ATTACHMENT A

REVISED DRAFT ENVIRONMENTAL IMPACT REPORT

Las Colinas Detention Facility Project

State Clearinghouse Number 2006091036

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ACRONYMS

AAQS	Ambient Air Quality Standards
A/B House	Maximum security/inmate processing building
ACOE	United States Army Corps of Engineers
ADTs	Average Daily Trips
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above mean sea level
APCD	Air Pollution Control District
ARB	Air Resources Board
AST	Above ground storage tanks
BCT/BAT	best conventional technology/best available technology
BMO	Biological Mitigation Ordinance
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CA FID UST	Facility Inventory Database
CCR	California Code of Regulations
CDC	California Department of Conservation
CDCR	California Department of Corrections and Rehabilitation
CDL	Clandestine Drug Labs
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFCs	Chlorofluorocarbons
CGL	Carter Goble Lee Associates
CHMIRS	California Hazardous Material Incident Report System
CNEL	Community Noise Level Equivalent
CORTESE	State Index of Properties with Hazardous Waste
dB	Decibels
DEH	Department of Environmental Health
DEIR	Draft Environmental Impact Report
DOD	Department of Defense Sites
DOJ	Department of Justice
DPW	Department of Public Works
DTSC	Department of Toxic Substances Control

EDR	Environmental Data Resources
EIR	Environmental Impact Report
EMI	Emissions Inventory Data
ERNS	Emergency Response Notification System of Spills
FEMA	Federal Emergency Management Act
FFA	Future Farmers of America
FHWA	Federal Highway Administration's
FINDS	Facility Index System/Facility Identification Initiative Program Summary Report
FMMP	Farmland Mapping and Monitoring Program
FTTS System	Federal Insecticide, Fungicide, & Rodenticide Act/TSCA Tracking
FUDS	Formerly Used Defense Sites
GHG	Greenhouse gas emissions
GUHSD	Grossmont Union High School District
GWP	Global warming potential
HAZNET	Hazardous Waste Information System
HCS	Highway Capacity Software
HFCs	Hydrofluorocarbons
HIST UST	Historic Underground Storage Tanks
HMIRS	Hazardous Materials Information Reporting System
HSWA	Hazardous and Solid Waste Act
HWCL	Hazardous Waste Control Law
ICIS	Integrated Compliance Information System
IESNA	Illuminating Engineering Society of North America
IMP	Integrated Management Practice
Indian UST	Underground Storage Tanks on Indian Land
IPCC	Intergovernmental Panel on Climate Change
ISO	Insurance Service Office
ITE	Institute of Transportation Engineer's
JRF	Juvenile Ranch Facility
KOPs	Key observation points
LARA	Local Agricultural Resource Assessment
LCDF	Las Colinas Detention Facility

Ldn	Day-Night Average Sound Level
Leq	Equivalent sound level
LEVs	Low emitting vehicles
LID	Low Impact Development
LOS	Level of Service
LUST	Leaking Underground Storage Tank
LUST on Indian Land	Leaking Underground Storage Tank on Indian Land
MCAS	Marine Corps Air Station
MGD	Million gallons per day
MEP	maximum extent practicable
MHPA	Multi-Habitat Planning Area
MINES	Mines Master Index File
MLTS	Material Licensing Tracking System
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MSCP	Multiple Species Conservation Program
MW	Megawatts
NAAQS	National Ambient Air Quality Standards
NCP	National Contingency Plan
NOP	Notice of Preparation
NPL	National Priorities List
NPDES	Natural Pollution Discharge Elimination System
NRHP	National Register of Historic Places
ODI	Open Dump Inventory
PADS	PCB Activity Database System
PCC	Portland Cement Concrete
PDMWD	Padre Dam Municipal Water District
PFCs	Perfluorocarbons
PPM	Pounds Per Minute
ppv	Peak particle velocity
PSU	Psychiatric services unit
RAATS	RCRA Administrative Action Tracking System
RAQS	Regional Air Quality Strategy
RCRA	Resource Conservation and Recovery Act

RCRA-LQG	Resource Conservation and Recovery Act large generators of hazardous waste
RCRA-SQG	Resource Conservation and Recovery Act small generators of hazardous waste
RESPONSE	State Response Sites
ROD	Record of Decision
ROG	Reactive Organic Gasses
RPO	Resource Protection Ordinance
RWQCB	Regional Water Quality Control Board
SAM	Site Assessment and Mitigation
SANDAG San Diego Co.	San Diego Association of Governments
SARA	Superfund Amendments and Reauthorization Act
HMMD Database	San Diego County Hazardous Material Management Division
SDAB	San Diego Air Basin
SDG&E	San Diego Gas & Electric
SDNHM	San Diego Natural History Museum
SDSD	San Diego County Sheriff's Department
sf	Square feet
SIP	State Implementations Plan
SLIC	Statewide Spills, Leaks, Investigations, and Cleanup Cases
SR	State Route
SSD	Santee School District
SSTS	Section 7 Tracking Systems
SUSMP	Standard Urban Storm Water Mitigation Plan
SWEEPS UST	UST listing maintained by RWQCB in the 1980s
SWMP	Storm Water Management Plan
SWRCY	Recycler Database
TMP	Transportation Management Plan
TC	Town Center
TACs	Toxic Air Contaminants
TRID	Toxic Release Inventory Database
TSCA	Toxic Substance Control Act
UMTRA	Uranium Mill Tailings Sites
UNFCCC	United Nations Framework Convention on Climate Change
USEPA	United States Environmental Protection Agency
USGS	United States Geological Survey
UST	Underground Storage Tank

VAP	Voluntary Assistance Program
VMT	Vehicle Miles Traveled
VRPA	VRPA Technologies, Inc.
WDS	Waste Discharge Requirements
WMUDS/SWAT	Waste Management Unit Database/Solid Waste Assessment Test
WIP	Well Investigation Program Case List
ZEVs	Zero Emitting Vehicles

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INTRODUCTION

In April 2008, the County released the Draft Environmental Impact Report (EIR) for the Las Colinas Detention Facility Project for public review and comment. The County received numerous comments on the Draft EIR, some of which stated that the County should add more information to the EIR and recirculate it. In response to the comments, the County made substantial revisions to the Draft EIR. A summary of the major revisions is as follows:

- Clarify and expand the project description to include project design features, such as restrictions on lighting, restrictions on and description of outdoor announcement system, description of landscaping, description of security fencing, reduce the number of parking spaces and explain that energy plant does not produce electricity.
- Change the project description to include construction of a portion of Riverview Parkway to provide access to the proposed facility and revise the analysis of project impacts accordingly.
- Update the list of reasonably foreseeable cumulative projects.
- Change the project description to include a possible realignment of the existing 15-inch sewer line on site that currently serves LCDF, rather than connecting to the future 18-inch sewer proposed within Riverview Parkway.
- Move the analysis of urban decay to the Land Use section and expand the analysis.
- Change the conclusion on mitigation of cumulative traffic impacts to infeasible and explain why mitigation is infeasible.
- Delete information from the Land Use section regarding the project's consistency/compatibility with Santee's General Plan and Town Center Specific Plan.
- Clarify the discussion of the Gillespie Field Airport Land Use Compatibility Plan (ALUCP).
- Clarify the discussion of the project's Emergency Evacuation Plan.
- Add information to analysis of potential noise impacts.
- Add information to section on Aesthetics regarding potential lighting impacts and potential visual character impacts.
- Revise the analysis of impacts to schools.
- Add information to Utilities and Service Systems regarding water supply.

- Revise the Otay Mesa Alternative to add information on travel time and distance for law enforcement agencies bringing women to LCDF for booking, and additional technical analyses.

Given the extensive changes to the Draft EIR in response to the comments, the County prepared this Revised Draft EIR for the proposed project and is recirculating the revised document for public review and comment. Because the County is recirculating the entire Revised Draft EIR, the County will not prepare written responses to the comments that were submitted on the April 2008 Draft EIR for inclusion in the final EIR. However, those comments will be included in the administrative record. The County will prepare written responses only to comments submitted on this recirculated Revised Draft EIR, and those written responses will be included in the final EIR. See CEQA Guidelines, Section 15088.5(f)(1).

SUMMARY

S.1 Project Synopsis

Location

The existing Las Colinas Detention Facility (LCDF) is located at the northern terminus of Cottonwood Avenue, north of Mission Gorge Road on County-owned land that lies within the boundaries of the City of Santee. The site is located on the U.S. Geological Survey (USGS) 7.5-minute El Cajon quadrangle map, Township 15 South, Range 1 West. The facility is operated on a 15.98-acre site immediately west of the 42.3-acre Edgemoor Skilled Nursing Facility. The location for the proposed replacement facility includes the existing LCDF site, undeveloped property to the north and east, and a portion of the Edgemoor Skilled Nursing Facility site to the east encompassing a total of 45 acres.

Setting

In a regional context, the project site is located in the southwestern portion of a large tract of County-owned land within the southern portion of the City of Santee. The site is approximately 14 miles northeast of downtown San Diego, 16 miles east of the Pacific Ocean, just north of the City of El Cajon and east of the City of Santee's municipal boundary with the City of San Diego near the Tierrasanta community. The project site is located within the San Diego River watershed, which is a long triangular-shaped area of about 440 square miles draining to the San Diego River. Habitat types in this area of San Diego County generally consist of coastal sage scrub, southern willow scrub, non-native grassland, disturbed lands and developed areas.

Land uses surrounding the project site include: residential subdivisions to the southeast (and east of Magnolia Avenue); the Edgemoor Skilled Nursing Facility to the immediate east; single family residences to the immediate south; the currently developing office/commercial uses associated with the City's Town Center Specific Plan to the south, and west; the City's Fire Station No. 4 to the immediate south; and undeveloped land and the San Diego River to the north. The Santee Transit Center is roughly 2,500 feet to the southwest of the project site and provides a trolley line and bus service to the area.

The project site is a combination of existing LCDF buildings, disturbed lands, and scattered vegetation and is surrounded by existing and planned office/commercial uses, existing residential development, and the San Diego River. Developed land uses on the site consist of the existing LCDF and the Edgemoor Skilled Nursing Facility. The County, as part of a separate project, is in the process of replacing Edgemoor Skilled Nursing Facility with a new facility that is being constructed north of the San Diego River and south of Mast Boulevard. Once construction of the new 150,000-square foot hospital is complete, Edgemoor patients will vacate the old buildings

and the existing Edgemoor facility will be demolished. The demolition of three Edgemoor buildings would be required as part of the LCDF project and therefore impacts associated with demolition of the three buildings are addressed in this EIR. However, the EIR for the demolition of Edgemoor will analyze the impacts of demolishing all of the Edgemoor buildings, including the three buildings also analyzed in this LCDF EIR.

The project site is relatively level, with an elevation of approximately 340 feet above mean sea level (AMSL). No earthquake faults are known to traverse the project site. The nearest known active fault is the Rose Canyon Fault located approximately 13 miles to the west. As described in *Section 1.2.1.6*, the proposed project site is located within a FEMA 100-year flood zone, and within a "special flood hazards inundated by 100-year flood" designated by the City of Santee.

Description

The proposed project consists of the replacement of the existing LCDF with a new 1,216-bed women's detention facility. In addition to an increase in the size of the facility to accommodate the projected increase in the female inmate population, the proposed LCDF would include additional facilities and services to facilitate implementation of the San Diego County Sheriff's Department's (SDSD's) behavioral management philosophy. The new facility would also be designed to ensure the safety of staff, inmates, and the public while providing increased operational efficiency. The proposed LCDF project site consists of 45 acres of County-owned property located within the City of Santee, consisting of the existing approximately 16-acre existing LCDF site and a portion (approximately 29 acres) of the Edgemoor Skilled Nursing Facility site.

The project site can be easily accessed from the nearby Interstate Highway (I)-8 and State Routes (SR)-67 and SR-125, as well as major arterial roadways and public transportation services. The nearest Trolley Station (Santee Town Center) is located approximately 2,500 feet west of LCDF, and the nearest bus stop is approximately 1,130 feet away.

Water, electricity, sewer and other necessary utility needs will be provided by the applicable utilities, including Padre Dam Municipal Water District (PDMWD) and San Diego Gas & Electric (SDG&E).

The proposed construction is anticipated to take 36 months and would be conducted in two phases: Phase I and Phase II. Phase I of the proposed project would include infrastructure improvements (utilities) and construction of an essentially 'stand-alone' facility, including a security administration complex, medical unit, food services facilities, program building(s), a facility administration building, an energy plant sized to support the campus at buildout, and an estimated 832 inmate beds, depending on the demand for beds during the transition phase. Phase

II would consist of two main components: (1) demolition and remediation of the existing LCDF site; and (2) construction of the Phase II components of the proposed LCDF.

S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

Table S-1 provides a summary of the impacts, mitigation, and the level of significance after mitigation for each significant effect for the proposed project addressed in *Chapter 2*.0 of the EIR.

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Table S-1
Summary of Significant Effects

SIGNIFICANT AND UNAVOIDABLE IMPACTS			
2.1 Cultural Resources			
Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
2.1.2.1 Historical Resources			
CR-1 and CR-3	Direct and cumulative potential impacts to three historical buildings	M-CR-1 Proposed mitigation for impacts to the Santa Maria Building, Dietary Building, and Rehabilitation Building includes: • Preparation of Historic American Buildings Survey (HABS) Level III documentation in accordance with the National Park Service's *Historic American Building Survey Guidelines for Preparing Written and Historical Descriptive Data*; • Written documentation and photographs of the history of the site and/or buildings, including documentation of oral interviews; and • Salvage of items such as call buttons and chapel windows that can be archived and/or incorporated into a future County facility.	CR-1: Significant and Unmitigable CR-3: Significant and Unmitigable
2.2 Transportation / Traffic			
Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
2.2.3 Cumulative Impact Analysis			
TR-1 and TR-4	Cumulatively significant impacts to the Cuyamaca Street and Mission Gorge Road intersection	M-TR-1 For the intersection of Cuyamaca Street and Mission Gorge Road, the Traffic Improvement Master Plan recommends upgrading traffic signal equipment to provide better trolley and vehicle traffic flow through the Cuyamaca Street corridor as a mid-range and long-term improvement for the intersection. The Master Plan identifies an additional northbound right turn lane as long-term capacity enhancement to improve the LOS as this intersection. According to	Significant and Unmitigable

Table S-1 (Continued)
Summary of Significant Effects

		the Master Plan, the estimated cost for the improvements to this intersection is $382,000. Mitigation measures must be roughly proportional to the impacts caused by the proposed project. CEQA Guidelines, section 15126.4(a)(4)(B). The project would contribute 3.6% of the cumulative traffic at this intersection. (Note: this percentage would be 2.9% under the 4-lane Riverview Parkway scenario). Given the small percentage of traffic that the project would contribute, a mitigation measure requiring the County to construct these intersection improvements would not be roughly proportional to the project's impact. Therefore, this mitigation measure is infeasible.	
TR-2 and TR-6	Cumulatively significant impacts to the Prospect Avenue/Magnolia Avenue intersection	M-TR-2 For the intersection of Prospect Avenue/Magnolia Avenue, the Transportation Improvement Master Plan recommends that the existing controller be changed to a Caltrans-compliant controller for better communications with Caltrans signal and for a smoother traffic flow at the intersection. According to the Master Plan, the estimated cost for the improvements to this intersection is $338,000. Mitigation measures must be roughly proportional to the impacts caused by the proposed project. CEQA Guidelines, section 15126.4(a)(4)(B). The project would contribute 2.4% of the cumulative traffic at this intersection. Given the small percentage of traffic that the project would contribute, a mitigation measure requiring the County to construct these intersection improvements would not be roughly proportional to the project's impact. Therefore, this mitigation measure is infeasible.	Significant and Unmitigable

Table S-1 (Continued)
Summary of Significant Effects

TR-3	Cumulatively significant impacts to the Magnolia Avenue roadway segment between Mission Gorge Road and Riverview Parkway	M-TR-3 For the segment of Magnolia Avenue between Mission Gorge Road and Riverview Parkway, the Transportation Improvement Master Plan does not recommend a specific improvement project as Riverview Parkway is currently a proposed roadway. The widening of Magnolia Avenue between Mission Gorge Road and Chubb Lane would mitigate the cumulative impact. According to the Master Plan, the estimated cost for the improvements to this segment is $3,395,300. Mitigation measures must be roughly proportional to the impacts caused by the proposed project. CEQA Guidelines, section 15126.4(a)(4)(B). The project would contribute 2.1% of the cumulative traffic. (Note: this percentage would be 1.37% under the 4-lane Riverview Parkway scenario). Given the small percentage of traffic that the project would contribute, a mitigation measure requiring the County to construct these improvements would not be roughly proportional to the project's impact. Therefore, this mitigation measure is infeasible.	Significant and Unmitigable
TR-5	Cumulatively significant impacts to the Magnolia Avenue/Mission Gorge Road intersection	M-TR-4 For the intersection of Magnolia Avenue/Mission Gorge Road, the Transportation Improvement Master Plan states that there is no additional capacity at the intersection in any direction. The Master Plan recommends improving signal coordination by relocating westbound advanced loop detectors to the Caltrans suggested minimum setback distance of 285 feet as a minor modification. According to the Master Plan, the estimated cost for the improvements to this intersection is $3,309,200. Mitigation measures must be roughly proportional to the impacts caused by the proposed project. CEQA Guidelines, section 15126.4(a)(4)(B). The project would contribute 2% of the cumulative traffic at this intersection. (Note: this percentage would	Significant and Unmitigable

Table S-1 (Continued)
Summary of Significant Effects

		be 0.24% under the 4-lane Riverview Parkway scenario.) Given the small percentage of traffic that the project would contribute, a mitigation measure requiring the County to construct these intersection improvements would not be roughly proportional to the project's impact. Therefore, this mitigation measure is infeasible.	
SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
2.1 Cultural Resources			
Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
2.1.1.2 Archaeological Resources			
CR-2	Potential to result in impacts to unknown buried cultural resources during project grading activities	M-CR-2a Mitigation measures employed with regard to cultural resources will comply with the County's Guidelines for Determining Significance and Report Format and Content Requirements for Cultural Resources: Archaeological and Historic Resources, dated December 5, 2007. Mitigation includes monitoring by the Project Archaeologist and a Native American during the original cutting of previously undisturbed deposits, determined necessary by the Project Archaeologist. Monitoring of the cutting of previously disturbed deposits would be determined by the Project Archaeologist. If potentially significant cultural resources are discovered, the Project Archaeologist would have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the County Staff Archaeologist, would determine the significance of the discovered resources. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts would be prepared by the Project Archaeologist and approved by the Staff Archaeologist, then carried out using professional archaeological methods.	CR-2: Less than Significant CR-3: Significant and Unmitigable (as identified above)

Table S-1 (Continued)
Summary of Significant Effects

		M-CR-2b All cultural material collected during the grading monitoring program shall be processed and curated at a San Diego facility that meets federal standards per 36 CFR Part 79, and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. The mitigation would be considered complete when the County Staff Archaeologist received evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid. A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the Director of Planning and Land Use prior to grading. The report shall include Department of Parks and Recreation Primary and Archaeological Site forms. If any human bones are discovered, the Project Archaeologist would contract the County Coroner. If the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, Shall be Contacted by the Project Archaeologist in order to determine proper treatment and disposition of the remains. M-CR-3 Refer to M-CR-1.	

