov>  
**Date:** 9/30/2005 4:54:48 PM  
**Subject:** NOP for Stone Creek (JO: 42-2673)

Is this NOP available on line anywhere?

Dan Tappen  
Supervising Industrial Hygienist  
Department of Environmental Health  
Occupational Health Program  
work # (858) 694-2532  
fax # (858) 694-2467  
dan.tappen@sdcounty.ca.gov



San Diego County Archaeological Society, Inc.  
Environmental Review Committee

25 September 2005

To: Ms. Terri Bumgardner, Senior Planner  
Land Development Review Division  
Planning and Development Review Department  
City of San Diego  
1222 First Avenue, Mail Station 501  
San Diego, California 92101

Subject: Notice of Preparation of a Draft Environmental Impact Report  
Stone Creek  
Project No. 67943

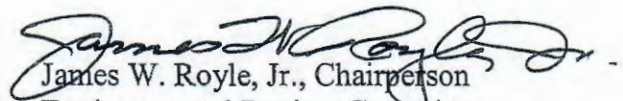
Dear Ms. Bumgardner:

Thank you for the Notice of Preparation for the subject project, received by this Society last week.

We are pleased to note the inclusion of historical resources in the list of subject areas to be addressed in the DEIR, and look forward to reviewing it during the upcoming public comment period. To that end, please include us in the distribution of the DEIR, and also provide us with a copy of the cultural resources technical report(s).

SDCAS appreciates being included in the City's environmental review process for this project.

Sincerely,

  
James W. Royle, Jr., Chairperson  
Environmental Review Committee

cc: SDCAS President  
File



**DEPARTMENT OF TRANSPORTATION**

District 11  
2829 Juan Street  
P. O. BOX 85406, M.S. 50  
San Diego, CA 92110  
PHONE (619) 688-6954  
FAX (619) 688-4299



*Flex your power!  
Be energy efficient!*

September 28, 2005

11-SD-15  
PM 15.00  
Notice of Preparation  
SCH 2005091120  
Stone Creek

Ms. Terri Bumgardner  
City of San Diego  
Development Services Center  
1222 First Avenue  
Mail Station 501  
San Diego, CA 92101

Dear Ms. Bumgardner:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Notice of Preparation (NOP) for the Stone Creek project (SCH 2005091120). Caltrans has the following comments:

Please forward the traffic study to Caltrans for our review to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*, dated January 2001 (TIS guide, enclosed). Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide. All State-owned signalized intersections affected by this project should be analyzed using the intersecting lane vehicle (ILV) procedure from the Caltrans Highway Design Manual, Topic 406, page 400-21.

Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. The LOS for operating State highway facilities is based upon Measures of Effectiveness (MOE) (see Appendix "C-2" of the TIS guide). If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained.

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that

*"Caltrans improves mobility across California"*



Ms. Terri Bumgardner  
September 28, 2005  
Page 2

are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips. All signalized intersections of freeway ramps should be evaluated using the Highway Capacity Manual (HCM) signalized intersection operation method.

A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study.

Caltrans endeavors that any direct and/or cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards. Cumulative impacts of a project, together with other related projects, should also be considered and analyzed when determining a project's impacts. Mitigation measures to State facilities should be included in the environmental studies and traffic impact analysis.

The Department supports the concept of "Fair Share Contributions" on the part of developers due to traffic impacts by the proposed development. Therefore, it is our recommendation that the developer contribute their fair share for I-15 Corridor Improvements that could be applied to the I-15 Managed Lanes South Segment project.

If you have any questions, please contact Jacob Armstrong, Development Review Branch, at (619) 688-6960.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mario H. Orso", with a stylized flourish at the end.

MARIO H. ORSO, Chief  
Development Review Branch

Cc: Scott Morgan, State Clearinghouse



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# GUIDE FOR THE PREPARATION OF TRAFFIC IMPACT STUDIES

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STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

December 2002



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## I. INTRODUCTION

Caltrans desires to provide a safe and efficient State transportation system for the citizens of California pursuant to various Sections of the California Streets and Highway Code. This is done in partnership with local and regional agencies through procedures established by the California Environmental Quality Act (CEQA) and other land use planning processes. The intent of this guide is to provide a starting point and a consistent basis in which Caltrans evaluates traffic impacts to State highway facilities. The applicability of this guide for local streets and roads (non-State highways) is at the discretion of the effected jurisdiction.

Caltrans reviews federal, State, and local agency development projects<sup>1</sup>, and land use change proposals for their potential impact to State highway facilities. The primary objectives of this guide is to provide:

- ❑ guidance in determining if and when a traffic impact study (TIS) is needed,
- ❑ consistency and uniformity in the identification of traffic impacts generated by local land use proposals,
- ❑ consistency and equity in the identification of measures to mitigate the traffic impacts generated by land use proposals,
- ❑ lead agency<sup>2</sup> officials with the information necessary to make informed decisions regarding the existing and proposed transportation infrastructure (see Appendix A, Minimum Contents of a TIS)
- ❑ TIS requirements early in the planning phase of a project (i.e., initial study, notice of preparation, or earlier) to eliminate potential delays later,
- ❑ a quality TIS by agreeing to the assumptions, data requirements, study scenarios, and analysis methodologies prior to beginning the TIS, and
- ❑ early coordination during the planning phases of a project to reduce the time and cost of preparing a TIS.

## II. WHEN A TRAFFIC IMPACT STUDY IS NEEDED

The level of service<sup>3</sup> (LOS) for operating State highway facilities is based upon measures of effectiveness (MOEs). These MOEs (see Appendix "C-2") describe the measures best suited for analyzing State highway facilities (i.e., freeway segments, signalized intersections, on- or off-ramps, etc.). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" (see Appendix "C-3") on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.

---

<sup>1</sup> "Project" refers to activities directly undertaken by government, financed by government, or requiring a permit or other approval from government as defined in Section 21065 of the Public Resources Code and Section 15378 of the California Code of Regulations.

<sup>2</sup> "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Defined in Section 21165 of the Public Resources Code, the "California Environmental Quality Act, and Section 15367 of the California Code of Regulations.

<sup>3</sup> "Level of service" as defined in the latest edition of the Highway Capacity Manual, Transportation Research Board, National Research Council.



## B. Traffic Analysis Scenarios

Caltrans is interested in the effects of general plan updates and amendments as well as the effects of specific project entitlements (i.e., site plans, conditional use permits, sub-divisions, rezoning, etc.) that have the potential to impact a State highway facility. The complexity or magnitude of the impacts of a project will normally dictate the scenarios necessary to analyze the project. Consultation between the lead agency, Caltrans, and those preparing the TIS is recommended to determine the appropriate scenarios for the analysis. The following scenarios should be addressed in the TIS when appropriate:

1. When only a general plan amendment or update is being sought, the following scenarios are required:
  - a) Existing Conditions - Current year traffic volumes and peak hour LOS analysis of effected State highway facilities.
  - b) Proposed Project Only with Select Zone<sup>5</sup> Analysis - Trip generation and assignment for build-out of general plan.
  - c) General Plan Build-out Only - Trip assignment and peak hour LOS analysis. Include current land uses and other pending general plan amendments.
  - d) General Plan Build-out Plus Proposed Project - Trip assignment and peak hour LOS analysis. Include proposed project and other pending general plan amendments.
2. When a general plan amendment is not proposed and a proposed project is seeking specific entitlements (i.e., site plans, conditional use permits, sub-division, rezoning, etc.), the following scenarios must be analyzed in the TIS:
  - a) Existing Conditions - Current year traffic volumes and peak hour LOS analysis of effected State highway facilities.
  - b) Proposed Project Only - Trip generation, distribution, and assignment in the year the project is anticipated to complete construction.
  - c) Cumulative Conditions (Existing Conditions Plus Other Approved and Pending Projects Without Proposed Project) - Trip assignment and peak hour LOS analysis in the year the project is anticipated to complete construction.
  - d) Cumulative Conditions Plus Proposed Project (Existing Conditions Plus Other Approved and Pending Projects Plus Proposed Project) - Trip assignment and peak hour LOS analysis in the year the project is anticipated to complete construction.
  - e) Cumulative Conditions Plus Proposed Phases (Interim Years) - Trip assignment and peak hour LOS analysis in the years the project phases are anticipated to complete construction.
3. In cases where the circulation element of the general plan is not consistent with the land use element or the general plan is outdated and not representative of current or future forecasted conditions, all scenarios from Sections III. B. 1. and 2. should be utilized with the exception of duplicating of item 2.a.