Table S-1 (Continued)
Summary of Significant Effects

2.3 Biological Resources			
Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
2.3.2.1 Special Status Species			
B-1	Direct impacts to nesting birds/raptors	M-BI-1 To avoid any direct impacts to white-tailed kite, Cooper's hawk, California horned lark, raptor species, burrowing owl, or other nesting birds, removal of habitat that may support active nests shall occur outside of the combined breeding season of January 15 to September 15. If removal of habitat must occur during the breeding season, a qualified biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds within the construction area. The pre-construction survey must be conducted within 10 calendar days of the start of construction and the results submitted to the County for review and approval prior to initiating any construction activities. Nests that are detected within the proposed impact areas shall be flagged and avoided until nesting is completed. The nest shall be monitored to ensure that no nest is removed or disturbed until all young have fledged or the nest is no longer active. Construction activities shall be avoided for a distance of 300 feet around active nests identified within the project impact area.	Less than Significant
B-2	Indirect noise impacts to offsite nesting birds	M-BI-2a To avoid indirect impacts from demolition and construction noise to breeding or nesting least Bell's vireo, white-tailed kite, yellow-breasted chat, Cooper's hawk, yellow warbler, and raptors within the noise contour greater than 60 dB(A) Leq, which is a distance of up to 500 feet from the project site, grading and other mechanized construction activities that produce noise in excess of 60 dB(A) Leq shall be conducted outside of the combined breeding season of January 15 to September 15 for these species. If construction activities must occur during the breeding season, a qualified	Less than Significant

Table S-1 (Continued)
Summary of Significant Effects

		biologist shall conduct a pre-construction survey to determine the presence or absence of nesting raptors and special status bird species listed above within areas exposed to noise levels greater than 60 dB(A) Leq. The pre-construction survey must be conducted within 10 calendar days of the start of construction and the results submitted to the County for review and approval prior to initiating any construction activities. M-BI-2b If nesting birds are detected during the pre-construction/pre-demolition survey, noise attenuating measures, such as noise walls or berms shall be used to reduce the level of noise within the habitat to less than 60 dB(A) Leq. A qualified acoustician shall monitor noise weekly during site clearing and monthly during active construction or as applicable based on construction schedule when excessive noise may be produced in order to document that the noise levels are kept below 60 dB(A) Leq.	
2.3.2.2 Riparian or Sensitive Natural Communities			
B-3	Permanent removal of 0.6 acre of disturbed coastal sage scrub and 4.8 acres of non-native grassland	M-BI-3a Prior to project construction, preserve 1.2 acres (2:1 ratio) of Diegan coastal sage scrub and 2.4 acres (0.5:1 ratio) of non-native grassland off-site (*Table 2.3-1*), in accordance with mitigation ratios generally accepted by the County for impacts to these types of habitat. Proposed mitigation consists of purchasing credits at the Rancho San Diego Mitigation Bank. M-BI-3b Impacts to coastal sage scrub habitat may be allowed by obtaining a Habitat Loss Permit in accordance with Section 4(d) of the Endangered Species Act. The Section 4(d) Special Rule allows a loss of five percent of coastal sage scrub habitat in any individual	Less than Significant

Table S-1 (Continued)
Summary of Significant Effects

		subregion during the preparation of a regional NCCP. The wildlife agencies must concur with the Section 4(d) findings prior to allowing the impacts to coastal sage scrub habitat.	
2.3.2.4 Federal Wetlands			
B-4	Loss of 0.04 acre of ACOE/CDFG/ RWQCB-jurisdictional ephemeral waters	M-BI-4 Prior to impacts to 0.037 acre (0.04 acre when rounded) of ephemeral drainage under the jurisdiction of ACOE, CDFG and RWQCB, the County shall obtain the following permits: ACOE 404 permit, RWQCB 401 Water Quality Certification, and a CDFG Code 1600 Streambed Alteration Agreement. Impacts shall be mitigated at a 1:1 ratio by creation or purchase of credits for the creation of jurisdictional habitat of similar functions and values. A suitable mitigation site shall be selected and approved by the resource agencies during the permitting process. The site shall be located within the vicinity of the drainage impact or within the watershed of the San Diego River. A conceptual wetland mitigation plan shall be prepared by the County and approved by the resource agencies as required by the applicable permits.	Less than Significant
2.3.2.5 Local Policies, Ordinances, and Adopted Plans			
B-5	Removal of one coast live oak tree on the existing LCDF site	M-BI-5 Impacts to one coast live oak tree will be mitigated by planting two replacement coast live oak trees. The replacement trees shall be at least 5-gallon size since trees that are of this size have been shown to be healthier and to grow more quickly than trees that are in larger containers. The trees shall be planted within the landscaped areas of the proposed project where it is suitable to include a relatively large tree and shall be monitored for a period of 5 years. If the trees die during the monitoring period, the trees shall be replaced.	Less than Significant

Table S-1 (Continued)
Summary of Significant Effects

2.4 Geology and Soils			
Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
2.4.2.3 Seismic Induced Ground Failures Including Liquefaction			
GE-1	Indirect geology and soils impacts related to liquefaction effects	M-GE-1 Prior to grading, the County shall ensure that the proposed project's grading plans demonstrate compliance with remediation recommendations in the June 28, 2004 Geotechnical Investigation for the Town Center Specific Plan prepared by Geocon (2004), including but not limited to: a) Previously placed fill and alluvium within areas of planned new grading or improvements shall be removed and recompacted. b) To provide uniform bearing conditions for support of planned buildings and improvements, the upper 5 feet of Younger and Older Alluvium shall be removed and recompacted. c) Finish-grade elevations for building pads shall be designed so that at least 10 feet of properly compacted fill exists above the groundwater to provide a sufficient thickness of non-liquefiable soil. d) Prior to placing new fill, the base of overexcavations shall be scarified to a depth of at least 12 inches, heavily moisture conditioned, and compacted. This should result in densification of the upper 2 to 3 feet of existing soil at the base of the excavation. Fill soils may then be placed and compacted in layers to the design finish-grade elevations. The layers shall be no thicker than will allow for adequate bonding and compaction. All fill (including scarified ground surfaces and wall and utility trench backfill) shall be compacted to at least 90 percent of maximum dry density at near-optimum moisture content or slightly above as determined by ASTM D1557-02.	Less than Significant

Table S-1 (Continued)
Summary of Significant Effects

2.4.2.5 Soil Erosion/Unstable Soils			
GE-2	Unstable and expansive soils could result in damage to facilities	M-GE-2 Implementation of M-GE-1 described above would reduce impacts due to unstable soils to below a level of significance.	Less than Significant
2.5 Hazards and Hazardous Materials			
Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
2.5.2.1 Hazardous Materials			
HZ-1	Accidental spills of hazardous materials during construction activities could potentially cause soil or groundwater contamination	M-HZ-1a Prior to construction (including demolition), all contractor and subcontractor project personnel shall receive training regarding the appropriate work practices necessary to comply with the applicable environmental laws and regulations, including, without limitation, hazardous materials spill prevention and response measures. M-HZ-1b The construction contractor shall ensure that no hazardous materials are disposed of or released onto the ground, the underlying groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All potentially hazardous material construction waste shall be removed to a hazardous waste facility permitted or otherwise authorized to treat, store, or dispose of such materials. M-HZ-1c A hazardous substance management, handling, storage, disposal, and emergency response plan shall be prepared and implemented by the construction contractor. The plan shall include measures that comply with all applicable laws and regulations to ensure that risks of release of materials through use, transport and disposal of	Less than Significant

Table S-1 (Continued)
Summary of Significant Effects

		the materials are reduced to the maximum extent practicable. The final plan shall be approved by the County Department of General Services. M-HZ-1d The construction contractor shall ensure that hazardous materials spill kits are maintained onsite for small spills. The construction contractor shall ensure that hazardous materials spill kits are maintained onsite for small spills.	
HZ-2	During demolition and construction, contaminants could be mobilized if contaminated soil is exposed to runoff that could transport hazardous substances outside the work area, which could cause a threat to the public and waters in the vicinity of the project	M-HZ-2a If hazardous waste and/or hazardous materials are encountered during demolition of existing facilities, grading, construction, or operation of proposed facilities, the County shall ensure compliance with CCR Title 23 and Title 26 and health and safety regulations as enforced by the San Diego County DEH. Excavated soils appearing to be impacted by hazardous waste or materials shall be characterized, managed and disposed of in accordance with the San Diego County DEH Site Assessment and Mitigation (SAM) manual. This determination can be made by a visual (i.e., stained soil) and/or odor assessment. The San Diego County DEH and RWQCB shall be contacted regarding the possible reuse of soils contaminated by hydrocarbons for backfill. M-HZ-2b Due to the potential for residual pesticides to be in the soil on the project site, soil samples shall be collected on the proposed project site prior to construction. Samples shall be analyzed by a certified laboratory for organochlorine pesticides. The sampling program shall be conducted in accordance with the San Diego County SAM manual. If pesticides above permissible exposure limits for	Less than Significant

Table S-1 (Continued)
Summary of Significant Effects

		residential uses are detected from the site, a program shall be implemented by San Diego County General Services to properly remediate affected soils in accordance with the County DEH's SAM manual standards. M-HZ-2c Any septic systems and above ground storage tanks located onsite shall be removed and/or closed under permit and approval of County DEH prior to grading.	
HZ-3	The existing LCDF structures may contain hazardous materials such as asbestos and lead paint, and these substances could be released during demolition, also resulting in a significant indirect impact	M-HZ-3a Prior to the start of demolition, an asbestos survey shall be performed by the Department of Environmental Health (DEH), Occupational Health Program (OHP) for all onsite structures that will be disturbed by demolition activities in accordance with County of San Diego Administrative Manual Asbestos Policy 0050-01-9. The survey shall cover the entire building to be demolished, document the location and types of asbestos found, and determine whether any on-site abatement of asbestos containing materials is necessary. If asbestos is located during the survey, an abatement work plan shall be prepared by County DEH in compliance with local, state, and federal regulations for removal of such materials. The work plan shall include specifications for the proper removal and disposal of asbestos. County DEH, OHP, or designee will provide project surveillance of the asbestos work activities to ensure that proper controls are implemented and to ensure compliance with the work plan requirements and abatement contractor specifications. Any necessary asbestos sampling and abatement shall be done by a Cal/OSHA certified asbestos consultant/contractor. In addition, the Air Pollution Control District (APCD) and the California Occupational Safety and Health Administration	Less than Significant

Table S-1 (Continued)
Summary of Significant Effects

		(Cal/OSHA) have notification requirements pertaining to the disturbance of asbestos containing materials (ACMs). When applicable, these notifications shall be made prior to the activity as follows: a. 10-day notification to APCD for renovation/demolition activities (Note: These are 10 working days; asbestos activities can start on the 11th day. Working days means Monday through Friday including holidays that fall on these days. b. 24-hour notification to Cal/OSHA. M-HZ-3b Prior to the start of demolition, a lead based paint survey shall be performed by a Certified Lead Inspector/Assessor as defined in Title 17, CCR Section 35005 for all onsite structures that will be disturbed by demolition activities in accordance with local, state and federal regulations. The survey shall cover the entire building to be demolished, document the location and types of lead based paint found, and determine whether any on-site abatement of lead based paint is necessary. If lead based paint is located during the survey, an abatement work plan shall be prepared by County DEH in compliance with local, state, and federal regulations for any necessary removal of such materials. The work plan shall include specifications for the proper removal and disposal of lead based paint. County DEH, OHP, or designee will provide project surveillance of the lead based paint work activities to ensure that proper controls are implemented and to ensure compliance with the work plan requirements and abatement contractor specifications.	
HZ-4 & 5	If the BEP document was not updated to account for the additional hazardous materials that could be used, a significant indirect impact could result. Also,	M-HZ-4 & 5 Prior to opening Las Colinas, SDSD shall update its BEP to include the transport, storage, use, and disposal of hazardous materials during operation of the proposed project. These updates shall	HZ-4 & 5: Less than Significant

Table S-1 (Continued)
Summary of Significant Effects

	the project's potential to emit and/or handle hazardous materials within one-quarter mile of schools would be potentially significant.	include the use of chemicals currently used at the LCDF, as well as any new chemicals to be used at the new facility. The updated BEP shall be submitted to the San Diego County DEH for review and approval. All chemicals shall be managed in accordance with the California Hazardous Waste Control Law (Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (CCR, Title 22, Division 4.5). Also, prior to construction, the State Department of Toxic Substances Control (DTSC) shall be contacted to determine if a DTSC permit is required.	
2.6 Hydrology and Water Quality			
Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
2.6.2.1 Water Quality Standards			
HY-1	Without proper management of sediment and pollutants, the project could violate water quality standards	M-HY-1 The County shall implement Low Impact Development Integrated Management Practices (LID IMPs) to reduce stormwater runoff rates and duration. The LID IMPs shall provide at least a 19.1 percent reduction in stormwater runoff rates to achieve no net increase in flow quantities and rates discharged from the project site. This reduction shall be accomplished by strategic placement of LID IMPs uniformly throughout the project site to mimic the natural flow regime and capture any net increase in runoff through increased infiltration. The following specific LID IMPs shall be considered in the project's final design to meet the 19.1 percent reduction in stormwater runoff: • Vegetated roof systems • Infiltration trench/islands/beds • Vegetated or rock swales/filter strips • Rain water harvesting (cisterns/rain barrels) • Bioretention • Permeable pavement and materials	Less than Significant

Table S-1 (Continued)
Summary of Significant Effects

2.6.2.3 Existing or Planned Drainage System			
HY-2	The project would result in an increase in impervious surfaces compared to the existing conditions on the site, resulting in the potential for direct impacts to the existing drainage system	M-HY-2 The City of Santee has established drainage fees, which are typically collected upon issuance of a building permit for projects within City limits. While the County is not required to obtain a building permit from the City, the County shall pay a fee based on City's development impact fee worksheet. The County shall pay the fee before the start of construction.	Less than Significant

S.3 Areas of Controversy

Respondents to the NOP public scoping period expressed concern about several environmental issues. Key issues include configuration of the proposed project, compatibility with surrounding land uses, public safety, and project alternatives. These concerns have been identified as areas of known controversy and are analyzed in the corresponding issue areas in this EIR. *Appendix A* contains the comment letters received in response to the NOP.

S.4 Issues to be Resolved by the Decision-Making Body

The issues to be resolved by the decision-making body, the Board of Supervisors, include the choice among alternatives and whether and how to mitigate the significant effects. In addition the Board of Supervisors will have to determine if the benefits of the proposed project outweigh the potential significant unavoidable impacts related to Cultural Resources and Transportation/Traffic. In making this decision, the Board will have to balance the benefits of the proposed project against the project's unavoidable significant effects.

S.5 Project Alternatives

A brief summary of each project alternative is provided in *Table S-2*. A summary of significant impacts resulting from the proposed project compared to impacts resulting from the project alternatives is provided in *Table S-3*.

Table S-2
Descriptions of Project Alternatives

Alternative	Description
Mid-rise Alternative (see *Section 4.2.1*)	This alternative assumes that the existing LCDF would be demolished and a new facility would be built on 16 acres of County-owned land. Development of a replacement women's detention facility using a multi-story mid-rise facility is designed to use less ground space than proposed for the project. The 16-acre site would be immediately east of and adjacent to the existing LCDF. Development would require a four-story facility and approximately 120,000 to 150,000 square feet on approximately eight of the acres, with the remaining eight acres used for recreation, parking, and buffer. This alternative would accommodate 1,216 female inmates, the same as proposed by the project. The same staff levels would be required as under the Proposed Project. With implementation of the Mid-rise Alternative, at least one of the three historical buildings, the Santa Maria Building, would still be impacted. Therefore, while impacts would be reduced when compared to the Proposed Project by avoiding impacts to the Dietary Building and the Rehabilitation Building, significant unmitigable impacts to historical resources would still result. Regarding biological resources, this alternative would result in similar impacts to nesting birds/raptors, avoid the Proposed Project's impacts to coastal sage scrub and one coast live oak tree, and reduce impacts to unvegetated waters and non-native grassland. For traffic, the EIR analysis indicates that the Proposed Project would result in traffic impacts that would be significant and not mitigated, since no feasible, available mitigation measures have been identified in this EIR to reduce significant impacts to below a level of significance. The Mid-rise Alternative would not avoid the significant impacts of

Table S-2 (Continued)
Descriptions of Project Alternatives

Alternative	Description
	the Proposed Project, since the same number of beds and same staffing levels would be required; therefore, traffic impacts would be similar. This alternative would result in greater visual impacts due to the height of four-story structures. This alternative would meet three of the project objectives, but would not meet the County's project objective 4. The development of a mid-rise facility would inhibit implementation of the SDSD's inmate management philosophy, because that philosophy requires a physical layout with clear lines-of-sight. Without clear lines-of-sight, some independent inmate movement would not be permitted and SDSD's "choice and change" management approach would not be implemented.
20-Acre Alternative (see *Section 4.2.2*)	This alternative assumes that the existing LCDF would be demolished and a new facility would be built on 20 acres of County-owned land immediately east of the existing LCDF. This alternative would implement Phase I of the proposed project, but would not construct additional facilities beyond Phase I. The alternative would accommodate 800 female inmates, instead of the 1,216 inmate capacity provided by the proposed project. All structures would be one or two stories, and would result in more two story buildings when compared to the Proposed Project in order to accommodate all the same programs and facilities on a smaller campus. With implementation of the Mid-rise Alternative, at least one of the three historical buildings, the Santa Maria Building, would still be impacted. Therefore, while impacts would be reduced when compared to the Proposed Project by avoiding impacts to the Dietary Building and the Rehabilitation Building, significant unmitigable impacts to historical resources would still result. Regarding biological resources, this alternative would result in similar impacts to nesting birds/raptors, avoid the Proposed Project's impacts to coastal sage scrub and one coast live oak tree, and reduce impacts to vegetated waters and non-native grassland. For traffic, the EIR analysis indicates that the Proposed Project would result in traffic impacts that would be significant and not mitigated, since no feasible, available mitigation measures have been identified in this EIR to reduce significant impacts to below a level of significance. The 20-acre Alternative would reduce some of the significant impacts of the Proposed Project, since the same number of beds would be reduced from 1,216 to 800. However, since most of Proposed Project's traffic impacts are cumulative, traffic impacts resulting from this alternative would be reduced but still significant and unmitigated. This alternative would meet three of the County's project objectives, but would not meet project objective 2, since only 800 beds would be provided.
Otay Mesa Alternative (see *Section 4.2.3*)	Under this alternative, the existing LCDF in Santee would be closed and demolished, and a new women's detention facility would be developed on the Otay Mesa Alternative site. This alternative would accommodate 1,216 inmates, the same capacity as the proposed project. It is anticipated that significant impacts to cultural resources at the alternative site could be mitigated. Therefore, impacts to cultural resources would be reduced with the Otay Mesa Alternative when compared to the proposed project as a result of avoiding significant historical resources. The Otay Mesa Alternative would require the development of an undeveloped 45-acre site, which would impact sensitive vegetation (non-native grassland) on the site. These biological impacts would be greater than those of the proposed project. The Otay Mesa Alternative would avoid traffic impacts, while the proposed project would result in a significant and unmitigable traffic impacts. The Otay Mesa Alternative would meet project objectives 1 and 2, but would not meet project objectives 3 and 4. Specifically, under this alternative, a women's detention facility would not be built in a location that facilitates the transporting of arrested female offenders from throughout the County to the detention facility, court facilities, and other service providers such as medical and mental health facilities (objective 3), and it would inhibit the implementation of the SDSD's inmate

Table S-2 (Continued)
Descriptions of Project Alternatives

Alternative	Description
	management philosophy because the site does not have convenient access to public transportation services that support the visitation program (objective 4). The proposed project includes a centrally-located booking facility that serves all regional law enforcement agencies. Moving the booking facility to the Otay Mesa Alternative site would result in a net increase in the amount of time law enforcement officers would spend transporting female offenders and would correspondingly decrease the time these officers are available in their respective communities. In contrast, the proposed project would allow law enforcement officers to spend more time on their patrol beats while also reducing staffing costs (overtime), fuel expenditures, and vehicle maintenance (wear-and-tear). The proposed project also offers overall savings in staffing, drive time and mileage for SDSD's other units, including the prisoner bussing program and court security, due to the shorter distance between the County Operations Center and most of the County's justice facilities and health and mental health providers. The Otay Mesa Alternative would not effectively meet project objective 4 due to the lack of convenient public transit options. The proposed project includes an expanded visitation center to encourage productive inmate visits and to support the rehabilitation program. The closest MTS bus stop to the Otay Mesa Alternative is 1.1 miles from the site, and the pedestrian route does not have continuous sidewalks or street lighting for safe pedestrian access. No other public transportation is available in the vicinity of the Otay Mesa Alternative. In contrast, the proposed project offers two means of public transportation within a more reasonable distance (1,130 feet to MTS bus stop and 2,500 feet to Trolley) and with safe access.
Camp Elliott Alternative (see *Section 4.2.4*)	With implementation of the Camp Elliott Alternative, the existing LCDF in Santee would be closed and demolished and a new multi-custody women's detention facility capable of accommodating 1,216 women inmates would be built on the Camp Elliott site, which is an undeveloped piece of land between Scripps Ranch and Highway 52. It is anticipated that significant impacts to cultural resources could be mitigated for the alternative site, and therefore impacts to cultural resources would be reduced with the Camp Elliott Alternative when compared to the Proposed Project, as a result of avoidance of significant historical resources. The area around the site is dominated by sensitive biological resources and constitutes one of the largest and biologically most important remaining open space areas in San Diego. Biological impacts resulting from this alternative would be greater than those of the proposed project due to known sensitive resources onsite and impacts resulting from access road construction. Grading impacts are also greater when compared to the proposed project due to the site's hilly terrain and the potential for landslides. Due to the potential presence of hazardous materials and nearby MCAS operations, impacts resulting from hazards and hazardous materials are greater than those anticipated under the proposed project. Implementation of the Camp Elliott Alternative is not anticipated to generate significant impacts to traffic. Implementation of this alternative would require development of access and would result in additional impacts to biological resources, cultural resources, air quality, noise and hydrology. Therefore, while the alternative would avoid significant impacts of the Proposed Project (traffic), it would result in additional impacts in other issue areas. This alternative would meet project objectives 1 through 3. It would not meet project objective 4 as it would not provide convenient public transportation.
Campo Alternative (see *Section 4.2.5*)	Under this alternative, the existing LCDF in Santee would be closed and demolished, and a new women's detention facility would be developed on the County's JRF property in the community of Campo in Eastern San Diego County. This alternative would accommodate 1,216 inmates, the

Table S-2 (Continued)
Descriptions of Project Alternatives

Alternative	Description
	same capacity as the proposed project. It is anticipated that any impacts to cultural resources at the alternative site could be mitigated. Therefore, impacts to cultural resources would be reduced with the Campo Alternative when compared to the Proposed Project due to avoidance of significant impacts on historical resources. Biological impacts with this alternative would be greater than those of the proposed project due to sensitive resources onsite and impacts resulting from developing an undeveloped site. Because the site has hilly terrain, more grading would be required at this site than at the proposed project site, and geological impacts are anticipated to be greater. The Campo Alternative would meet project objectives 1 and 2, but would not meet project objectives 3 and 4. Specifically, under this alternative, a women's detention facility would not be built in a location that facilitates the transporting of arrested female offenders from throughout the County to the detention facility, court facilities, and other service providers, such as medical and mental health facilities (objective 3), and it would inhibit the implementation of the SDSD's inmate management philosophy because the site does not have convenient access to public transportation services that support the visitation program (objective 4). The proposed project includes a centrally-located booking facility that serves all regional law enforcement agencies. Moving the booking facility to the Campo Alternative site would result in a net increase in the amount of time law enforcement officers would spend transporting female offenders and would correspondingly decrease the time these officers are available in their respective communities. In contrast, the proposed project would allow law enforcement officers to spend more time on their patrol beats while also reducing staffing costs (overtime), fuel expenditures, and vehicle maintenance (wear-and-tear). The proposed project also offers overall savings in staffing, drive time and mileage for SDSD's other units, including the prisoner bussing program and court security, due to the shorter distance between the County Operations Center and most of the County's justice facilities and health and mental health providers. The Campo Alternative would not effectively meet project objective 4 due to the lack of convenient public transit options. The proposed project includes an expanded visitation center to encourage productive inmate visits and to support the rehabilitation program. Public bus service is available in Campo from MTS (route 888), but would not provide convenient access to this alternative site because the closest bus stop is 2.5 miles to the north and the bus runs only on Mondays and Fridays. No other public transportation is available for the Campo Alternative. In contrast, the proposed project offers two means of public transportation within a more reasonable distance (1,130 feet to MTS bus stop and 2,500 feet to Trolley).
No Project Alternative (see *Section 4.2.6*)	With implementation of the No Project Alternative, the existing LCDF would stay in its same location and the surrounding land would be built out consistent with the City of Santee Town Center Specific Plan Amendment, which calls for business park commercial/office uses. The old structures and deficiencies at the LCDF would not be replaced with modern facilities or expanded to meet the County's projected needs for multi-custody women offenders, thereby threatening SDSD's ability to meet the urgent need to provide modern facilities that will reduce overcrowding and deficient conditions at the existing LCDF. The proposed project's identified significant impacts would generally be the same under the No Project Alternative. Impacts to traffic would be greater due to increased vehicle trips associated with commercial development that would occur without the construction of the new LCDF.

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Table S-3
Comparison of Proposed Project and Alternatives' Impacts

Issue Area	Proposed Project	Mid-rise Alternative	20-acre Alternative	Otay Mesa	Camp Elliott	Campo	No Project*
Significant Environmental Effects of the Proposed Project							
Cultural Resources	Significant and unmitigable.	Similar when compared to the Proposed Project since it would still result in significant unmitigable impacts to at least one historical building.	Similar when compared to the Proposed Project since it would still result in significant unmitigable impacts to at least one historical building.	Less than the Proposed Project since this alternative would not likely result in unmitigable impacts.	Less than the Proposed Project the Proposed Project since this alternative would not likely result in unmitigable impacts.	Less than the Proposed Project the Proposed Project since this alternative would not likely result in unmitigable impacts.	The same or similar as the Proposed Project.
Biological Resources	Less than significant with mitigation incorporated.	Less than the Proposed Project.	Less than the Proposed Project.	Greater than the Proposed Project due to the requirement to develop an undeveloped 45-acre site, and presence of sensitive onsite vegetation communities.	Greater than the Proposed Project due to known sensitive resources onsite and impacts resulting from access road construction.	Greater than the Proposed Project due to undeveloped nature and resources present.	The same as the Proposed Project.
Geology/Soils	Less than significant with mitigation incorporated.	The same or similar as the Proposed Project.	The same or similar as the Proposed Project.	The same or similar as the Proposed Project.	Greater than the Proposed Project due to hilly terrain and potential for landslides.	Greater than the Proposed Project due to hilly terrain.	The same or similar as the Proposed Project.
Hazards and Hazardous Materials	Less than significant with mitigation incorporated.	The same or similar as the Proposed Project.	The same or similar as the Proposed Project.	Less than the Proposed Project due to lack of nearby sensitive receptors.	Greater than the Proposed Project due to ordnance hazard potential and nearby MCAS operations.	The same or similar as the Proposed Project.	The same or similar as the Proposed Project.

Table S-3 (Continued)
Comparison of Proposed Project and Alternatives' Impacts

Issue Area	Proposed Project	Mid-rise Alternative	20-acre Alternative	Otay Mesa	Camp Elliott	Campo	No Project*
Hydrology and Water Quality	Less than significant with mitigation incorporated.	The same or similar as the Proposed Project.	The same or similar as the Proposed Project.	Less than the Proposed Project as the site is not within a 100-year floodplain.	Less than the Proposed Project as site is not within 100-year floodplain.	Less than the Proposed Project as the site is not within a 100-year floodplain.	The same or similar as the Proposed Project.
Transportation/Traffic	Significant; no feasible mitigation measures are available to reduce impacts to less than significant; therefore impacts are assumed to be unmitigated.	The same or similar as the Proposed Project.	The same or similar as the Proposed Project.	Less than the Proposed Project.	Less than the Proposed Project.	Less than the Proposed Project.	Greater than the Proposed Project due to increased vehicle trips associated with commercial development.

* Describes impacts under the assumption that if the Proposed Project is not approved, the LCDF would stay in its current location, and the surrounding land would be built out consistent with the City of Santee Town Center Specific Plan Amendment.

CHAPTER 1.0
PROJECT DESCRIPTION, LOCATION AND ENVIRONMENTAL SETTING

1.1 Project Objectives

1.1.1 Background

The San Diego County Sheriff's Department (SDSD) is responsible for providing adult detention facilities for San Diego County (County). SDSD operates eight detention facilities within the County including Las Colinas Detention Facility in the City of Santee; Vista Detention Facility in the City of Vista; San Diego Central Jail in the City of San Diego; Descanso Detention Facility, George F. Bailey Detention Facility, East Mesa Detention Facility and Facility 8 in unincorporated San Diego County; and South Bay Detention Facility in the City of Chula Vista. The existing Las Colinas Detention Facility (LCDF) is the primary booking and holding facility for women arrested in the County and serves every local law enforcement agency in the County, as well as some State and Federal agencies on a limited basis. Ninety-six (96) beds are also currently set aside for women at the Vista Detention Facility. LCDF and Vista are the only facilities in the County for women inmates.

The existing LCDF is located on 15.98 acres of County-owned land in the City of Santee (City), approximately 14 miles northeast of downtown San Diego, 16 miles east of the Pacific Ocean, just north of the City of El Cajon and east of the City's municipal boundary with the City of San Diego near the Tierrasanta community (*Figure 1-1*). LCDF is operationally well located within the County due to its proximity to courthouses and other critical service providers. Access for local law enforcement agencies, staff and the public is facilitated by the detention facility's proximity to major roadways and highways (*Figures 1-1 and 1-2*). The Santee Transit Center is also located approximately 2,500 feet to the west and provides an important link to public transportation, including a trolley line and bus service. The existing LCDF is located along a MTS bus route. The nearest bus stop along this route is located at the corner of Cottonwood Avenue and Mission Gorge Road and is approximately 1,130 feet from the project site.

The LCDF complex originally opened in 1965 as a facility for female juveniles and was converted into an adult female detention facility in 1977. A maximum security/inmate processing building was constructed in 1979, and several modular "temporary" buildings have been added over time. The existing facility is comprised of buildings totaling approximately 120,305 square feet, with housing for multiple inmate classifications including: a general population consisting of low-level inmates, inmate workers, and medium-security inmates; maximum security inmates; and inmates who are classified as high risk and who must be isolated (administrative segregation, protective custody, medical and psychiatric housing). Also housed on the LCDF complex are facilities for providing: inmate processing services (including the intake, booking and release of

inmates), site and security administration, food service, schooling, a library, vocational training dependency and treatment programs, chaplain and counseling services, laundry/supply, medical services, and recreation. Access to the existing LCDF is via Cottonwood Avenue to the south and east of the site (*Figure 1-3*).

1.1.2 Need For The Project

In 2001, SDSD completed a Master Plan that forecasted the expected growth in the County's inmate population through the year 2020 and defined a long-range capital program to meet the projected local needs for male and female inmates (SDSD 2001b). The statistical analyses in the Master Plan projected that the average daily population of LCDF would increase to approximately 1,200 by the year 2020, these projections were later confirmed by analyses in the Las Colinas Women's Facility Development Plan (Carter Goble Lee, 2003). The average daily population at LCDF in recent years has been in the range of approximately 600-800 inmates.

The State's Corrections Standards Authority (CSA) evaluates local detention facilities on a biennial basis and establishes a rated capacity based on the number of beds that conform to operational, fire and life safety, and physical plant standards contained in Titles 15 and 24 of the California Code Regulations. The current State-rated capacity for the LCDF is 400 beds, and the Court-ordered capacity is 500 beds. As the inmate population has grown beyond the facility's rated capacity, the SDSD has had to manage overcrowding through a system of non-conforming beds and population control measures, including early release mechanisms. There are currently 810 actual or 'mainline' beds at the facility, which means that over 400 of the existing beds do not meet the State's minimum requirements. The existing LCDF cannot physically accommodate the Master Plan's projected increase in the female inmate population due to lack of conforming bed space.

In addition to the lack of CSA-rated beds and the inability of the LCDF to accommodate the projected increase in the female inmate population, there are well-documented physical and operational deficiencies associated with the age and condition of the facility and the piecemeal nature in which the facility was developed. Some of the physical and operational deficiencies of the existing campus include the following:

- Substandard housing – approximately one-half of the inmates are housed in crowded modular dormitory buildings that have outlived their life expectancy of five years. A full renovation of one of these dormitory units is estimated to cost between $90,000 and $120,000 and may last only five to six years.

- Costly Maintenance – the facilities are deteriorating due to the age of the buildings, the type of construction, and the wear-and-tear from continuous use. To ensure the continued safety and security of the inmates and staff the County has spent approximately $4.3 million on maintenance in the last five years, including costly floor and roofing replacements in the modular housing units, replacing critical mechanical equipment, a kitchen expansion, and security upgrades in the maximum security units and visitation lobby.

- Crowded operations – the inmate processing building contains the central control room, inmate processing (booking and release) areas, temporary holding cells, administrative segregation cells, an inmate property room, and the check-in areas for inmate visits. Sworn and professional staff members are forced to compete for limited space in order to complete their duties. Operational efficiency and the safety of staff and persons in custody are often compromised by the noise, lack of ventilation, and the tight working quarters. Crowding in housing units has resulted in the double or triple bunking of cells that were designed and rated for single or double occupancy.

  The Corrections Standards Authority's 2004-06 inspection report for San Diego County's detention system noted several items at LCDF that were out of compliance with California Code of Regulations, Title 24, due to overcrowding. These items were:

  - Single-occupancy cells in B House have been equipped with three bunks, which results in noncompliance with Section 470A.2.6 when more than one inmate is housed in a cell.

  - Double-occupancy cells in Houses A, C, and D have been equipped with three bunks, which results in noncompliance with Section 470A.2.7 when more than two inmates are housed in these cells. The multiple cells in Houses C and D have more beds than the rated capacity.

  - The dormitory buildings contain more bunks than rated capacity (Section 470A.2.8).

  - Houses A, C, and D and the dormitories were all found to be noncompliant with Sections 470A.3.1 and 3.2 due to an insufficient number of toilets and wash basins. There are an insufficient number of showers in B House when the rated capacity is exceeded (Section 470A.3.4).

- Dayroom space is insufficient in Housing units B, C, D, and F when rated capacity is exceeded (Section 470A.2.9).

- Inadequate space for critical support functions – the medical area does not have adequate space for staff offices, patient treatment rooms, medical isolation (for tuberculosis and hepatitis patients, for example), or advanced equipment such as x-ray or dialysis machines. LCDF's main kitchen is in one of the original juvenile facility buildings and it is too small to service the institution that exists today. Inmate food carts must be loaded in another building after the food has been prepared in the kitchen. There is no room for growth and the breakdown of one piece of equipment can delay meal service.

- Exterior issues – campus line-of-sight problems require SDSD staff to spend part of their shift escorting two-thirds of the inmate population, three times per day, from housing units to dining halls. Inmates are also escorted to sick calls, visits, programs, church services and other activities, so that adequate supervision can be provided.

Space limitations at the existing facility also affect the ability to offer programs and services which are central to the SDSD's behavioral management philosophy and a critical part of the County's effort to reduce repeat offending and recidivism. This philosophy was crafted as part of the planning effort for the new LCDF facility and was adopted by the SDSD subsequent to the signing of Senate Bill (SB) 618 (Speier) into law in October 2006. SB 618 added Penal Code Section 1203.8 which allows for the development of a multi-agency plan addressing the re-entry of non-violent offenders in to the community. The SB 618 program is a comprehensive team approach that provides inmates with the tools they need to prepare for an honest life outside detention facility walls. As it pertains to the new LCDF, academic classes, vocational training, counseling and dependency/treatment programs, and an innovative visitation center that facilitates the support of family members (especially children), form the foundation of this approach. This management philosophy requires space for the expansion of services and facilities beyond what is currently available at LCDF.

A campus-style facility is proposed so that programs and services which are central to the SDSD's behavioral management philosophy and a critical part of the County's effort to reduce repeat offending and recidivism can be offered. Behavior management for female inmates relies on a rewards system that is based in part on mobility privileges. In order to provide such privileges, and at the same time ensure adequate security, the facility must be designed so that inmates can have some freedom of movement while under efficient visual surveillance. A campus-style facility can be designed to support these programmatic and security requirements.

The Las Colinas Master Plan (CGL, 2000) provides additional support for the importance of facility layout and design, as noted in the following excerpts from that plan:

> The historical campus design' reflected by the existing LCDF represents many of the features that are sought in a new facility. Inmates are permitted to circulate to many functions through the open air on tree-lined walkways. Services and programs for all but a minority of the women are centralized which fosters a high degree of social interaction that is generally found to be beneficial to women, especially in the first days of incarceration. For the most part, security is achieved through the presence of trained staff and not barriers and obstacles.
>
> As a campus facility, many of the services, such as dining, commissary, health care, and visitation can be centralized in order that inmates walk across open space to buildings housing these functions. This particular configuration establishes an environment particularly conducive to structured interaction between women offenders. Social-behavioral science research has consistently indicated that women offenders have a greater need for personal interaction than their male counterparts. Additionally, correctional data has well documented the correlation between decreased disciplinary incidents and increased constructive contact with staff, visitors, and other inmates. The design of correctional facilities for women can use this reality to operational advantage.

1.1.3 Statement of Objectives

CEQA Guidelines (Section 15124 (b)) require that project objectives be set forth in an EIR in order to help define alternatives to the proposed project that meet most of the basic project objectives. The project objectives for the LCDF expansion project are derived from needs identified by the experts responsible for law enforcement, incarceration, detentions operations, and rehabilitation of prisoners, and were developed based on the need for effective and efficient operation of the proposed facility. SDSD has identified the following four basic objectives for the LCDF project:

1. Correct the deficiencies at the existing LCDF by replacing old structures with modern facilities.

2. Meet the projected needs of the County for women offenders to the year 2020 through the development of a 1,216-bed state-of-the-art multi-custody women's detention facility.

3. Build a women's detention facility in a location that facilitates both the booking process for female offenders arrested throughout the County and the transporting of inmates to court facilities and other providers.

4. Design a women's detention facility that permits the implementation of the SDSD's inmate management philosophy and visitation program, in an effort to reduce repeat offending and recidivism.

The project objectives, and a rationale for each, are detailed below.

Project Objective No. 1: Correct the deficiencies at the existing LCDF by replacing the old structures with modern facilities.

Rationale: As described in *Section 1.1.2,* the existing LCDF needs to be replaced due to its poor physical condition and site and space limitations.

***Project Objective No. 2*:** Meet the projected needs of the County for women offenders to the year 2020 through the development of a 1,216-bed state-of-the-art multi-custody women's detention facility.

Rationale: LCDF is overcrowded and more detention beds are needed to accommodate a projected increase in the female inmate population through 2020. A larger institution should be designed to accommodate all classifications of female offenders (i.e., it should be "multi-custody"). There are currently only two detention facilities in the County that house female inmates: the existing LCDF and the Vista Detention Facility (VDF). The VDF is a men's detention facility located in the North County Regional Center on Melrose Drive within the City of Vista. Currently, there are 96 beds within the Vista facility that are reserved for female inmates who are arrested, booked, and/or arraigned in North County. The Females housed at Vista Detention Facility have active court cases in Vista, or are housed there for classification reasons. It is not practical to expand the female portion of the facility because it would displace male inmates and leave them without adequate housing.

In addition, as part of the North County Regional Center, VDF is almost completely built out. VDF could not provide the space or design flexibility needed to accommodate housing, classrooms, contact-visit areas, and vocational training for the current 600 female inmates at LCDF or additional inmates.

Project Objective No. 3: Build a women's detention facility in a location that facilitates both the booking process for female offenders arrested throughout the County and the transporting of inmates to Court facilities and other providers.

Rationale: A detention and pre-arraignment facility should be located for the convenience of regional law enforcement personnel who must transport women for booking and court appearances. Therefore, a fairly central location and proximity to highways and major arterial roads is important when considering prospective sites. The public safety needs of the County are best served when police officers and deputies spend more time patrolling the community and responding to calls for service and less time in transit to book persons taken into custody. The following regional law enforcement agencies bring female arrestees to the existing LCDF for booking:

CA Alcohol Beverage Control
CA Department of Justice (BNE, Narcotics Task Force, Violent Crimes)
CA Dept. of Corrections
CA Dept. of Insurance
CA Highway Patrol
CA State University Police
California State Parole
Carlsbad Police Department
Chula Vista Police Department
Coronado Police Department
Dept. of Motor Vehicles
U.S. Drug Enforcement Admin. – SD Division
El Cajon Police Department
Escondido Police Department
Federal Bureau of Investigation
Immigration/Customs Enforcement
La Mesa Police Department
Mira Costa College Police
National City Police Department
Oceanside Police Department
Grossmont Cuyamaca Police Department
County Probation Dept
Palomar College Police
SD Community College Police Department
SD Sheriff Court Services
San Diego City Schools Police Department
San Diego Harbor Police
San Diego Police Department
San Diego Sheriff's Department
Southwestern College Police
State Dept. of Justice
United States Marshal
University of CA Police

Ancillary and associated public safety facilities are widespread throughout the County. The existing LCDF is near the East County Regional Center (El Cajon Courthouse), while court facilities in Downtown San Diego and the South Bay Regional Center are within reasonable driving distance. Female inmates appearing before the Courts at the North County Regional Center are typically housed in the 96-bed women's module at VDF.

Proximity to hospitals and contract medical services is another important consideration for siting a women's facility as female inmates typically have more medical issues than men. Detention

facilities that provide pre-arraignment (booking) services also have more emergency medical incidents per bed than facilities that don't perform this function, primarily due to drug and alcohol related arrests. Rapid emergency response is available at the current location (the City of Santee Fire Department and paramedic services are located immediately south of the existing facility), and contract health and mental health providers are nearby.

Project Objective No. 4: Design a women's detention facility that permits the implementation of the SDSD's inmate management philosophy and visitation program in an effort to reduce repeat offending and recidivism.

Rationale: The SDSD has adopted a behavioral management philosophy intended to support the re-entry and integration of released inmates into productive society and reduce the odds that they will return to the detention system in the future. This philosophy has implications for planning and design, especially as it relates to the size, location, and physical layout of the new facility. For example, an open campus style facility that allows for clear lines-of-sight permits some independent inmate movement and supports a "choice and change" management approach. With an open campus, inmates can "see" the benefits of good behavior and are encouraged to earn their way out of more restrictive housing and into the general population with its accordant privileges. The layout and components of the facility should support the SDSD's intention to implement the inmate management philosophy and visitation program, in an effort to reduce repeat offending and recidivism. Provision of an environment that fosters rehabilitation, positive life choices and opportunities to successfully re-enter into society requires adequate space and facilities such as classrooms, group interaction areas, family/friend rehabilitation rooms and exercise facilities, all of which are not available given the existing facility's space constraints.

Program offerings at a new detention facility would include academic classes, individual and group counseling, dependency treatment, life skills courses, and vocational training. These programs have expansive space requirements for classrooms, instructional staff offices, and building and site area assigned to inmate industries. Space would also be provided for an expansion of medical services and recreational areas in support of wellness programs. "As part of the normalization and choice making objective, inmates will be responsible for their well-being and expected to participate in dietary, exercise, and education regimes that reinforce positive health practices" (Carter Goble Lee, 2003).

A Visitation Center for supervised visits is another key component of SDSD's behavioral management program. The average number of visitors would be expected to increase with a larger project, due to additional programs and facilities to encourage increased visitations. Visits with dependent children are especially important in that they support the rehabilitation of women and reinforce the principles taught in parenting and life skills courses. The new facility should be

located in close proximity to public transportation and should be easy to access from major roads and highways in order to facilitate these visits from loved ones. Making it convenient for friends and family to visit the detainees is a component of Project Objective 4, which is to have a women's detention facility that permits the implementation of the SDSD's inmate management philosophy and visitation program aimed at encouraging inmates to improve themselves and not violate laws when they are re-enter society.

1.2 Project Description

The proposed project consists of the replacement of the existing LCDF with a new 1,216-bed women's detention facility. The proposed facility is being constructed to meet the needs for the female inmate population in San Diego County. The County has no plans to house out-of-County inmates in the new facility, or to allow out-of-County jurisdictions to use beds in the new facility on a contract basis. In addition to an increase in the size of the facility to accommodate the projected increase in the female inmate population, the proposed LCDF would include additional facilities and services to facilitate implementation of the SDSD's behavioral management program. The project site encompasses a total of 45 acres of County-owned property (APN 381-050-0700) located within the City of Santee, consisting of the existing approximately 16-acre LCDF site and approximately 29 acres of the adjacent Edgemoor Skilled Nursing Facility (Edgemoor) site (*Figure 1-4*). An additional 0.5 acres is included for offsite road improvements in the event that planned roads are not constructed in a time frame that meets the needs of the project.

The County, as part of a separate project, is in the process of replacing Edgemoor with a new facility that is being constructed north of the San Diego River and south of Mast Boulevard. Once construction of the new 150,000-square foot hospital is complete, Edgemoor patients will vacate the old buildings. Three Edgemoor buildings are located within the proposed LCDF project site boundary and would require demolition as part of the LCDF project; therefore, this EIR addresses the environmental impacts of demolition of these three buildings.