---

<sup>5</sup> "Select zone" analysis represents a project only traffic model run, where the project's trips are distributed and assigned along a loaded highway network. This procedure isolates the specific impact on the State highway network.



#### D. Travel Forecasting (Transportation Modeling)

The local or regional traffic model should reflect the most current land use and planned improvements (i.e., where programming or funding is secured). When a general plan build-out model is not available, the closest forecast model year to build-out should be used. If a traffic model is not available, historical growth rates and current trends can be used to project future traffic volumes. The TIS should clearly describe any changes made in the model to accommodate the analysis of a proposed project.

#### V. TRAFFIC IMPACT ANALYSIS METHODOLOGIES

Typically, the traffic analysis methodologies for the facility types indicated below are used by Caltrans and will be accepted without prior consultation. When a State highway has saturated flows, the use of a micro-simulation model is encouraged for the analysis (please note however, the micro-simulation model must be calibrated and validated for reliable results). Other analysis methods may be accepted, however, consultation between the lead agency, Caltrans and those preparing the TIS is recommended to agree on the data necessary for the analysis.

- A. Freeway Segments – Highway Capacity Manual (HCM)\*, operational analysis
- B. Weaving Areas – Caltrans Highway Design Manual (HDM)
- C. Ramps and Ramp Junctions – HCM\*, operational analysis or Caltrans HDM, Caltrans Ramp Metering Guidelines (most recent edition)
- D. Multi-Lane Highways – HCM\*, operational analysis
- E. Two-lane Highways – HCM\*, operational analysis
- F. Signalized Intersections<sup>8</sup> – HCM\*, Highway Capacity Software\*\*, operational analysis, TRAFFIX<sup>TM</sup>\*\*, Synchro\*\*, see footnote 8
- G. Unsignalized Intersections – HCM\*, operational analysis, Caltrans Traffic Manual for signal warrants if a signal is being considered
- H. Transit – HCM\*, operational analysis
- I. Pedestrians – HCM\*
- J. Bicycles – HCM\*
- K. Caltrans Criteria/Warrants – Caltrans Traffic Manual (stop signs, traffic signals, freeway lighting, conventional highway lighting, school crossings)
- L. Channelization – Caltrans guidelines for Reconstruction of Intersections, August 1985, Ichiro Fukutome

\*The most current edition of the Highway Capacity Manual, Transportation Research Board, National Research Council, should be used.

\*\*NOTE: Caltrans does not officially advocate the use of any special software. However, consistency with the HCM is advocated in most but not all cases. The Caltrans local development review units utilize the software mentioned above. If different software or analytical techniques are used for the TIS then consultation between the lead agency, Caltrans and those preparing the TIS is recommended. Results that are significantly different than those produced with the analytical techniques above should be challenged.

---

<sup>8</sup> The procedures in the Highway Capacity Manual "do not explicitly address operations of closely spaced signalized intersections. Under such conditions, several unique characteristics must be considered, including spill-back potential from the downstream intersection to the upstream intersection, effects of downstream queues on upstream saturation flow rate, and unusual platoon dispersion or compression between intersections. An example of such closely spaced operations is signalized ramp terminals at urban interchanges. Queue interactions between closely spaced intersections may seriously distort the procedures in" the HCM.