Land uses surrounding the project site include the existing Edgemoor site and undeveloped land to the east, a residential neighborhood and a fire station to the south, developing office/commercial uses associated within the Town Center Specific Plan to the west, undeveloped land to the north, with the San Diego River 600 feet to the north. The proposed project site is set back approximately 635 feet from Magnolia Avenue, a major thoroughfare, to the east.

The project site is located within, and is surrounded by land uses within the City's Town Center Specific Plan Amendment area. The Specific Plan Amendment area established the physical and

design framework for the development of approximately 154 acres of County owned land within the City's 706 acre Town Center Specific Plan area. The Final Master Environmental Impact Report (MEIR) for the Specific Plan Amendment certified by the City in 2006 acknowledges and addresses the future plans for replacing the LCDF. The MEIR states: "The Sheriff's Department of the County of San Diego has plans to reconstruct Las Colinas on a site within the 154.05 acres, not to exceed 45 acres. It is unknown at the present when this will occur or the precise amount or location of acreage that will be used for the rebuilt facility. The master plan contemplates that whatever acreage owned by the County that is not used for the Las Colinas facility will be available as a future phase of the office park. Therefore, the entire site is included in this analysis so that full environmental review may be comprehensively completed for all land which may be available for office and related uses." Further, in Chapter 4, Environmental Analysis, Section 4.1 Land Use, Page 32, the MEIR states that: "Interface issues between Las Colinas and the office park are considered less than significant."

The project site can be easily accessed from the nearby Interstate Highway (I)-8 and State Routes (SR)-67 and SR-125 as well as major arterial roadways and public transportation services. The nearest Trolley Station (Santee Town Center) is located approximately 2,500 feet west of LCDF and the nearest bus stop is approximately 1,130 feet away.

1.2.1 Project's Component Parts

The following sections describe the project components and outline the two-phased construction of the proposed project. A conceptual site plan is provided in *Figure 1-5*.

1.2.1.1 Project Facilities

The project facilities, as conceptually illustrated in *Figure 1-5* and outlined in *Table 1-1*, include a maximum of 512,537 square feet (sq ft) of building floor area consisting of inmate housing, administration facilities, a visitation center, security administration, program and employment facilities, medical and food services, and facility services.

Proposed buildings would be a maximum of two stories, or 35 feet in height. Housing units will likely consist of two levels – a first floor and mezzanine level – with an overall height of approximately 26 to 30 feet as measured from grade to peak of roofs. Programs, food services, and medical facilities would be housed in one-story buildings approximately 20 to 24 feet high, while the single-story institutional warehouse would be approximately 32 feet high.

Although the Town Center Design Guidelines are not applicable to the proposed project, the project incorporates design themes established in the Town Center Specific Plan. For example, the administration building, the building that will be most visible to the general public, will be

designed to conform with the architectural guidelines for massing/scale/form, and materials and colors, including the use of earthen tones. Mechanical equipment, storage areas, and maintenance areas will be screened from views from outside the secured perimeter and all loading will occur on-site and will be screened from streets in accordance with the guidelines.

The project will not include guard towers or search lights, as these features are not required for operation of the proposed project.

Inmate Housing

A total of seven housing clusters are proposed, including one dedicated to women that must, for reasons of behavior or protection, be separated from the remainder of the population. The inmate housing component provides for a total of 1,216 CSA-rated beds and encompasses approximately 260,749 sq ft gross building area, which represents approximately 51 percent of the total proposed gross building area on the project site. Associated security buffers between different levels of housing (e.g. minimum and medium custody) occupy a large portion (approximately 9 acres) of the overall site area. While the proposed project is, in part, a replacement facility, it is considered a new facility by the Corrections Standards Authority (CSA) under California Code of Regulations (CCR), Title 24. Therefore, the existing Las Colinas Detention Facility's Rated Capacity (RC) will not apply to the proposed project and a new RC would be assigned.

The County's Proposal for Jail Construction Funding submitted in response to the Public Safety and Offender Rehabilitation Services Act of 2007 – AB900, established the County's intent to build a 1,216-bed women's detention facility. The proposal serves as the County's Letter of Intent under CCR, Title 24, Part 1, Section 13-102(c)1. CSA will evaluate the proposed jail's Rated Capacity during plan reviews at the schematic design, design development, and construction document stages, and CSA will confirm the Rated Capacity during the Living Area Space Evaluation at final inspection. The County intends to construct 1,216 CSA rated beds that conform to the standards and requirements contained in CCR Title 24 and Title 15; the County does not intend to apply for an exemption from Corrections Standards Authority regulations.

Facility Administration, Training, Visitation, and Parking

The proposed public entrance and parking for the new detention facility are located near the northern boundary of the project site and outside of the secure perimeter of LCDF (*Figure 1-5*). The two-story Administration Building (56,712 sq ft gross building area) provides a transition between the public and secured areas and serves as the administrative operations center. This building would include multiple uses, including: office space for SDSD administrators,

professional staff, contract staff and volunteers; briefing and support areas for SDSD staff; a training component with classroom space; and a Visitation Center. The Visitation Center element supports a program of supervised visitation and is a critical part of the SDSD's behavioral management plan.

A total of 350 parking spaces would be provided (*Figure 1-5*).

Security Administration

This component of the program consists of two sub-components: security administration/central control and inmate processing. The security administration component includes office space for the watch commander, clerical space and conference rooms, and secured equipment storage. This is also the location of the central control room – the electronic 'nerve center' for the facility. The inmate processing component is the larger of the two security building elements. It includes spaces for the booking, transfer, and release of inmates and work areas for the staff that manage these processes. The space allocation for this element recognizes that, "this is by far the most complicated aspect of the facility since the intake and release process involves a myriad of functions and the interaction with many different staff that are performing critical tasks associated with identification, property accounting, medical screening, pretrial intervention participation, and initial classification" (CGL 2003). The security administration component is anticipated to be 33,448 sq ft.

Programs and Employment Services

The programs and employment services facilities provide opportunities for inmates to learn to read, write, and perform mathematical skills. Opportunities for skill enhancement, recreation, counseling, and employment (vocational classes and inmate industries) would be provided. The programs and employment services center and associated inmate industry space would include a maximum of 87,838 sq ft.

Medical Services

The LCDF medical services program includes four distinct components focused on meeting the needs of female inmates: a women's clinic, medical infirmary, psychiatric services unit (PSU) support, and PSU housing. The women's clinic and infirmary will contain a 22-bed clinic for sick inmates and an isolation area for women who may have a contagious ailment or disease. The psychiatric outpatient clinic will include a waiting area for 20 inmates, private interview rooms, and offices for clinical staff. The PSU will function as an inpatient mental health/medical facility with a total of 32 single rooms. Inmate beds in the medical services facility are not included in the overall LCDF bed count as these beds are occupied by inmates who are part of the daily

population. The total area assigned to the medical services component is estimated to be 28,099 sq ft. The proposed project includes an expanded clinic and infirmary to treat inmates for minor health needs. SDSD would continue its contract with the UCSD Hillcrest Medical Center for more serious health issues and with Grossmont Hospital for emergency hospital services for LCDF inmates.

Food Services

A central kitchen located adjacent to the East Mesa and George Bailey Detention Facilities in East Otay Mesa prepares meals for the entire County detention system. Meals are prepared and sealed at the production center for reheating at the institutional kitchens. The food services building for the new LCDF will include an area for receiving and preparing these meals for distribution, as well as spaces for inmate and staff dining and food service support. The inmate dining area would be sized to accommodate up to 224 individuals at a single setting. Food service deliveries will continue to arrive via Cottonwood Avenue. The total estimated area for the food services component of the project is 20,546 sq ft.

Facility Services

The proposed project's facility services components includes custodial and clerical personnel, trades people (i.e., painters, plumbers, carpenters, and electricians), and logistical staff manning the institutional warehouse. The spaces associated with these functions include an energy plant, workshops, and a large general storage warehouse totaling 24,785 sq ft. The energy plant would be approximately 8,747 square feet in size, and would be the control center for the LCDF's electrical, mechanical, air conditioning, heating, and plumbing systems. The energy plant may also contain equipment such as hot water heaters, boilers, washers, and dryers. No electricity would be generated in the energy plant. The redesign of the proposed project, including expanded kitchen and storage areas, would result in more efficient operations with respect to food and supply deliveries. The number of daily deliveries to the existing LCDF is on average, ten per day. It is anticipated that the number of deliveries would remain the same, but individual deliveries would be larger to satisfy the demand of the project. The new facility would also have its own laundry facility, and would eliminate the need for laundry deliveries.

Project Design Features

The LCDF project includes the following construction and operation design features.

Construction

- Utilize recycled, low-carbon, and otherwise climate-friendly building materials such as salvaged and recycled-content materials for building, hard-surface, and non-plant landscaping materials.
- Minimize, reuse, and recycle construction-related waste.
- Minimize grading, earthmoving, and other energy-intensive construction practices.
- Utilize alternative fuels in construction equipment and require construction equipment to utilize the best available technology to reduce emissions to the extent feasible.

Operation

- Implement California Building Energy Efficiency Standards—all buildings in the proposed project will be required to meet Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
- Encourage use of Modal Use Transit—the proposed project is located near the Santee transit rail station. Transit stops and routes will link the project to the regional mass transit systems in San Diego County.
- Utilize Landscaping and Tree Planting—the proposed project requires landscaping throughout and the planting of shade trees within the new parking lots. This landscaping will provide CO2 uptake.
- The proposed project's mechanical equipment, such as air conditioning units, exhaust fans, and condenser units will be designed and placed such that sound generated from the equipment would not exceed the sound level limits established in the City's Municipal Code, similar to existing conditions.
- The proposed LCDF outside announcement system would be designed, tested, and calibrated to minimize the sound volume at the nearest property line where there is a sensitive use, limit noise levels based on the City's Municipal Code one-hour average noise limits, and not exceed existing noise levels. To accomplish this, the following design standards have been included (refer to *Section 3.1.5.2* for additional information and analysis):

- The announcement system would use multiple smaller speakers spread throughout the outdoor inmate areas that will allow the volume in the outdoor inmate areas to be lower than it would be with a few, large speakers.
- The outdoor announcement system would be designed, calibrated, and operated so that individual announcements would not exceed 50 dB between 7:00 a.m. to 7:00 p.m. and 45 dB between 7:00 p.m. to 10:00 p.m. at the nearest property line that has a residential use.
- The outdoor announcement system would not be used between the hours of 10:00 p.m. to 7:00 a.m.

1.2.1.2 Proposed Circulation and Access

Primary access to the project site will be provided from future Riverview Parkway (*Figure 1-5*). Riverview Parkway, between Civic Center Drive and Magnolia Avenue, will be designed to meet the City's Parkway standards and is planned to have two lanes in each direction. It is possible that all or a portion of Riverview Parkway would be constructed by other entities as part of other projects before the County constructs Phase I of the proposed LCDF project. Riverview Parkway may be constructed by Ryan Companies, Inc. as part of its development of Town Center.

In addition, an application for a Conditional Use Permit has been filed with the City of Santee for the proposed Liberty Charter School to be located on the north side of future Riverview Parkway approximately 500 feet west of Magnolia Avenue. Access for the proposed school is to be provided by constructing a two-lane portion of Riverview Parkway from Magnolia Avenue west approximately 1,000 feet, ending approximately 250 feet east of the proposed access for the LCDF project. It is anticipated that the Liberty Charter School project would be completed in 2009, which would be well before the completion of the Phase I construction of LCDF in 2013. Therefore, at least part of Riverview Parkway needed for access to LCDF should be in place before LCDF Phase I is constructed, and the County would need to construct only the remaining approximately 250 feet to the entrance to the proposed facility.

However, because there is no guarantee that all or a portion of Riverview Parkway will be constructed before the County completes Phase I of the LCDF project, the LCDF project description includes the construction of a portion of Riverview Parkway. The portion included in this project is a two-lane cul-de-sac from Magnolia Avenue west to the entry to the new facility. This road would be built in the dedicated right-of-way for Riverview Parkway. The impacts of constructing and operating Riverview Parkway at four lanes were analyzed in the Town Center Specific Plan Master EIR, and the impacts of the County's constructing a smaller segment of the road would be less than those identified in the MEIR, as further discussed this Revised EIR.

To summarize, if Ryan Companies, Inc. constructs Riverview Parkway before the County completes Phase I of the proposed project, the County would not construct any portion of the road as part of this project. If the Charter School constructs a portion of the road before the County completes Phase I of the proposed project, the County would extend the road approximately 250 feet west to the entrance of the new LCDF facility as part of this project. If neither scenario occurs, the County would construct the two-lane cul-de-sac road described above as part of this project. This analysis assumes that the County would construct the two-lane cul-de-sac road.

Cottonwood Avenue, a two-lane collector road that currently serves the LCDF, will continue to be used as the main entrance for regional law enforcement, inmate transportation, deliveries, and maintenance vehicles.

1.2.1.3 Utility Requirements

Water, electricity, natural gas, sewer and other necessary utilities will be provided by the applicable utility purveyors, including Padre Dam Municipal Water District (PDMWD) and San Diego Gas & Electric (SDG&E). For wastewater, a realignment of the existing 15-inch sewer line on-site may be required to run along the north and west parts of the project site. For potable water, a new 10-inch main would be installed on County-owned property along the southern part of the project site, from Cottonwood Avenue to Magnolia Avenue (PDMWD 2007). The precise alignment of the pipeline is not currently known, but the realignment would be designed to avoid existing historical structures and mature oak trees on the Edgemoor site.

1.2.1.4 Security

Security for LCDF will be provided by the SDSD. The proposed security plan incorporates a combination of architectural and operational features, including the provision of SDSD staff to monitor and manage the activities of inmates and patrol the campus perimeter. Other security measures include fencing, security electronics (e.g., alarms, Closed-Circuit Television (CCTV) monitoring, door controls), and site lighting. The facility perimeter will be secured using a system of double fences and a patrol ring road. The existing LCDF fencing is 15 feet high, which includes 13 feet, 9 inches of fencing plus approximately 15 inches of razor wire at the top. The proposed fencing would not exceed 15 feet in height and would use similar materials.

Although the City's lighting ordinance does not apply to this County project, the lighting for the parking lots will meet the same standards established in the City's lighting ordinance. As with the existing LCDF, the proposed project would have different areas requiring different light

levels for security purposes. These areas would include the site parking lots, housing clusters and court yards. The Illuminating Engineering Society of North America (IESNA) recommended luminance levels for a detention facility range from 1 to 5 foot candles. The lighting at the new facility will be designed in accordance with these recommendations.

The proposed fixtures would be designed to be vandal-proof and would include pole heights similar to those at the existing LCDF. Two main fixture types are proposed. The first is a horizontally mounted, heavy gauge aluminum rectilinear pole mounted fixture with a maximum height of 23 feet above finished grade. The second is a building mounted fixture at a maximum height of 15 feet above finished grade. All perimeter lighting fixtures would be installed with shielded reflectors to minimize light spill onto adjacent properties. The proposed light fixtures would be constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a defusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal plane as determined by a photometric test or certified by the manufacturer. Any structural part of the light fixture providing this shielding will be permanently affixed.

1.2.1.5 Landscape Plan

The project includes a conceptual landscape design for all four sides of the perimeter that provides an aesthetically pleasing design that would screen the facility from the surrounding community. To achieve this goal, selected plants would be long-lived perennials, strategically located to provide maximum screening upon maturity. The landscape would be designed with several levels (under-stories), contrasting colors, and textures. The plant palette would consist of vegetation that tolerates a wide range of soils and requires little water and maintenance.

Plant material in the landscaped perimeter will be arranged in three zones (A, B, and C), as shown in *Figure 1-6*. Zone A is 10 feet wide, consists of shrubs that will reach 8 to 10 feet in height at maturity, and begins just outside the perimeter patrol zone, which extends approximately 20 feet from the facility's security fence. Trees would be placed in "drifts" (i.e., not aligned in rows) parallel to the security fence within zone B. These drifts would consist of staggered plantings of single species of 8 to 12 trees. Shrubs in this zone would be placed in similar drifts of single species of 18 to 24 plants. In zone C, lower shrubs and groundcovers (12 to 24 inches in height at maturity) would be planted up to a low fence that defines the property boundary.

The landscape palette will include evergreen plants from the Town Center Specific Plan Guidelines. Species such as Coast live oak, Evergreen elm, and Victorian Box, would be utilized as these species would maintain year-round vegetative screening of the LCDF. Tree and shrub

species included in the landscape palette would include, but would not be limited to the following:

Trees	**Shrubs**
Coast live oak	
Evergreen elm	Parney cotoneaster
Victorian Box	Dwarf Oleander
Southern Magnolia	Santa Cruz Pyracantha
Canary Island pine	*Raphiolepis*
Brisbane box	Japanese privet
Ornamental pear	Tobira
Bailey acacia	

Under the proposed landscape plan, trees in 36-inch boxes and approximately 10 feet high would be planted along the entire eastern, western, and northern boundaries outside of the security fence, and south side perimeter from Cottonwood Avenue to the eastern boundary. These trees would provide substantial screening at initial planting. This size container is consistent with the Riverview Parkway streetscape and drive entry standards of the Town Center Specific Plan Amendment. Additionally, the trees are expected to reach a height of 25 feet or more within a five-year period.

The landscaping would include an irrigation system with drip technology, automatic valves, and weather base smart controllers. Three inches of stabilized mulch would be used in all planting areas for aesthetics and the health of the plants. The mulch would serve as a ground cover until the vegetation fills in (approximately two years).

1.2.1.6 Construction

The proposed construction is anticipated to take 36 months and will be conducted in two primary phases: Phase I and Phase II (*Figures 1-7* and *1-8*).

Grading

LCDF site grading, and grading for the access road is anticipated to result in approximately 228,000 cubic yards (cy) of total earthwork (cut and fill), including 139,000 cy of on-site work for over-excavation and recompaction, and approximately 89,000 cy of import material (Harris Associates 2008). The source of the fill material is unknown at this time. The construction contractor would be required to obtain fill material from a permitted site.

The northern part of the proposed project site is located within the Federal Emergency Management Agency's (FEMA) 100-year flood zone, as shown on the SanGIS flood zone interactive map (SanGIS, accessed January 5, 2007) and displayed in *Figure 2.5-1* in *Chapter 2.5*. With adoption of its Flood Drainage Prevention Ordinance, the City raised the base flood elevation of the San Diego River. As a result, the northern part of the project site is also located within a "special flood hazards inundated by 100-year flood" zone as designated by the City. No structures are proposed within either the FEMA or City designated flood zones. As described in *Section 1.2.1.2*, a two-lane access road would to serve the facility, and is planned to be constructed along the northern LCDF boundary prior to or concurrent with construction of the LCDF. Alternatively, if it is constructed in time, future Riverview Parkway would provide access for the LCDF. The northern section of the LCDF site would then be raised to match the grade of Riverview Parkway, which was established in TPM 2005-04. The site grading necessary to match the future Riverview Parkway grade would require import of 89,000 cy of soil mentioned above.

Staging

All construction equipment, vehicles, personnel and material staging areas would be located within the proposed LCDF boundary or on adjacent disturbed/developed County-owned land. No construction activities outside the proposed LCDF project site (off-site impacts) are anticipated in association with the proposed project. Construction equipment would include trucks, bulldozers, excavators, loaders, and graders for excavating, compacting, and hauling. The project requires the import and export of fill material, which will be brought in or removed using street-legal dump trucks. A Traffic Control Plan will be prepared and implemented as part of the proposed project, and dust control measures to reduce fugitive dust during construction will also be implemented.

Storm Water Pollution Prevention Plan/Best Management Practices

Since the project would disturb more than one acre of soil, the County would obtain permit coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ). In accordance with the conditions of the permit, the County would develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that describes best management practices (BMPs) that would be employed before, during, and after construction to minimize erosion and runoff from construction activities. The SWPPP would address all of the measures listed in the permit conditions, including site-specific measures and BMPs, implementation schedule, and a monitoring program and reporting requirements.

Construction BMPs would be implemented to meet best conventional technology/best available technology requirements for construction projects. Post-construction BMPs would be implemented to reduce pollutant transport from the project site. Source control BMPs that minimize the concentration of exposed pollutants and reduce the potential for offsite transport include, but are not limited to: design outdoor material storage areas to reduce pollution introduction; design trash storage areas to reduce pollution introduction; employ integrated pest management principles; use of efficient irrigation systems and landscape design; provide storm water conveyance system stenciling and signage. Treatment control BMPs include bioretention facilities, settling basins (dry ponds), wet ponds and wetlands, infiltration facilities or practices, and/or media filters. A single or combination of treatment control BMPs will be selected to infiltrate, filter, and/or treat runoff from the project footprint to the numeric sizing treatment standards, in accordance with the City's Standard Urban Storm Water Mitigation Plan (SUSMP). Alternate treatment control BMPs that treat the project's most substantial pollutants of concern to high removal efficiency would be evaluated during the final design of the project.

A maintenance plan assuring that all permanent BMPs would be maintained for the life of the project would be developed by the County in accordance with the City's SUSMP. Examples of maintenance include removal of accumulated sediment and trash, thinning of vegetative brush in biotreatment swales, and maintaining the appearance and general status of the vegetation.

Phase I

Phase I will develop the County-owned property to the east of the existing LCDF and Cottonwood Avenue, a portion of which is presently developed with the existing Edgemoor Skilled Nursing Facility (*Figures 1-4 and 1-7*). The County (as a separate project) is in the process of replacing the Edgemoor Skilled Nursing Facility with a new facility that is being constructed north of the San Diego River and south of Mast Boulevard. Edgemoor patients will vacate the old buildings once the new facility is certified for occupancy. As explained in *Section 1.2*, the LCDF project would require demolition of three Edgemoor structures on the western part of the Edgemoor site. The impacts of demolishing the three buildings are also analyzed in this EIR.

Phase I of the proposed project will include infrastructure improvements (utilities, and a two-lane access road or extension of a portion of Riverview Parkway to provide site access from Magnolia Avenue) and construction of an essentially 'stand-alone' facility, including a security administration complex, medical unit, food services facilities, parking, program building(s), a facility administration building, an energy plant sized to support the campus at buildout, and between 736 and 842 inmate beds, depending on the demand for beds during the transition

phase. The existing LCDF facility will remain operational during the construction of Phase I, and will be vacated once inmates and operations can be transferred to the new complex.

Phase II

Phase II of the new LCDF project will consist of two main components: demolition and remediation of the existing LCDF site; and construction of Phase II components of the proposed LCDF.

As discussed in *Sections 1.1.1* and *1.1.2*, the existing LCDF has well-documented physical and operational deficiencies such that reuse or renovation of this facility is infeasible and inappropriate. Therefore, demolition of the existing LCDF is part of the proposed project.

Once demolition of any structure commences, only construction personnel will be permitted to enter the construction area. Fencing will be installed around the work area from a distance at least equivalent to the height of the building. Demolition activities would occur between the hours of 7 a.m. and 7 p.m. in accordance with the City's Noise Ordinance (Chapter 8.12.290 of the City's Municipal Code). Site security would be provided during non-construction hours.

Building demolition activities would include the following:

- Demolition of the on-site structures;
- Transportation of all demolition waste;
- Disposal of demolition waste; and
- Site remedial actions, including clean-up.

It is anticipated that 10 percent of inert materials and 50 percent of the other materials generated by the demolition would be taken to a landfill, pursuant to the County's Construction and Demolition Debris Recycling Ordinance (County Code of Regulatory Ordinance, Section 68.508-68.518). The majority of the material would be either recycled or reused. The primary elements to be constructed with Phase II include parking, additional program spaces, support and warehouse services building(s), inmate housing, and recreational facilities (*Figure 1-8*).

1.2.2 Technical, Economic, and Environmental Characteristics

The State CEQA Guidelines (Section 15150) specifically provides for incorporation of relevant existing information by reference, as a means of reducing repetition in environmental documents for related projects, or where other existing information has been recognized as valid and applicable to the subject project. On February 8, 2006, the City of Santee certified a Final Master Environmental Impact Report (MEIR) for the Town Center Specific Plan Amendment. The specific reference for the MEIR is as follows:

> Final Master Environmental Impact Report for the Santee Town Center Specific Plan Amendment, City of Santee, prepared by RECON, dated January 2006, SCH No. 1999031096.

As part of the Master EIR, the following technical studies were included as appendices:

> Biological Technical Report for the Santee Town Center Specific Plan Amendment, prepared by RECON, September 26, 2005.
>
> Cultural Resources Survey Report for the Santee Town Center Specific Plan Amendment, prepared by RECON, September 14, 2004.
>
> EIR-Level Geotechnical Report, Amendment to Town Center Specific Plan, prepared by Geocon, June 28, 2004.
>
> Hydrology/Drainage Study, prepared by Nolte & Associates, 2005.
>
> Noise Technical Report for the Santee Town Center Specific Plan Amendment, prepared by RECON, September 26, 2005.

Each of these documents is incorporated by reference. Applicable data and analyses from the Master EIR and technical reports are summarized, where appropriate in this EIR, and referenced to the source document.

The Master EIR and technical reports identified in this section are available for public review during normal business hours at the County of San Diego, Department of Public Works, Environmental Services Unit, 5469 Kearny Villa Road, Suite 305, San Diego, California 92123.

The following provides a discussion of the project's technical, economic and environmental characteristics.

The project consists of replacing an existing facility, which would expand onto adjacent land to the north and east. The replacement of the existing facility (versus construction of a new facility at a new location) has the following benefits:

- The project does not introduce a new land use in this location;
- The impact of the new facility on the environment is generally limited to the change from the existing facility;
- Existing infrastructure (water, sewer, and electricity) to support the proposed project is already present; and
- The County already owns the land.

The project site is occupied by the existing LCDF and other existing developed/disturbed areas (e.g., the Edgemoor Skilled Nursing Facility). The fact that the project is a replacement project located on a site that is disturbed and/or developed minimizes impacts to sensitive resources, such as biological resources. Various plans, policies, and environmental documents (see *Chapter 3*) recognize both the existence of LCDF and the potential future expansion of this facility in the area. As discussed in *Section 1.2*, the project site is located within, and is surrounded by land uses within the City's Town Center Specific Plan Amendment area. The Specific Plan Amendment area established the physical and design framework for the development of approximately 154 acres of County owned land within the City's 706-acre Town Center Specific Plan area for office park purposes. The Final MEIR for the Specific Plan Amendment certified by the City in 2006 acknowledges and addresses the future plans for replacing the LCDF within a 45-acre portion of the Specific Plan Amendment area.

The project is primarily bounded by land planned for office and commercial uses on the west, east, northeast, and southwest, and existing residential uses and a fire station to the south. The component that will be most visible to passersby -- the facility administration building -- will incorporate the design themes established in the Town Center Specific Plan. The project has been positioned away from Magnolia Avenue by a minimum of approximately 635 feet, and the County seeks to maintain the current low-profile of the existing facility by restricting building heights to two stories. Refer to *Chapter 3* for a discussion of land use compatibility.

The presence of existing infrastructure (water, sewer, electrical service, and circulation access via Cottonwood Avenue) to support the project was important in the design/siting of the proposed project for technical, economic, and environmental reasons (reduced impacts and reduced cost). In addition, the use of County-owned land for County facilities provides both a technical and economic benefit to the proposed project because the site is already disturbed and

contains necessary infrastructure, and the County does not have to spend scarce resources to purchase a new site.

Another important characteristic of the proposed project site is that it is operationally well-located. The proposed project site is located in proximity to other justice facilities and service providers and is accessible via major roadways and highways to the law enforcement agencies that utilize the services provided by LCDF, as well as the Santee Transit Center, which provides a trolley line and bus service to the area. These factors contribute to operational efficiency and provide a cost benefit by maintaining relatively low driving times for law enforcement agencies transporting inmates either to the facility, or from the facility to other justice facilities and service providers. The Santee Transit Center is located approximately 2,500 feet to the west of the proposed project site and provides an important link to public transportation. In addition, a bus stop is located at the corner of Cottonwood Avenue and Mission Gorge Road which is approximately 1,130 feet from the project site. Trolley and bus lines provide convenient access for staff (with the potential to reduce vehicle trips) and for visitors in support of the SDSD's behavioral management philosophy for female inmates.

1.3 Project Location

The existing LCDF is located at the northern terminus of Cottonwood Avenue, north of Mission Gorge Road on County-owned land that lies within the boundaries of the City of Santee. The site is located on the U.S. Geological Survey (USGS) 7.5-minute El Cajon quadrangle map, Township 15 South, Range 1 West, and within Assessor's Parcel Number (APN) 381-050-0700 (*Figure 1-2*). The facility is operated on an approximately 16 -acre site immediately west of the 42.3-acre Edgemoor Skilled Nursing Facility. The location for the proposed replacement facility includes the existing 16-acre LCDF site, plus an area of approximately 29 acres including undeveloped property to the north and east, and a portion of the Edgemoor site to the east, encompassing a total of 45 acres (*Figure 1-4*). An additional 0.5 acre off-site road will also be constructed in conjunction with the proposed project, if the planned Riverview Parkway is not fully or partially constructed in a time frame that meets the needs of the project.

1.4 Environmental Setting

In accordance with Section 15125 of the CEQA Guidelines, the general environmental setting for the project area is provided in this section. More detailed descriptions pertaining to specific environmental conditions can be found at the beginning of each subsection in *Chapter 2.0*.

1.4.1 Regional Context

In a regional context, the project site is located in the southwestern portion of a large tract of County-owned land and is within the southern portion of the City of Santee. The site is approximately 14 miles northeast of downtown San Diego, 16 miles east of the Pacific Ocean, just north of the City of El Cajon and east of the City of Santee's municipal boundary with the City of San Diego near the Tierrasanta community. The project site is located within the San Diego River watershed, which is a long triangular-shaped area of about 440 square miles draining to the San Diego River. Habitat types in this area of San Diego County generally consist of coastal sage scrub, southern willow scrub, non-native grassland, disturbed lands and developed areas.

Surrounding land uses include: residential subdivisions to the southeast (and east of Magnolia Avenue); the Edgemoor site to the immediate east; single family residences to the immediate south; the currently developing office/commercial uses associated with the City's Town Center Specific Plan to the south, east, and west; the City's Fire Station No. 4 to the immediate south; and undeveloped land and the San Diego River to the north. The Santee Transit Center is roughly 2,500 feet to the southwest of the project site and provides a trolley line and bus service to the area.

The following City of Santee circulation element roadways link the LCDF with the regional roadway system.

State Route 52 (SR-52). SR-52 is a four-to six-lane freeway, which currently terminates at SR-125. Caltrans is constructing the extension of SR-52 eastward to SR-67.

Mission Gorge Road. Mission Gorge Road presently is a six-lane road. Mission Gorge Road is a regional arterial providing access to the primary commercial areas of the City. This road is classified as a Major Arterial from the western City limits to SR-125 and a Prime Arterial from SR-125 to Magnolia Avenue. This roadway extends from Magnolia Avenue in the City to Interstate 8 (I-8) in the City of San Diego.

Magnolia Avenue. Magnolia Avenue is a four-lane road that widens to six lanes south of Mission Gorge Road. Magnolia Avenue extends from the City of El Cajon to Princess Joann Road in the northern section of the City and is classified as a Prime Arterial from Mission George Road to Prospect Avenue and as a Major Road north of Mission George Road.

San Vicente Freeway (SR-67). SR-67 is a freeway stretching from I-8 in El Cajon to the unincorporated community of Ramona where it intersects SR-78.

1.4.2 Onsite Environment

The project site is a combination of existing buildings, disturbed lands, and scattered vegetation and is surrounded by existing and planned office/commercial uses, existing residential development, and the San Diego River. Developed land uses on the site consist of the existing LCDF and the Edgemoor Skilled Nursing Facility. Cottonwood Avenue, a two-lane collector road, currently provides primary access to the site. Water, electricity, natural gas, and sewer utility services are currently located on the project site. The project site includes urban/developed areas (23.1 acres), and the following four vegetation communities: disturbed coastal sage scrub (0.6 acre), disturbed land (1.7 acres), agriculture (14.9 acres), and non-native grassland (4.8 acres). Two grass lined man-made drainage structures that carry intermittent flows are located on the project site. Due to the disturbed nature of the site, no special status plant species, and only one special status wildlife species was identified during surveys conducted on the project site. More specific information on the biological resources occurring at the site is provided in *Section 2.3* of this EIR.

As stated in *Section 1.2*, the Edgemoor Skilled Nursing Facility is currently being relocated to a site on the north side of the San Diego River as part of a separate project. Most of the Edgemoor buildings are east of the LCDF project site, but three Edgemoor buildings are located within the LCDF site boundary and would require demolition as part of the LCDF project. Therefore, impacts associated with demolition of those three buildings are also addressed in this EIR.

The project site is relatively level, with an elevation of approximately 340 feet above mean sea level (AMSL). No earthquake faults are known to transverse the project site. The nearest known active fault is the Rose Canyon Fault located approximately 13 miles to the west. As described in *Section 1.2.1.6*, the proposed project site is located within a FEMA 100-year flood zone, and within a “special flood hazards inundated by 100-year flood” zone by the City of Santee.

1.5 Intended Uses of the EIR

This Project EIR has been prepared in accordance with the requirements of the County Environmental Impact Report Format and General Content Requirements and the statute and guidelines of the CEQA (Public Resources Code Sections 21000 et seq., and the California Code of Regulations (CCR), Title 14, Section 15000, et seq). This document is a Project EIR, as it examines the environmental impacts of a specific development project. This Project EIR focuses primarily on the changes in the environment that would result from the proposed development, and examines all phases of the project including planning, construction, and operation. This EIR is an informational document, which will inform public agency decision-makers and the public of the significant environmental effects of the project, identify possible ways to minimize the

significant effects, and describe reasonable alternatives to the project. The project proponent is the SDSD, and the lead agency is the County of San Diego.

1.5.1 Matrix of Project Approvals/Permits

Table 1-2 includes a list of discretionary actions/permits required for project approval. This EIR will be used by agencies that will consider these actions/approvals.

Table 1-2
Matrix of Project Approvals/Permits

PERMIT TYPE/ACTION	AGENCY
Project Approval/Certification of EIR	County of San Diego
General Permit for Stormwater Discharge Associated with Construction Activity (General Permit)	State Water Resources Control Board (SWRCB)
Section 4(d) Habitat Loss Permit	County of San Diego
1602 Streambed Alteration Agreement	CDFG
404 Permit	ACOE
401 Permit	RWQCB
Approvals for Access Road Construction	City of Santee

It is important to note that a county project located in a city generally is not subject to regulation by the city. For example, a city's zoning and building ordinances do not apply to a county project located in the city (Government Code Sections 53090 and 53091; and 40 Ops.Cal.Atty.Gen. 243 (1962)). A city's general plan does not apply to a county project located in the city (Lawler v. City of Redding, 7 Cal.App.4th 778 (1992)). Other city ordinances, even though enacted specifically to regulate a county, have also been found not to apply to a county project located in the city, (County of Los Angeles v. City of Los Angeles, 212 Cal.App.2d 160 (1963)).

Consequently, because the proposed project is a County project, it is exempt from the City of Santee's ordinances, General Plan, etc. However, as indicated below, the EIR uses standards established in City ordinances to determine if a particular project impact would be significant. Also, as explained below, in some cases the proposed project would be in accordance with the City's ordinances, even though the project is exempt.

1.5.2 Related Environmental Review & Consultation Requirements

Pursuant to the requirements of Section 15365 of the State CEQA Guidelines, the County prepared a Notice of Preparation (NOP) for this EIR. The NOP was circulated for 30 days beginning on September 11, 2006. The public review period was subsequently extended and the circulation period ended on October 17, 2006. The County held two public scoping meetings, on September 20, 2006 and October 5, 2006, to provide the public and governmental agencies information on the CEQA process and to give further opportunities to identify environmental

issues and alternatives for consideration in the EIR. Public comments received during the NOP scoping process are provided in *Appendix A* and were received from the general public, as well as the following agencies and community groups:

- City of Santee
- California Department of Transportation – District 11
- California Public Utilities Commission
- California Department of Toxic Substances Control
- Santee School District
- Preserve Wild Santee
- Padre Dam Municipal Water District
- Native American Heritage Commission
- San Diego County Archaeological Society

Major issues raised during the public scoping process included the following major themes:

- Alternatives, both onsite and offsite
- Location/Visibility
- Public Safety/Land Use Compatibility
- Traffic/Pedestrian Safety
- Hydrology
- Historical Resources
- Biological Resources
- Hazardous Materials
- Utilities (water, wastewater, energy)
- Aesthetics
- Economic Impacts

1.6 Project Inconsistencies with Applicable Regional and General Plans

Planning documents reviewed for the proposed project include: City of Santee General Plan 2020, City of Santee Town Center Specific Plan and Amendments, and City of Santee draft MSCP Subarea Plan. As discussed in *Section 1.5.1,* because the proposed project is a County project, it is exempt from the City of Santee's ordinances and other regulations. Other planning documents reviewed for the proposed project included the Regional Air Quality Strategy

(RAQS) for San Diego Air Pollution Control District (APCD), SANDAG growth forecasts, SANDAG Congestion Management Plan, SANDAG 2030 Regional Transportation Plan, and the California Water Quality Control Board (Region 9, San Diego) Basin Plan and Watershed Protection Ordinance. No inconsistencies were found with applicable general and regional plans.

1.7 List of Past, Present, and Reasonably Anticipated Future Projects in the Project Area

The following jurisdictions and/or departments were contacted in researching the list of past, present, and reasonably anticipated future projects (cumulative projects) for the proposed LCDF project: City of Santee, County of San Diego, City of El Cajon, Tierrasanta Community, Padre Dam Municipal Water District, Santee School District, Grossmont Union High School District, and Caltrans District 11. Projects that would be applicable for inclusion in this EIR's cumulative analysis were identified only within the City and County jurisdictions.

The identification of a suitable cumulative project area is dependent on the specific environmental issues that need to be addressed as part of this project. For the purposes of this EIR, the environmental issues that are addressed include: biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation/traffic, aesthetics, agricultural resources, air quality, mineral resources, population and housing, public services, and utilities and service systems. The cumulative study area for each environmental issue is explained in *Chapters 2* and *3* based on the potential environmental impacts associated with the projects in the cumulative list. The overall cumulative impact study area for most environmental issues can generally be described as the Santee area which stretches to the City of San Diego on the west and south, City of El Cajon on the south and into the unincorporated County of San Diego on the south, north and east. However, as noted in *Chapters 2 and 3* some environmental topics have broader cumulative analysis areas, such as air quality, which has a cumulative study area that encompasses the entire San Diego Air Basin. The cumulative projects that were identified are listed in *Table 1-3* and depicted on *Figure 1-9* and are included in the overall cumulative study area for this EIR.

1.8 Growth Inducing Impacts

CEQA requires a discussion of the ways in which a proposed project could be an inducement to growth. Growth inducing effects are those that foster economic or population growth, or the construction of new housing, either directly or indirectly in the surrounding environment. In addition, the potential for the project to encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively, must be considered.

Implementation of the proposed project would have no growth-inducing effects as discussed below.

1.8.1 Would the project foster economic or population growth, or the construction of additional housing?

The proposed project would replace an existing women's detention facility at the same site. A new, larger facility is needed to meet the projected increase in the County's female inmate population. The new facility would require approximately 150 to 200 additional staff positions above current staffing levels. However, the proposed project would not foster economic or population growth or the construction of additional housing for the reasons explained below.

A maximum of 200 new staff positions would be less than 1% of the total workforce in San Diego County. Moreover, the new staff for the project is expected to come from existing SDSD staff or from the local employment pool. In either case, it is not anticipated that the new staff would relocate to the project area given that the new facility is easily accessible by major highways (I-8, SR-67 and SR-125) and is located near the Santee Trolley Center which is served by bus and trolley lines. Residents throughout the County often commute fairly long distances to their jobs. Furthermore, as of August 2008, 11.5% of the staff at the existing LCDF lived in the City of Santee. Based on this percentage, the new staff for the expanded facility would result in approximately 16 to 23 new households in the city when the new jail is fully operational. According to the 2000 US Census, the City of Santee had 18,833 housing units. Twenty-three households would be less than 1% of this total. Therefore the proposed project would not create the need for the construction of additional housing.

In addition, due to the short-term nature of an average inmate's stay at the LCDF (typically one year or less), there is no reason to assume that family and visitors will relocate to the project area.

Given these facts, the proposed project would not foster economic or population growth or the construction of additional housing in the project area.

1.8.2 Would the project remove obstacles to population growth?

Obstacles to population growth are generally associated with lack of new employment opportunities and vital services such as roads, water, sewer, and electric lines. As discussed above in *Section 1.8.1*, the project would provide minimal new employment; however, this new employment is not anticipated to have a significant effect on population growth. Necessary road,

water, sewer, and electrical services have previously been extended to the project site and vicinity; the project does not include the extension of any of these services, and therefore, would not induce any growth related to the extension of services.