# **APPENDIX “A”**

## **MINIMUM CONTENTS**

### **OF A**

## **TRAFFIC IMPACT STUDY**



# MINIMUM CONTENTS OF TRAFFIC IMPACT STUDY REPORT

## I. EXECUTIVE SUMMARY

## II. TABLE OF CONTENTS

- A. List of Figures (Maps)
- B. List of Tables

## III. INTRODUCTION

- A. Description of the proposed project
- B. Location of project
- C. Site plan including all access to State highways (site plan, map)
- D. Circulation network including all access to State highways (vicinity map)
- E. Land use and zoning
- F. Phasing plan including proposed dates of project (phase) completion
- G. Project sponsor and contact person(s)
- H. References to other traffic impact studies

## IV. TRAFFIC ANALYSIS

- A. Clearly stated assumptions
- B. Existing and projected traffic volumes (including turning movements), facility geometry (including storage lengths), and traffic controls (including signal phasing and multi-signal progression where appropriate) (figure)
- C. Project trip generation including references (table)
- D. Project generated trip distribution and assignment (figure)
- E. LOS and warrant analyses - existing conditions, cumulative conditions, and full build of general plan conditions with and without project

## V. CONCLUSIONS AND RECOMMENDATIONS

- A. LOS and appropriate MOE quantities of impacted facilities with and without mitigation measures
- B. Mitigation phasing plan including dates of proposed mitigation measures
- C. Define responsibilities for implementing mitigation measures
- D. Cost estimates for mitigation measures and financing plan

## VI. APPENDICES

- A. Description of traffic data and how data was collected
- B. Description of methodologies and assumptions used in analyses
- C. Worksheets used in analyses (i.e., signal warrant, LOS, traffic count information, etc.)

# **APPENDIX “B”**

## **METHODOLOGY FOR**

## **CALCULATING EQUITABLE**

## **MITIGATION MEASURES**



## METHOD FOR CALCULATING EQUITABLE MITIGATION MEASURES

The methodology below is neither intended as, nor does it establish, a legal standard for determining equitable responsibility and cost of a project's traffic impact, the intent is to provide:

1. A starting point for early discussions to address traffic mitigation equitably.
2. A means for calculating the equitable share for mitigating traffic impacts.
3. A means for establishing rough proportionality [Dolan v. City of Tigard, 1994, 512 U.S. 374 (114 S. Ct. 2309)].

The formulas should be used when:

- A project has impacts that do not immediately warrant mitigation, but their cumulative effects are significant and will require mitigating in the future.
- A project has an immediate impact and the lead agency has assumed responsibility for addressing operational improvements

NOTE: This formula is not intended for circumstances where a project proponent will be receiving a substantial benefit from the identified mitigation measures. In these cases, (e.g., mid-block access and signalization to a shopping center) the project should take full responsibility to toward providing the necessary infrastructure.

### EQUITABLE SHARE RESPONSIBILITY: Equation C-1

NOTE:  $T_E < T_B$ , see explanation for  $T_B$  below.

$$P = \frac{T}{T_B - T_E}$$

Where:

- $P$  = The equitable share for the proposed project's traffic impact.
- $T$  = The vehicle trips generated by the project during the peak hour of adjacent State highway facility in vehicles per hour, vph.
- $T_B$  = The forecasted traffic volume on an impacted State highway facility at the time of general plan build-out (e.g., 20 year model or the furthest future model date feasible), vph.
- $T_E$  = The traffic volume existing on the impacted State highway facility plus other approved projects that will generate traffic that has yet to be constructed/opened, vph.

### EQUITABLE COST: Equation C-2

$$C = P (C_T)$$

Where:

- $C$  = The equitable cost of traffic mitigation for the proposed project, (\$). (Rounded to nearest one thousand dollars)
- $P$  = The equitable share for the project being considered.
- $C_T$  = The total cost estimate for improvements necessary to mitigate the forecasted traffic demand on the impacted State highway facility in question at general plan build-out, (\$).

### NOTES

1. Once the equitable share responsibility and equitable cost has been established on a per trip basis, these values can be utilized for all projects on that State highway facility until the forecasted general plan build-out model is revised.
2. Truck traffic should be converted to passenger car equivalents before utilizing these equations (see the Highway Capacity Manual for converting to passenger car equivalents).



# **APPENDIX “C”**

**MEASURES OF EFFECTIVENESS**

**BY**

**FACILITY TYPE**

## MEASURES OF EFFECTIVENESS BY FACILITY TYPE

TYPE OF FACILITY	MEASURE OF EFFECTIVENESS (MOE)
Basic Freeway Segments	Density (pc/mi/ln)
Ramps	Density (pc/mi/ln)
Ramp Terminals	Delay (sec/veh)
Multi-Lane Highways	Density (pc/mi/ln)
Two-Lane Highways	Percent-Time-Following Average Travel Speed (mi/hr)
Signalized Intersections	Control Delay per Vehicle (sec/veh)
Unsignalized Intersections	Average Control Delay per Vehicle (sec/veh)
Urban Streets	Average Travel Speed (mi/hr)

Measures of effectiveness for level of service definitions located in the most recent version of the Highway Capacity Manual, Transportation Research Board, National Research Council.



## TWO-LANE HIGHWAYS

LOS	Percent Time-Spent-Following	Average Travel Speed (mi/hr)
A	$\leq 35$	$> 55$
B	$> 35 - 50$	$> 50 - 55$
C	$> 50 - 65$	$> 45 - 50$
D	$> 65 - 80$	$> 40 - 45$
E	$> 80$	$\leq 40$

## URBAN STREETS

Urban Street Class	I	II	III	IV
Range of FFS	55 to 45 mi/hr	45 to 35 mi/hr	35 to 30 mi/hr	35 to 25 mi/hr
Typical FFS	50 mi/hr	40 mi/hr	35 mi/hr	30 mi/hr
LOS	Average Travel Speed (mi/hr)			
A	$> 42$	$> 35$	$> 30$	$> 25$
B	$> 34 - 42$	$> 28 - 35$	$> 24 - 30$	$> 19 - 25$
C	$> 27 - 34$	$> 22 - 28$	$> 18 - 24$	$> 13 - 19$
D	$> 21 - 27$	$> 17 - 22$	$> 14 - 18$	$> 9 - 13$
E	$> 16 - 21$	$> 13 - 17$	$> 10 - 14$	$> 7 - 9$
F	$\leq 16$	$\leq 13$	$\leq 10$	$\leq 7$

..... Dotted line represents the transition between LOS "C" and LOS "D"



**UNITED STATES MARINE CORPS**  
MARINE CORPS AIR BASES WESTERN AREA MIRAMAR  
P.O. BOX 452001  
SAN DIEGO, CA 92145-2001

11103  
G-5/67943  
October 4, 2005

CITY OF SAN DIEGO  
PLANNING AND DEVELOPMENT REVIEW  
ATTN TERRI BUMGARDNER  
1222 FIRST AVENUE MS 302  
SAN DIEGO CA 92101

RE: MIRA MESA COMMUNITY PLAN; VULCAN CARROLL CANYON, STONE CREEK,  
JOB ORDER NUMBER 42-2673, PN 67943

Dear Ms. Bumgardner,

This is in response to the Notice of Preparation of a Draft Environmental Impact Report of September 16, 2005, which addresses development of the Vulcan Carroll Canyon site consisting of 300-acres for construction of 8,700 residences and up to 600,000 square feet of industrial/business park space within the Mira Mesa Community Planning area.

The proposed site is contained within the "MCAS Miramar AICUZ Study Area" identified in the 2005 Air Installations Compatible Use Zones (AICUZ) Update for Marine Corps Air Station (MCAS) Miramar. This area will be affected by operations of military fixed and rotary-wing aircraft transiting to and from MCAS Miramar. The project is located inside the adopted 2004 Comprehensive Land Use Plan noise contours and projected MCAS Miramar AICUZ (2005) 60-65 dB Community Noise Equivalent Level (CNEL) noise contours and is consistent with the land use compatibility guidelines for Miramar operations.