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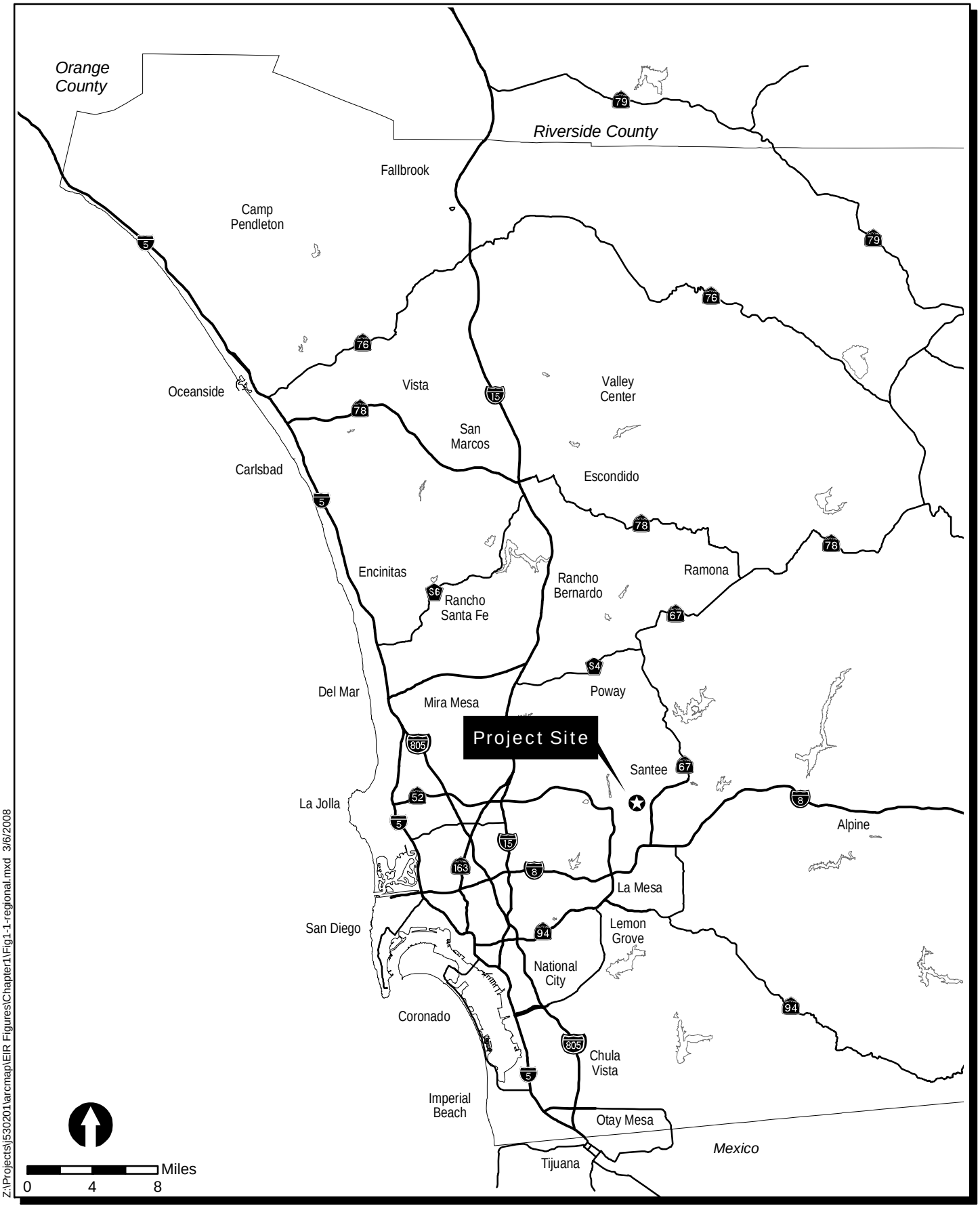

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Las Colinas Detention Facility EIR

Regional Map

FIGURE 1-1

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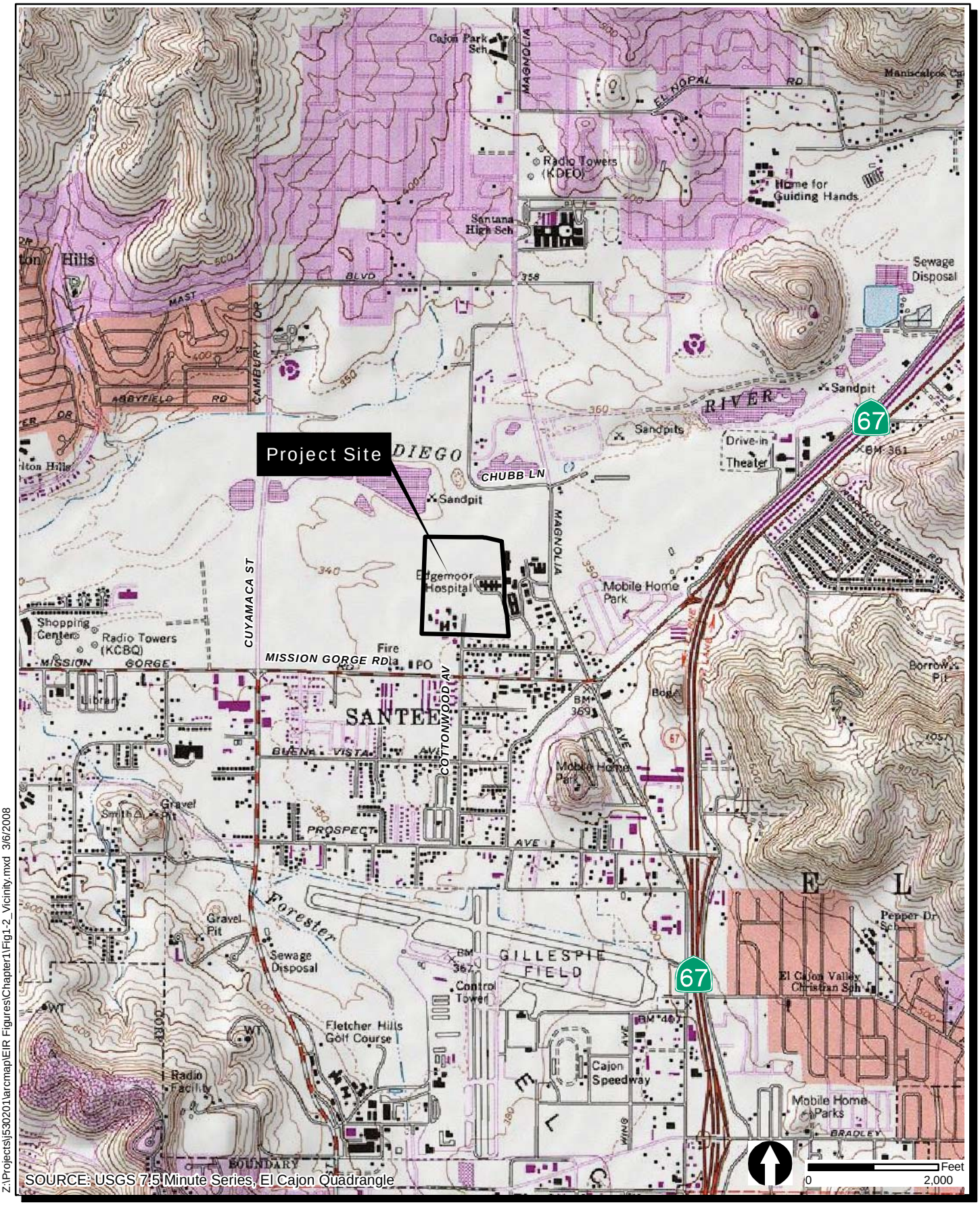

SOURCE: USGS 7.5 Minute Series, El Cajon Quadrangle

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Las Colinas Detention Facility EIR

Vicinity Map

FIGURE 1-2

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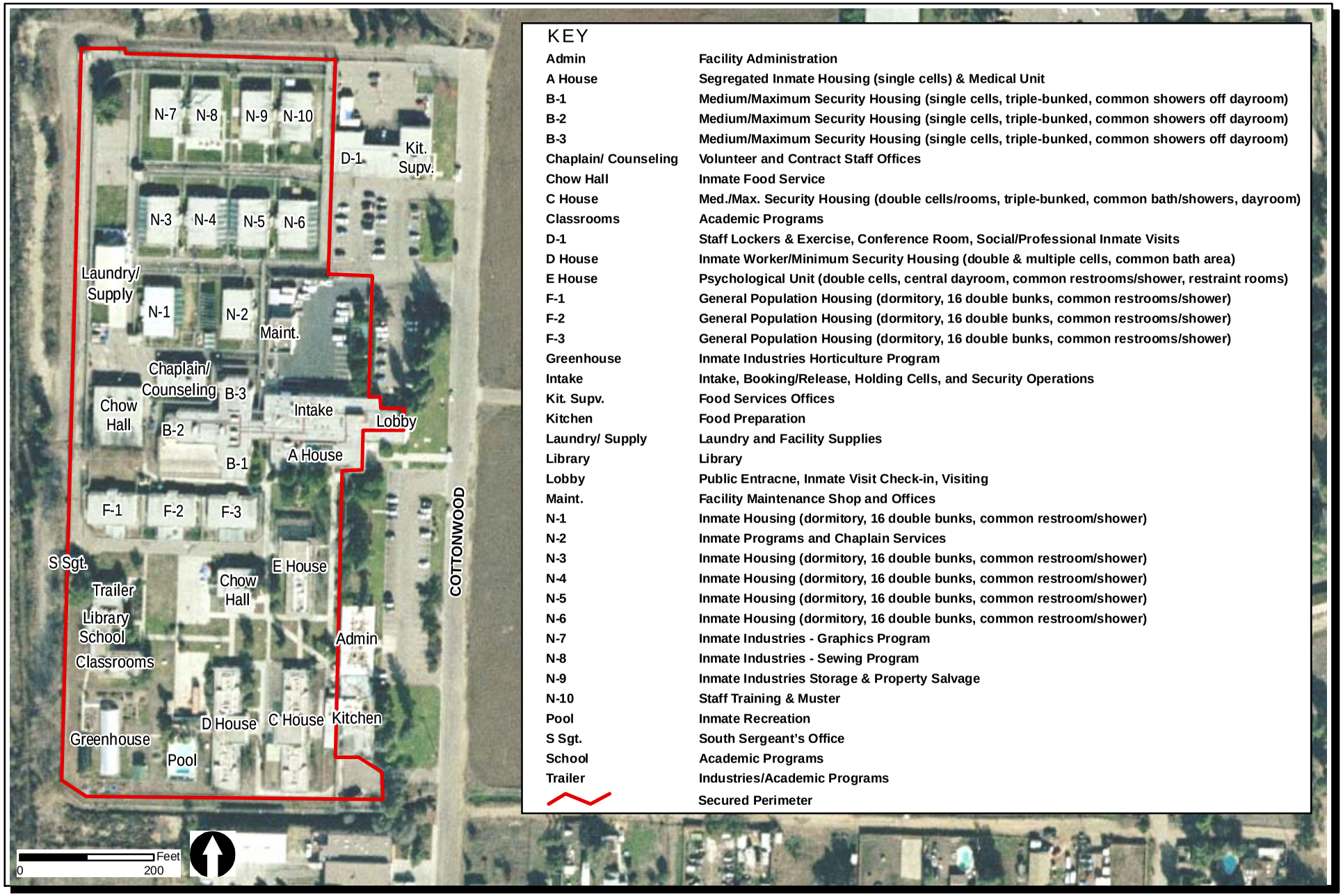

KEY

Admin	Facility Administration
A House	Segregated Inmate Housing (single cells) & Medical Unit
B-1	Medium/Maximum Security Housing (single cells, triple-bunked, common showers off dayroom)
B-2	Medium/Maximum Security Housing (single cells, triple-bunked, common showers off dayroom)
B-3	Medium/Maximum Security Housing (single cells, triple-bunked, common showers off dayroom)
Chaplain/ Counseling	Volunteer and Contract Staff Offices
Chow Hall	Inmate Food Service
C House	Med./Max. Security Housing (double cells/rooms, triple-bunked, common bath/showers, dayroom)
Classrooms	Academic Programs
D-1	Staff Lockers & Exercise, Conference Room, Social/Professional Inmate Visits
D House	Inmate Worker/Minimum Security Housing (double & multiple cells, common bath area)
E House	Psychological Unit (double cells, central dayroom, common restrooms/shower, restraint rooms)
F-1	General Population Housing (dormitory, 16 double bunks, common restrooms/shower)
F-2	General Population Housing (dormitory, 16 double bunks, common restrooms/shower)
F-3	General Population Housing (dormitory, 16 double bunks, common restrooms/shower)
Greenhouse	Inmate Industries Horticulture Program
Intake	Intake, Booking/Release, Holding Cells, and Security Operations
Kit. Supv.	Food Services Offices
Kitchen	Food Preparation
Laundry/ Supply	Laundry and Facility Supplies
Library	Library
Lobby	Public Entracne, Inmate Visit Check-in, Visiting
Maint.	Facility Maintenance Shop and Offices
N-1	Inmate Housing (dormitory, 16 double bunks, common restroom/shower)
N-2	Inmate Programs and Chaplain Services
N-3	Inmate Housing (dormitory, 16 double bunks, common restroom/shower)
N-4	Inmate Housing (dormitory, 16 double bunks, common restroom/shower)
N-5	Inmate Housing (dormitory, 16 double bunks, common restroom/shower)
N-6	Inmate Housing (dormitory, 16 double bunks, common restroom/shower)
N-7	Inmate Industries - Graphics Program
N-8	Inmate Industries - Sewing Program
N-9	Inmate Industries Storage & Property Salvage
N-10	Staff Training & Muster
Pool	Inmate Recreation
S Sgt.	South Sergeant's Office
School	Academic Programs
Trailer	Industries/Academic Programs
	Secured Perimeter

Las Colinas Detention Facility EIR

Existing Las Colinas Detention Facility

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Las Colinas Detention Facility EIR

Project Site Boundary

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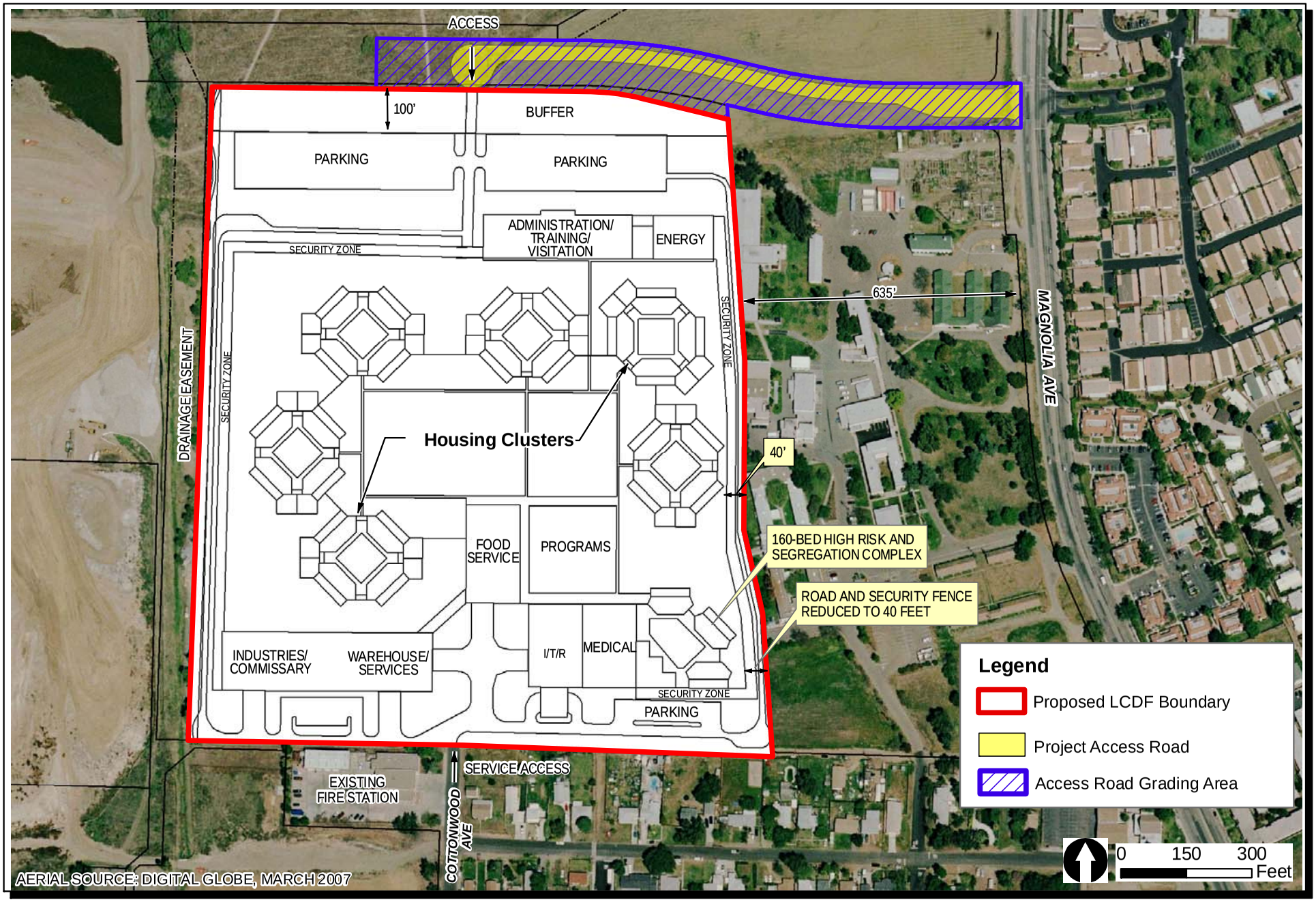

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Las Colinas Detention Facility EIR

Conceptual Site Plan

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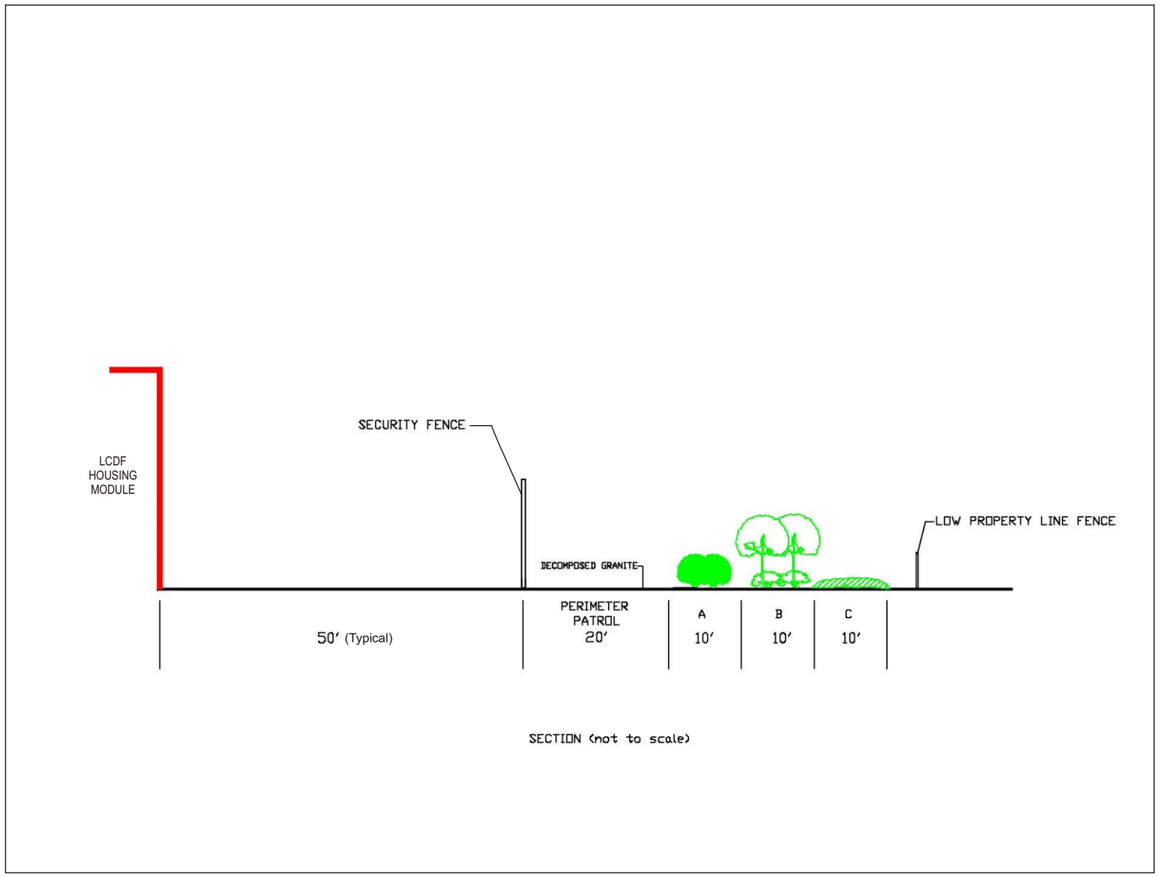
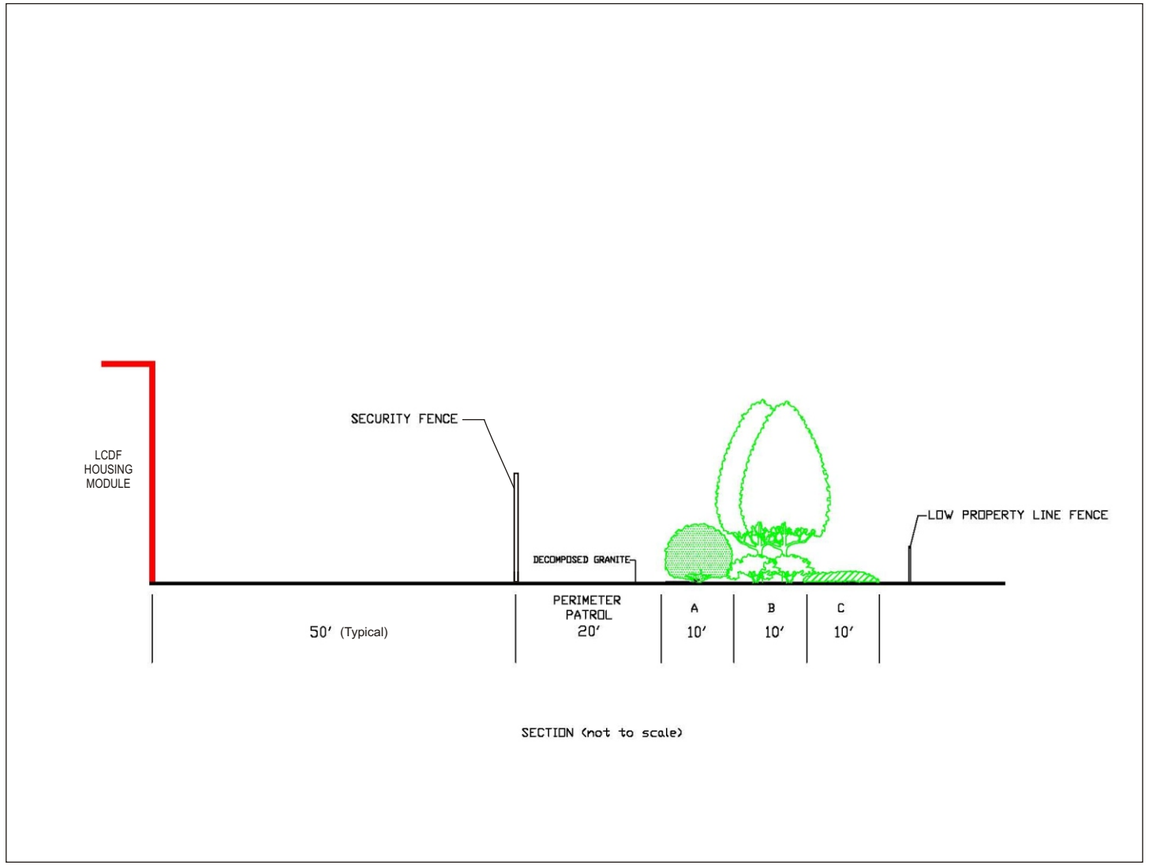