The location will experience noise impacts from the Julian and Seawolf Departures and Ground Controlled Approach (GCA) Box Pattern Flight Corridors for fixed-wing operations. Additionally, the site will experience noise impacts from the GCA Box Pattern, Beach and I-15 Flight Corridors for helicopter operations.

Occupants will routinely see and hear military aircraft and experience varying degrees of noise and vibration. Consequently, we recommend full disclosure recorded to the Assessors Parcel Number (APN) for noise and visual impacts to all initial and subsequent purchasers, lessees, or other potential occupants.



11103  
G-5/67943  
October 4, 2005

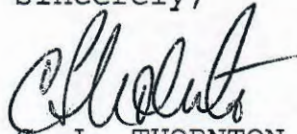
Normal hours of operation at MCAS Miramar are as follows:

Monday through Thursday	7:00 a.m. to 12:00 midnight
Friday	7:00 a.m. to 6:00 p.m.
Saturday, Sunday, Holidays	8:00 a.m. to 6:00 p.m.

MCAS Miramar is a master air station, and as such, can operate 24 hours per day, 7 days per week. Fiscal and manpower constraints, as well as efforts to reduce the noise impacts of our operations on the surrounding community, impose the above hours of operation. Circumstances frequently arise which require an extension of these operating hours.

Thank you for the opportunity to review this land proposal. If we may be of any further assistance, please contact Ms. Maria Skrzynski at (858) 577-6603.

Sincerely,



C. L. THORNTON

Community Plans and Liaison Officer  
By direction of the Commander



STATE OF CALIFORNIA

Arnold Schwarzenegger Governor

## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
(916) 657-5390 - Fax



October 5, 2005

Ms. Terri Bumgardner  
City of San Diego  
1222 First Ave., MS 501  
San Diego, CA 92101

Re: Stone Creek DEIR  
SCH# 2005091120

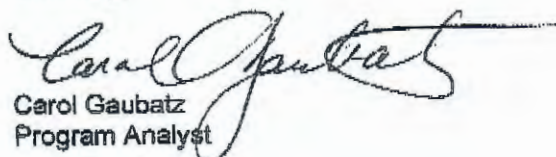
Dear Ms. Bumgardner:

Thank you for the opportunity to comment on the above-mentioned document. The Commission was able to perform a record search of its Sacred Lands File for the project area, which failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the Sacred Lands File does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Early consultation with tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed is a list of Native Americans individuals/organizations that may have knowledge of cultural resources in the project area. The Commission makes no recommendation of a single individual or group over another. Please contact all those listed; if they cannot supply you with specific information, they may be able to recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If you have not received a response within two weeks' time, we recommend that you follow-up with a telephone call to make sure that the information was received.

Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should consider avoidance, as defined in Section 15370 of the CEQA Guidelines, when significant cultural resources could be affected by a project. Provisions should also be included for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA), Public Resources Code §15064.5 (f). Health and Safety Code §7050.5; and Public Resources Code §5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents. If you have any questions, please contact me at (916) 653-6251.

Sincerely,

  
Carol Gaubatz  
Program Analyst

Cc: State Clearinghouse

**Native American Contacts**  
San Diego County  
October 5, 2005

Barona Group of the Capitan Grande  
Rhonda Welch-Scalco, Chairperson  
1095 Barona Road Diegueno  
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36190 Church Road, Suite 5 Diegueno/ Kumeyaay  
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(619) 478-9505  
(619) 478-5818 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resource assessment for the proposed Stone Creek DEIR, SCH# 2005091120, San Diego County.