Initial Planting Height



5 Years of Growth

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Las Colinas Detention Facility EIR

Landscape Figure

FIGURE
1-6

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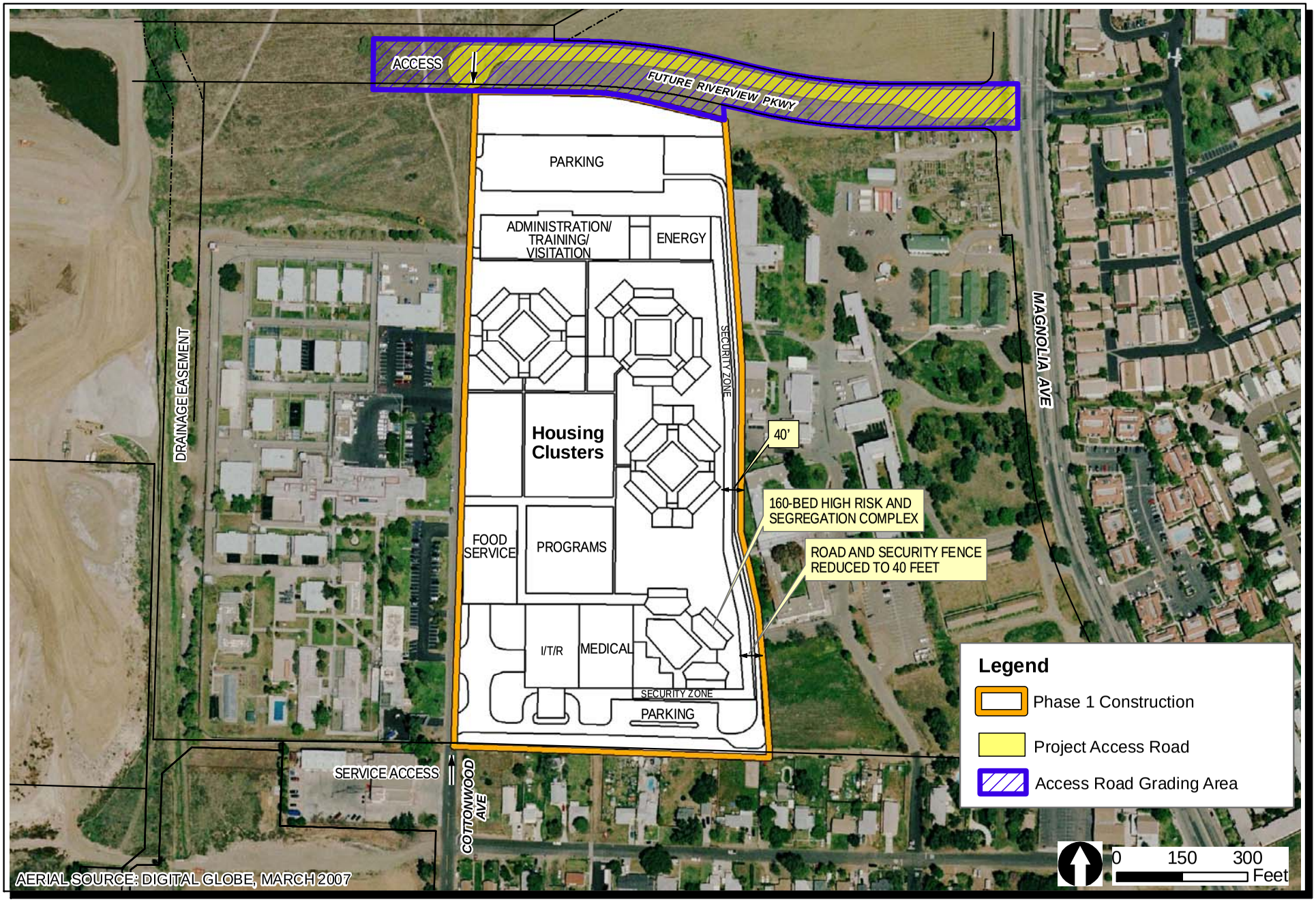

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Las Colinas Detention Facility EIR

Phase 1 Construction

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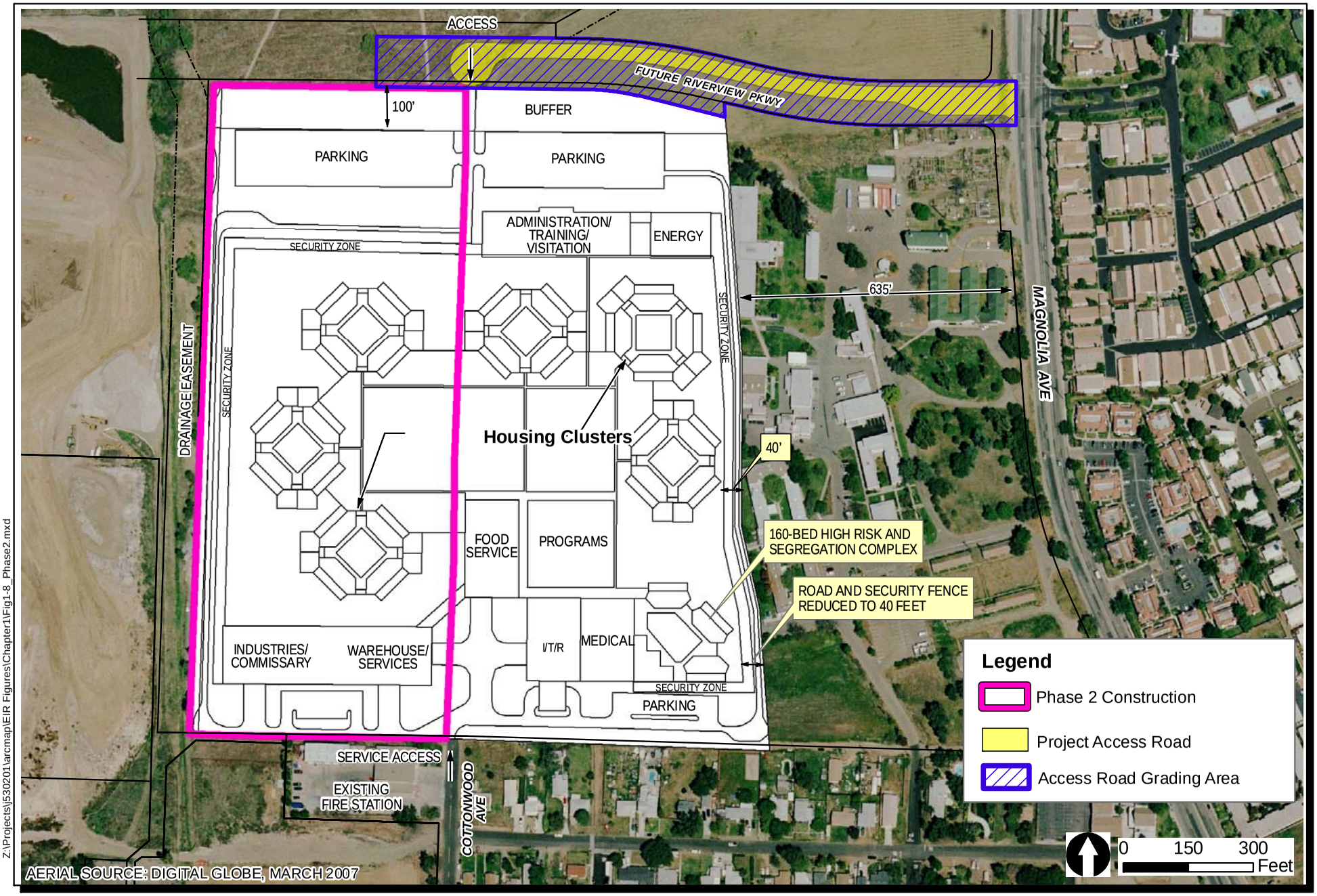

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Las Colinas Detention Facility EIR

Phase 2 Construction

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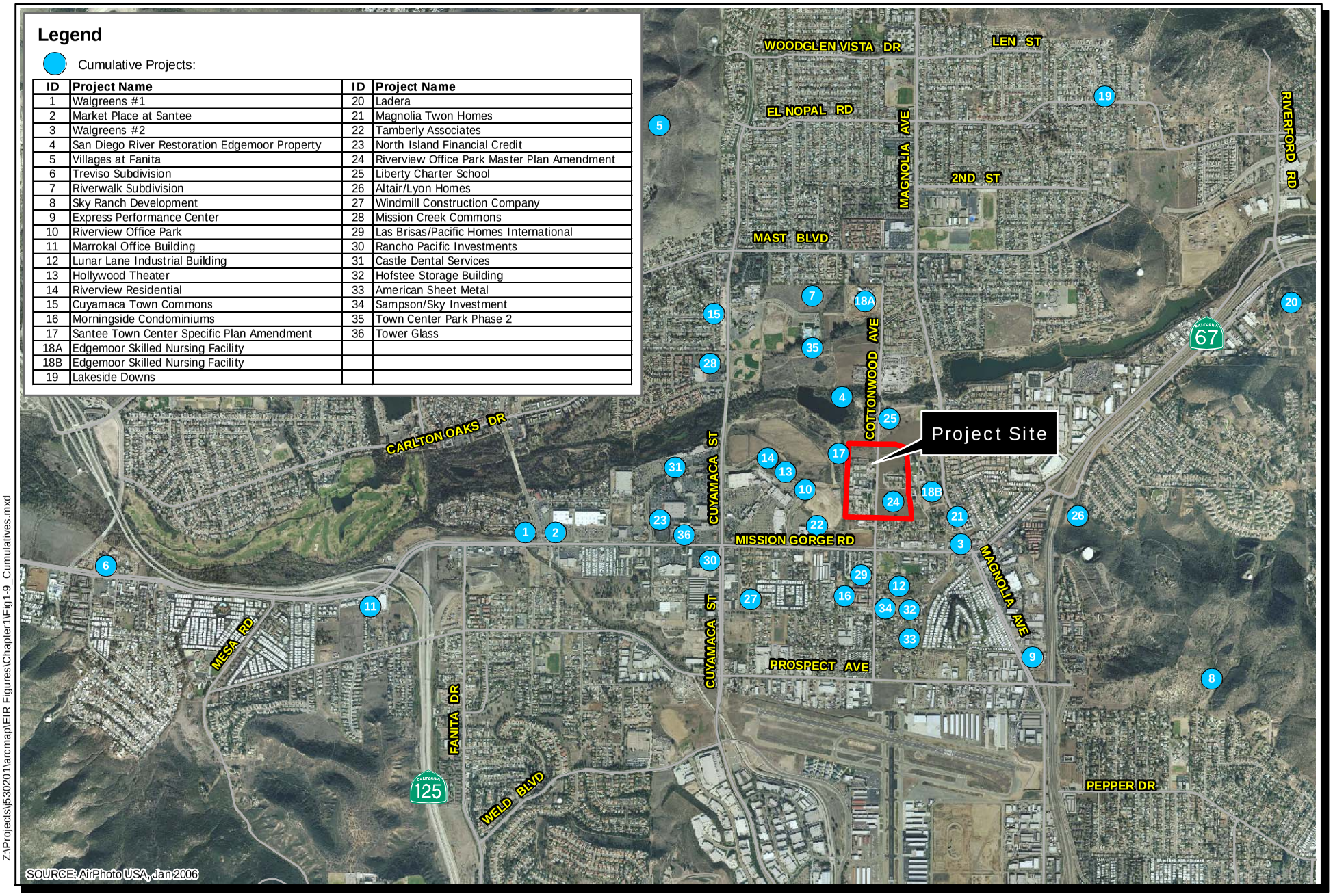

Legend

Cumulative Projects:

ID	Project Name	ID	Project Name
1	Walgreens #1	20	Ladera
2	Market Place at Santee	21	Magnolia Twon Homes
3	Walgreens #2	22	Tamberly Associates
4	San Diego River Restoration Edgemoor Property	23	North Island Financial Credit
5	Villages at Fanita	24	Riverview Office Park Master Plan Amendment
6	Treviso Subdivision	25	Liberty Charter School
7	Riverwalk Subdivision	26	Altair/Lyon Homes
8	Sky Ranch Development	27	Windmill Construction Company
9	Express Performance Center	28	Mission Creek Commons
10	Riverview Office Park	29	Las Brisas/Pacific Homes International
11	Marrokal Office Building	30	Rancho Pacific Investments
12	Lunar Lane Industrial Building	31	Castle Dental Services
13	Hollywood Theater	32	Hofstee Storage Building
14	Riverview Residential	33	American Sheet Metal
15	Cuyamaca Town Commons	34	Sampson/Sky Investment
16	Morningside Condominiums	35	Town Center Park Phase 2
17	Santee Town Center Specific Plan Amendment	36	Tower Glass
18A	Edgemoor Skilled Nursing Facility		
18B	Edgemoor Skilled Nursing Facility		
19	Lakeside Downs		

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Feet
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Las Colinas Detention Facility EIR

Cumulative Projects

FIGURE 1-9

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Table 1-1
Project Facilities Summary

LCDF COMPONENT	SUB-COMPONENT	BUILDING SQUARE FEET
Inmate Housing Beds	Level 1: Program Intensive Housing (128 Beds)	31,041
	Level 2: General Minimum Custody Housing (256 Beds)	56,944
	Level 3: General Medium Custody Housing (672 Beds)	129,101
	Level 4: High Risk Housing (112 Beds)	29,753
	Level 5: Administration Segregation (32 Beds)	9,308
	Level 6: Disciplinary Segregation Housing (16 Beds)	4,602
	Total	*260,749*
Facility Administration	Public Lobby, Visitor Processing	4,222
	Facility Administration	6,508
	Training/Office Space	27,000
	Total	*37,370*
Visitation Center	Inmate Visitation	13,503
	Family Visitation	5,839
	Total	*19,342*
Security Administration	Security Administration and Control	1,572
	Intake and Release Processing	20,761
	Training and Muster	11,115
	Total	*33,448*
Program and Employment Services	Program Administration	2,592
	Academic Education	11,648
	Pre-Employment Services	11,471
	Recreation Services	6,047
	Religious Services	7,083
	Inmate Industries	48,997
	Total	*87,838*
Medical Services	Clinic	8,500
	Infirmary (22-beds not in count)	7,696
	Psychiatric Services Unit Support	3,803
	PSU Housing (32-beds not in count)	8,100
	Total	*28,099*
Food Services	Food Preparation Area	7,741
	Inmate Dining Area	8,997
	Receiving and Processing Area	3,808
	Total	*20,546*
Facility Services	Maintenance Shops	4,140
	Energy Plant	8,747
	Institutional Warehouse	11,898
	Total	*24,785*
	Grand Total (1,216 Beds)	512,537

Source: CGL 2003, as updated by SDSD in 2007

Table 1-3
Cumulative Projects

Project Name	Case Number	Map Indicator	Location	Project Related Impacts	Status	Project Description
City of Santee						
Walgreens #1	DR05-26 MJR REV#1/AEIS06-31	1	Mission Gorge Road, between Hazeldon and Justa Lane	No significant impacts—Negative Declaration prepared 4/06.	Approved 7/07; grading underway as of 6/08	12,800 sf building (pharmacy) and parking lot on 1.21-acre site
Market Place at Santee	P07-01/AEIS07-01	2	Mission Gorge Road, east of Carlton Hills Boulevard, near Hazeldon	Noise	Approved May 2007; demolition completed and grading commenced	Redevelopment of existing retail/commercial shopping center on approximately 7.4-acre site, including 71,530 sf of new retail/commercial buildings
Walgreens #2	DR07-01/AEIS07-02	3	Mission Gorge Road between 1st Avenue and Magnolia Avenue	No significant impacts-Negative Declaration prepared 08/07	Approved 12/07; under construction	14,280 sf building (pharmacy) and parking lot on 1.59-acre site
San Diego River Restoration, Edgemoor Property	P06-02/AEIS06-20	4	San Diego River bound by Cuyamaca Street, N. Magnolia Avenue, and generally along the southern boundary of the 100-yr floodplain of the river	Biology, Cultural	MND prepared October 2006; project approved 7/11/07.	140-acre riparian habitat enhancement project, which could be used to provide mitigation for development projects
Villages at Fanita	TM05-04/DR05-06/AEIS05-12	5	North of Fanita Parkway terminus	Aesthetics, Air Quality, Biology, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Noise, Paleontological Resources, Public Facilities and	Approved by Santee City Council 12/5/07	1,380 dwelling units on 2,600 acres

Table 1-3 (Continued)
Cumulative Projects

Project Name	Case Number	Map Indicator	Location	Project Related Impacts	Status	Project Description
				Services, Traffic		
Treviso Subdivision	TM03-01/DR03-03	6	Mission Gorge Road and West Hills Parkway	No significant impacts-Negative Declaration adopted 11/03	ND adopted November 2003; project is currently under construction as of March 2008	186-unit residential condominium subdivision on 8.56–acre site, including one common area and one open space
Riverwalk Subdivision	TM04-01/DR04-01/AEIS04-02	7	Hoffman Lane, east of Cuyamaca Street and south of Mast Boulevard	Air Quality, Biology, Transportation and Traffic	Under construction	Subdivision of 20.66 acres into 234 lots for construction of 218 multi-family dwelling units, common areas and open space
Sky Ranch Development	TM04-08/DR04-18/AEIS04-23	8	North terminus of Graves Avenue, east of State Route 67	Aesthetics, Air Quality, Transportation and Traffic, Biology, Geology and Soils, Hydrology, Noise	Under construction	Subdivision of 382.4 acres into 258 lots for construction of 224 single-family dwelling units, 149 multi-family dwelling units, commons areas, and open space
Express Performance Center	DR04-24	9	North Magnolia Avenue near Sharlene Lane	No significant impacts; Categorical Exemption prepared 10/06	Approved Oct 2006; project is inactive as of 10/08	25,101 sf industrial/commercial building on a 1.5-acre site
Riverview Office Park	DR05-27	10	North of Town Center Parkway and Civic Center Drive, east of Cuyamaca Street	No significant impacts-Negative Declaration prepared 09/06	ND prepared in August 2006; Project Approved September 2006	Six commercial buildings totaling 64,374 square feet and a 5-acre stormwater basin on a 37-acre site
Marrokal Office Building	DR06-01/AEIS06-03	11	Mission Gorge Road between Marrokal Lane and	No significant impacts; Categorical Exemption prepared 12/06	Project approved December 2006	32,677 sf commercial office building on 2.1-acre lot

Table 1-3 (Continued)
Cumulative Projects

Project Name	Case Number	Map Indicator	Location	Project Related Impacts	Status	Project Description
			State Route 125			
Lunar Lane Industrial Building	DR 08-02/ AEIS 08-04	12	SE end of Lunar Lane	No significant impacts; Categorical Exemption prepared 09/08	Approved 9/08	Construction of new 7,931 sf industrial building including 5,998 sf of industrial space and 1,933 sf of storage loft space on undeveloped 0.36 – acre parcel.
Hollywood Theater	DR07-05	13	North of Town Center Parkway, east of Cuyamaca Street, west of Riverview Parkway	Aesthetics, Biology, Transportation and Traffic	Project is currently not active; however, files have not been closed.	38,555 sf 12-plex theater (1,952 seats) and parking on 6.1-acre lot
Riverview Residential	TM07-01/DR07-02/AEIS07-04	14	Town Center Parkway, east of Cuyamaca Street, west of Cottonwood Avenue	Biology, Transportation and Traffic	Built	235 condominiums and 8 live/work spaces in 42 buildings two- and three-story buildings and common amenities on 11.26 acres
Cuyamaca Town Commons	DR03-01/V03-01/EAIS03-01	15	Cuyamaca Street near Hoffman Drive, south of Mast Road, north of Mission Creek Drive	Hydrology	Built	38,532 sf office building complex, configured as 7 buildings on 3.27-acre site
Morningside Condominiums	DR03-04/TM03-02	16	Cottonwood Avenue, south of Mission Gorge Road, north of Buena Vista Avenue	No significant impacts-Negative Declaration prepared 11/03	Built	138 condominiums
Santee Town	TCSPA04-01	17	North of	Biology,	Approved Jan	154-acre