**Native American Contacts**

San Diego County

October 5, 2005

**Kumeyaay Cultural Historic Committee**

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Alpine, CA 92001  
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Diegueno/Kumeyaay

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Diegueno

(760) 749-3876 Fax

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**Kwaaymii Laguna Band of Mission Indians**

Carmen Lucas

PO Box 44  
Julian, CA 92036  
(619) 709-4207

Diegueno - Kwaaymii

**Santa Ysabel Band of Diegueno Indians**

Devon Reed Lomayesva, Esq, Tribal Attorney

PO Box 130  
Santa Ysabel, CA 92070  
(760) 765-0845

Diegueno

(760) 765-0320 Fax

**Mesa Grande Band of Mission Indians**

Mike Linton, Chairperson

P.O Box 270  
Santa Ysabel, CA 92070  
mesagrandeband@msn.com  
(760) 782-3818  
(760) 782-9092 Fax

Diegueno

**Santa Ysabel Band of Diegueno Indians**

Rodney Kephart, Environmental Coordinator

PO Box 130  
Santa Ysabel, CA 92070  
syirod@aol.com  
(760) 765-0845

Diegueno

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resource assessment for the proposed Stone Creek DEIR, SCH# 2005091120, San Diego County.

**Native American Contacts**  
San Diego County  
October 5, 2005

**Sycuan Band of Mission Indians**

Danny Tucker, Chairperson

5459 Dehesa Road

El Cajon, CA 92021

619 445-2613

619 445-1927 Fax

Diegueno/Kumeyaay

**Viejas Band of Mission Indians**

Anthony Pico, Chairperson

PO Box 908

Alpine, CA 91903

daguiar@viejas-nsn.gov

(619) 445-3810

(619) 445-5337 Fax

Diegueno/Kumeyaay

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This list is only applicable for contacting local Native Americans with regard to cultural resource assessment for the proposed Stone Creek DEIR, SCH# 2005081120, San Diego County.



**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

4902 Pacific Highway  
San Diego, CA 92110-4097  
(619) 220-5492  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)



October 13, 2005

File No.: 645.05.8171.9687

Re: Project SCH# 200501120, Stone Creek

Ms. Terri Bumgarner  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, CA 92101

Dear Ms. Bumgarner:

The San Diego Area Office of the California Highway Patrol received a Notice of Preparation for the above entitled project's Environmental Impact Report. Because of our geographical proximity to the site, we have been asked by our Special Projects Section to assess traffic related matters that may affect our area operations. Our initial assessment is that the project could conceivably generate between 90,000 -100,000 average daily trips (ADT) in an already seriously traffic impacted area. This increase will be manifested at the confluence of Carroll Canyon Road with Sorrento Valley Road, I-805 and I-5 west of the site and with I-15 east of the site. The interchange of I-805/I-5 is the eighth worst traffic chokepoint in the State and any large housing development project will have an adversely affect upon our highway transportation system.

I also wish to thank you for referring our inquiries to your staff members, Holly Kicklighter and Ann French Gonzalez, who were most helpful. If you have any questions regarding this letter or our comments, please contact Lieutenant Clayton Carter at (619) 220-5492.

Sincerely,

A handwritten signature in black ink, appearing to read "J. K. Bailey".

J. K. Bailey, Captain  
Commander  
San Diego Area

cc: Special Projects Section

**M e m o r a n d u m**

Date: September 27, 2005

To: San Diego Area

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**  
Special Projects Section

File No.: 052.A13194.nop.doc

Subject: ENVIRONMENTAL DOCUMENT REVIEW AND RESPONSE  
SCH # 2005091120

The Special Projects Section (SPS) recently received a "Notice of Preparation" outlining the information contained in the attached profile.

After a preliminary review, we believe this project will not have a significant impact on statewide departmental operations. However, because of your geographical proximity to the site, you are in a better position to provide a more accurate assessment of any traffic-related matters that may affect your local Area operations. Information and procedures outlined in the *Transportation Planning Manual*, HPM 41.1, Chapter 6, "Environmental Impact Documents," should serve as a guideline when reviewing transportation-related documents.

If you determine that departmental input is advisable, please provide your written comments to the lead agency shown on the project profile sheet. Your comments must be received no later than October 20, 2005. Please forward a copy of your written comments to SPS.

If you have any questions, please call Ms. Lidia Jauregui at (916) 657-7222.



L. C. DUNCAN, Captain  
Commander

Attachment

cc: Border Division

*Safety, Service, and Security*