Table 1-3 (Continued)
Cumulative Projects

Project Name	Case Number	Map Indicator	Location	Project Related Impacts	Status	Project Description
Center Specific Plan Amendment			Mission Gorge Road, south of the San Diego River, east of Cuyamaca Street, and west of Magnolia Avenue	Transportation and Traffic	2006	development within the City of Santee Town Center Specific Plan area, including residential, commercial, mixed-use and community service uses
Ladera	TM04-07, DR04-12	20	East of the 11500 block of Woodside Avenue in the northeast corner of the City of Santee	Biology – Impact to 2.14 acres of Diegan Coastal Sage Scrub (DCSS). Mitigation of 2.14 acres of DCSS at a ration of 1:1. Traffic – Cumulative Impacts to Riverford Road/SR-67 on-ramp. Mitigation to provide fair share contribution towards the signalization of the SR-67 WB ramp/Riverford Road intersection.	Final Map approved by Santee City Council 12-12-07; grading commenced as of 10/08	Subdivision of 18.14 gross acres into a 46-lot subdivision for single-family residential units
Magnolia Town Homes	TM04-06, DR 04-11	21	8943 Magnolia Avenue	No Significant Impacts; Categorical Exemption prepared 08/05	Project approved by Santee City Council 8-24-05	Subdivision of 10 detached units
Tamberly Associates	Conditional Use Permit (P06-03/ AEIS 06-31)	22	10050-55 Mission Gorge Road	No significant impacts – Negative Declaration approved by City Council on 3-14-07.	Project approved by Santee City Council 3-14-07; property for sale as of 10/08	8700 sq ft Commercial Retail Building, including a Drive Through Fast Food Restaurant and Outdoor RV Storage
North Island Financial Credit	DR 88-08	23	30 Town Center Parkway	No significant impacts; Categorical Exemption prepared	Constructed and occupied.	7950 sq ft Office retail uses
Riverview Office Park Master Plan Amendment:	GPA07-01/TCSPA07-01/R07-	24	46.4-acre site generally	Potentially significant impacts to Aesthetics, Air	NOP dated 9/15/08, Draft Supplemental	New allowable land uses would be added to 46.4-acres of land

Table 1-3 (Continued)
Cumulative Projects

Project Name	Case Number	Map Indicator	Location	Project Related Impacts	Status	Project Description
High Density Residential and Mixed-Use Overlay	03/ZA07-04		occupied by the LCDF and Edgemoor Skilled Nursing Facility	Quality, Biological Resources, Hydrology/Water Quality, Noise, Population/Housing, Traffic, Utilities/Service Systems, Climate Change	EIR being prepared	in the Santee Town Center Specific Plan area (including high density residential and mixed-use overlay to allow retail commercial and residential uses)
Liberty Charter School	P08-05/ AEIS 08-15	25	North of Riverview Parkway and west of Magnolia Avenue within the Town Center	Unknown at this time	Application on file with City	Conditional Use Permit for a 3-acre, 47,000 sf, two-story charter school with K through 4th grade and 9th grade, eventually offering K through 12th grade
Altair/Lyon Homes	TM 05-06/DR 05-09/GPA 05-02/P 05-04/R 05-01	26	10887 Woodside Avenue	No significant impacts	Under construction	85 multi-family condos and one open space lot on a 17.6-acre parcel; swimming pool, spa, ant tot lot
Windmill Construction Company/Village Run Estates	TM 08-02/ DR 08-06/ AEIS 08-13	27	Southeast corner of Buena Vista Avenue and Mission Greens	Unknown at this time.	Application deemed incomplete in 8/08	25 dwelling unit subdivision, including 4 duplexes and 17 detached homes, on a 2-acre site
Mission Creek Commons	TPM 06-03	28	9450, 9456, 9460, and 9466 Cuyamaca Street	No significant impacts	Approved by City; buildings constructed	4 buildings totaling 18,359 sf within the existing Mission Creek commercial center
Las Brisas/Pacific Homes International	TM 05-02/ DR 05-03 /AEIS 05-08	29	8834 and 8846 Cottonwood Avenue	No significant impacts-Negative Declaration prepared 04/05	Under construction	28 residential condos, pool, and tot lot on a 1.84-acre site
Rancho Pacific Investments	TPM 06-01/AEIS 06-08	30	8772 Cuyamaca Street	No significant impacts; Categorical Exemption prepared 03/04	Approved by City 6/06; not yet constructed	Conversion of an existing building into 6 condos
Castle Dental Services	DR 91-04/ AEIS 06-14	31	246 Town Center Parkway	No significant impacts	Approved by City; not yet constructed	3,000 sq ft building on vacant building pad in Santee Promenade

Table 1-3 (Continued)
Cumulative Projects

Project Name	Case Number	Map Indicator	Location	Project Related Impacts	Status	Project Description
						shopping center
Hofstee Storage Building	MP 06-01/ AEIS 06-25	32	10358 Buena Vista Avenue	No significant impacts; Categorical Exemption prepared	Approved by City; not yet constructed	1,000 sq ft storage building
American Sheet Metal	DR 06-04	33	9472 Railroad Avenue	No significant impacts	Approved 3/08	11,619 sq ft industrial building
Sampson/Sky Investment	DR07-09/ AEIS07-13	34	8779 Cottonwood Avenue, NE corner with Buena Vista	No significant impacts; Categorical Exemption prepared 10/07	Under construction	14,954 sq ft industrial building on 0.87 acres
Town Center Community Park Phase 2	P 01-07/AEIS 04-05	35	Within the mixed use area of the Town Center Specific Plan, north of the San Diego River	Aesthetics, Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Traffic	Grading underway	Approximately 55 net acres of community park located in central portion of City of Santee, including ball fields and parking lot
Tower Glass Industrial Building	P 08-06, DR 08-08, AEIS 08-18	36	9702 Prospect Avenue	Unknown at this time	Application under review	2-story, 35,000 sf industrial building including 6,000 sf outdoor storage (2.63 acre site)
County of San Diego						
Edgemoor Skilled Nursing Facility	45689	18a	South of Mast Boulevard, north of San Diego River, bordered on east by Cottonwood Road	Biology, Transportation and Traffic	MND adopted on in June 2004. Project under construction.	150,000-square foot, 192-bed facility on 13 acres of a 30-acre parcel of land.
Edgemoor Facility Demolition Project	No case number yet available.	18b	Along Magnolia Avenue at existing Edgemoor Skilled Nursing Facility site	Significant impacts to the following: Cultural Resources, Biological Resources, and Hazards and Hazardous Materials	Draft EIR released for public review in August 2008.	Demolition of existing Edgemoor Skilled Nursing Facility

Table 1-3 (Continued)
Cumulative Projects

Project Name	Case Number	Map Indicator	Location	Project Related Impacts	Status	Project Description
Lakeside Downs	TM 5314	19	Lakeside	Potential impacts to the following: Aesthetics, Air Quality, Biology, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use & Planning, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic, and Utilities and Service Systems.	Draft EIR being prepared: NOP issued 6/30/2005	Subdivision of 412.4 acres into 140 residential lots, open space, private street system, landscaped areas and a reservoir

2.1 Cultural Resources

Data regarding prehistoric cultural resources were obtained through a literature review record searched from the South Coast Information Center and the Museum of Man, and a field survey conducted for the Santee Town Center Specific Plan Amendment MEIR (City of Santee 2006a) by RECON (2004). The results of these studies are hereby incorporated by reference per CEQA Guidelines Section 15150(c). The City's cultural resources analysis was relied upon for prehistoric cultural resources, and was found to be adequate for the LCDF project in that it identifies the extant resources on the project site and surroundings, evaluates their significance, and provides acceptable mitigation recommendations for management of the impacted resources, as further noted in the analysis provided in this section. In addition, a Historical Resources Evaluation Report for the Edgemoor Geriatric Hospital Demolition (Heritage Architecture and Planning 2008) was prepared to address historical cultural resources on the site. That report is included as *Appendix C* to this EIR.

As discussed in *Section 1.2*, the County, as part of a separate project, is in the process of replacing the Edgemoor Skilled Nursing Facility with a new facility that is being constructed north of the San Diego River and south of Mast Boulevard. Once construction of the new 150,000-square foot hospital is complete, Edgemoor patients will vacate the old buildings.

Heritage Architecture and Planning's Edgemoor Farm Historical Resources Evaluation Report (2008) was prepared for the County's Edgemoor Demolition project. It evaluates the significance of each building, including the three buildings located within the LCDF project site, and were used for describing the historic resources on the LCDF site and analyzing the significance of their demolition. The LCDF project and the Edgemoor demolition project are independent projects with separate EIRs.

2.1.1 Existing Conditions

2.1.1.1 Cultural History

Prehistory

Archaeological information indicates that this area of San Diego County has been occupied by Native Americans for nearly 10,000 years. The prehistory of San Diego County is often divided into three general temporal periods: Paleoindian, Archaic, and Late Prehistoric. The Paleoindian period, dating from 12,000 years to 8,000 years before the present (B.P.) is typified by artifact assemblages of the San Dieguito complex. This complex is represented almost entirely by flaked stone tools, including scrapers, choppers, and large projectile points. The absence of a milling

technology was, until recently, seen as the major difference between the Paleoindian period and the later Archaic period. The Archaic period existed at least 7,000 years ago, and probably as early as 9,000 years B.P.

Major ethnographies for this area were researched and written in the 1920s and 1930s (Spier 1923; Gifford 1931), about 150 years after the establishment of the mission system. These include both the Kumeyaay, the Kamia, and groups living in Baja California (Meigs 1939). In general, the Kumeyaay ranged from the coast through the Peninsular Ranges and the Kamia resided in Imperial Valley in historic times.

The Kumeyaay are depicted primarily as hunters and gatherers in ethnographic and ethnohistoric documents, but some groups practiced agriculture in areas of the Imperial Valley and, near Jacumba, others irrigated fields from springs (Gifford 1931:21-22). Shipek (1989) has hypothesized that horticultural practices among the Kumeyaay were widespread and intensive, involving transplantation and cultivation of several native plant species. Archaeologically, Kumeyaay settlements are evidenced in numerous prehistoric resources that dot the San Diego River Valley area in and around Santee.

At present, 65 cultural sites are known to occur within the Santee City limits, based on a review of official records at the South Coast Information Center. The great majority of cultural resources in the Santee area are prehistoric sites (60) with one that has both a prehistoric and a historic component. Prehistoric sites in the area include bedrock milling stations, artifact scatters, and midden soils varying in size from small, temporary encampments to large, complex habitation areas (City of Santee 2003).

Historic Period

Although the earliest historical exploration of the San Diego area can be traced to 1542 with the arrival of the first Europeans, particularly the exploration of San Miguel Bay by Juan Rodriguez Cabrillo, the widely accepted start of the historical period is 1769 with the founding of the joint Mission San Diego de Alcalá and Royal Presidio. The Hispanic period in California's history includes the Spanish Colonial (1769-1820) and Mexican Republic (1820-1846) periods. This era witnessed the transition from a society dominated by religious and military institutions consisting of missions and presidios to a civilian population residing on large ranchos or in pueblos (Chapman 1925).

The first intensive encounter of Spanish explorers and southern California coastal villages of Native Americans was in 1769 with the establishment of Mission San Diego de Alcalá. The

Mission of San Juan Capistrano was subsequently established in 1776, followed by San Luis Rey de Francia in 1798.

The effects of missionization, along with the introduction of European diseases greatly reduced the Native American population of southern California. At the time of contact, Luiseño population estimates range from 5,000 to as many as 10,000 individuals. Kumeyaay population levels were probably similar or somewhat higher. Many of the local Kumeyaay were incorporated into the Spanish sphere of influence at a very early date. Inland Luiseño groups were not heavily affected by Spanish influence until 1816, when an outpost of the mission was established 20 miles further inland at Pala (Sparkman 1908). Most villagers, however, continued to maintain many of their pre-contact customs and simply adopted the agricultural and animal husbandry practices learned from Spaniards.

By the early 1820s, California came under Mexico's rule, and in 1834 the missions were secularized. This resulted in political imbalance and Indian uprisings against the Mexican rancheros. Many of the Kumeyaay left the missions and ranchos and returned to their original village settlements (Shipek 1991).

The subsequent American Period (1846 to present) witnessed the development of San Diego County in various ways. This time period includes the rather rapid dominance over *Californio* culture by Anglo-Victorian (Yankee) culture and the rise of urban centers and rural communities. A Frontier Period from 1845 to 1870 saw the region's transformation from a feudal-like society to an aggressive capitalistic economy in which American entrepreneurs gained control of most large ranchos and transformed San Diego into a merchant-dominated market town. Between 1870 and 1930, urban development established the cities of San Diego, National City, and Chula Vista, while a rural society based on family-owned farms organized by rural school district communities also developed.

The Army and Navy took an increased interest in the San Diego harbor between 1900 and 1940. The Army established coastal defense fortifications at Fort Rosecrans on Point Loma and the Navy developed major facilities in the bay (Fredericks 1979; Moriarty 1976; Van Wormer and Roth 1985). The 1920s brought a land boom (Robinson 1942) that stimulated development throughout the city and county, particularly in the Mid City, Point Loma, Pacific Beach, and Mission Beach areas. Development stalled during the depression years of the 1930s, but World War II ushered in a period of growth based on expanding defense industries.

2.1.1.2 Prehistoric Resources

No archaeological resources have been identified within the LCDF project site, though some have been found nearby. Archival research revealed that one archaeological site, CA-SDI-7603

(SDM-W-2409), a badly disturbed artifact scatter, had been recorded on both side of Cuyamaca Drive at the western edge of the Town Center Specific Plan area; however, most of the area had been disked or driven on, and no evidence of the site was found during the RECON site survey in 2004. The RECON site survey identified three flakes in the agricultural field north of the Edgemoor complex and off the proposed LCDF project site. The flakes were small metavolcanic secondary flakes. The area around the flakes was closely surveyed, but no additional artifacts were located. The flakes were determined to be an isolated find (City of Santee 2006a).

2.1.1.3 Historic Resources on the Proposed Project Site

The project site is part of the original approximately 500-acre Edgemoor Farm, which was acquired by the County of San Diego in 1923 for use as a poor farm and home for the aged and indigent. Prior to that time frame, the property had been used for dairy ranching beginning in 1902. Walter Hamlin Dupee purchased the Edgemoor property in 1913. Dupee expanded operations and introduced the rearing of polo ponies. Over the next several years, he invested heavily in the property, turning it into a world-renown polo pony ranch, an award-winning dairy featuring a superior heard of Guernsey cattle, and a groundbreaking scientific research facility for advancements in animal husbandry. In 1915, the new San Diego & South Eastern Railway transformed Santee into an important hub for the local dairy and cattle industries.

By the 1920s, the term “poor farm” was used specifically to refer to a relief farm that housed the aged and dependent poor. During the 1920’s and through the 1930’s, Edgemoor was expanded and began to transform from a work farm to a health care facility. During and immediately following the World War II period, the institution began a more focused shift towards geriatrics, rehabilitation and skilled nursing. The Edgemoor site contains more than twenty buildings representing three important periods in local history: the Dairy and Polo Pony Farm Era (1913-1921), the Poor Farm Era (1923-1949), and the Edgemoor Hospital Era (1950-1961).

The “Edgemoor Farm San Diego County Home for the Aged and Indigent” was listed as a Historic District on the California Register of Historical Resources in 1987. According to San Diego County Admin. Code Section 396.7, as a State-listed property, the Historic District is also eligible for automatic listing on the San Diego County Local Register of Historical Resources. The Edgemoor site was deemed important to local, state, and national history for its role in the development of poverty relief and social services prior to the enactment of Federal New Deal policies during the Great Depression.

In part, the Edgemoor Historic District is comprised of six early Transitional Modern, Proto-International style buildings that were designed for the poor farm in the 1920s by the Quayle Brothers. The Quayle Brothers are considered Master Architects by the City of San Diego for

producing many quality buildings in the region during the first four decades of the twentieth century. Also included in the Historic District are six early farm buildings associated with the world famous dairy and polo pony farm owned and operated by Coronado millionaire-socialite Walter Hamlin Dupee from 1913 to 1921.

The Edgemoor Farm Dairy Barn, also known as the Edgemoor Polo Barn, is located immediately to the east of the project site. The Edgemoor Polo Barn was listed on the National Register in 1985, and confirmed again in 1987. The Polo Barn was listed under Criterion "A" which is an association with events that have made a significant contribution to patterns of local or regional history, or the cultural history of California or the United States. Also, the Edgemoor Farm Historic District, which includes the polo barn and seven other related buildings, was determined to be eligible for inclusion on the National Register of Historic Places (NRHP) in 1987 (Heritage Architecture and Planning 2008).

No historic resources are located within the existing 16-acre LCDF site. The LCDF complex was originally opened in 1965 as a facility for female juveniles. When the juvenile laws changed in 1976, the facility was changed to an adult female detention facility and turned over to SDSD. A maximum security/inmate processing building was constructed in 1979, and several modular "temporary" buildings have been added over time. None of the existing LCDF structures are historically or architecturally significant. However, the additional 29-acre area proposed for the expansion of the LCDF contains three buildings that are part of the Edgemoor facility. These buildings were constructed in the later development stages of Edgemoor, and are part of the "Edgemoor Hospital Era" (Heritage Architecture and Planning 2008). Specifically, the project site includes the Santa Maria Building and Dietary Building (both built in 1951), and the Rehabilitation Building (built in 1961), as shown in *Figure 2.1-1*.

The "Edgemoor Hospital Era" area of the Edgemoor facility is represented by nine minimally altered buildings that were constructed between 1950 and 1961. These buildings constitute a potential Historic District under criteria established pursuant to the National Register of Historic Places and the California Register of Historical Resources. Specifically, the buildings would qualify under the Criterion A (National) and Criterion 1 (State) for representing a "broad pattern" in the state and national development of publicly-funded nursing and rehabilitation care for the dependent aged and indigent and under Criterion C (National) and Criterion 3 (State) for embodying the distinctive characteristics of a type, period, and method of construction.

2.1.2 Analysis of Project Effects and Determination as to Significance

Significance thresholds for cultural resources are derived directly from the State CEQA Guidelines, Appendix G. A significant impact to cultural resources would occur if any of the following significance determination thresholds are met:

1. The project causes a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines. This shall include the destruction, disturbance or any alteration of characteristics or elements of a resource that cause it to be significant in a manner that would change its status relative to eligibility for listing on the California Register of Historic Resources.

2. The project causes a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines. This shall include the destruction or disturbance of an important archaeological site or any portion of an important archaeological site that contains or has the potential to contain information important to history or prehistory.

3. The project disturbs any human remains, including those interred outside of formal cemeteries.

2.1.2.1 Historical Resources

Thresholds for the Determination of Significance

The project would have a significant cultural resources impact if it would cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, of the State CEQA Guidelines. This shall include the destruction, disturbance or any alteration of characteristics or elements of a resource that cause it to be significant in a manner that would change its status relative to eligibility for listing on the California Register of Historic Resources.

Analysis

The LCDF itself is not a historical resource. However, the additional 29-acre area proposed for the expansion of the LCDF contains three buildings that are part of the nine building Edgemoor Geriatric Hospital Historic District that qualifies for listing under criteria established pursuant to the National Register of Historic Places and the California Register of Historical Resources. Specifically, the three buildings that would be demolished by the proposed project (the Santa Maria Building, Dietary Building and Rehabilitation Building) would qualify under the Criterion A (National) and Criterion 1 (State) for representing a “broad pattern” in the state and national

development of publicly-funded nursing and rehabilitation care for the dependent aged and indigent and under Criterion C (National) and Criterion 3 (State) for embodying the distinctive characteristics of a type, period, and method of construction (Heritage Architecture and Planning 2008). The three buildings, including the Santa Maria building that is where the patients are housed, are integral to the historic district. Loss of these three buildings would adversely change the significance of the historic district. Therefore, impacts to the historical district would therefore be significant (Impact CR-1).

As described in *Section 1.2.1.3*, a 10-inch potable water line would be installed on County-owned property as part of the proposed project. While the precise water line alignment is not known, the alignment would extend from Cottonwood Avenue to Magnolia Avenue, and would be routed to avoid historical resources on the Edgemoor property. Therefore, no significant impacts to historical resources would result from implementation of the water line.

2.1.2.2 Archaeological Resources

Thresholds for the Determination of Significance

The project would have a significant cultural resources impact if it would cause a substantial adverse change in the significance of a historical or archeological resource as defined in §15064.5 of the State CEQA Guidelines. This shall include the destruction or disturbance of an important archaeological site or any portion of an important archaeological site that contains or has the potential to contain information important to history or prehistory.

Analysis

No archaeological resources have been identified within the proposed project site. One prehistoric isolate has been previously mapped at the western end of the Town Center Specific Plan area, on the west side of Cuyamaca Drive; however no evidence of this archaeological site was found (City of Santee 2006a). In addition, three flakes were located off-site in the agricultural fields north of the Edgemoor complex. A prehistoric isolate is not a significant resource. The City of Santee General Plan identifies the San Diego River floodplain as an area of moderate potential for California Register of Historic Resources and National Register of Historic Resources buried prehistoric and historic sites. Therefore, the potential exists for buried sites to be impacted during grading activities for the proposed project, and direct impacts would be potentially significant (Impact CR-2).

The County submitted a letter to NAHC requesting a Sacred Lands File (SLF) on October 25, 2006 and January 3, 2007. The County also submitted letters to the tribes identified by the

NAHC on those same dates. However, a SLF search of the project area is not required, as under Senate Bill (SB) 18 (California Government Code 65352.3), consultation with Native Americans is required only for Specific Plans and their Amendments, General Plan Amendments, or when designating land as Open Space. Since the proposed project would not involve these types of actions, further evaluation, including consultation and/or the SLF search, is not required.

2.1.2.3 Human Remains

Thresholds for the Determination of Significance

The project would have a significant cultural resources impact if it would disturb any human remains, including those interred outside of formal cemeteries.

Analysis

No previous indication or evidence of human remains was observed in the project area (City of Santee 2006a). Therefore, no impacts are anticipated.

2.1.3 Cumulative Impact Analysis

According to CEQA, the importance of cultural resources comes from the research value and the information that they contain. Therefore, the issue that must be explored in a cumulative analysis is the cumulative loss of information. For sites considered less than significant, the information is preserved through recordation and test excavations. Significant sites that are placed in open space easements avoid impacts to cultural resources and also preserve the data. Significant sites that are not placed within open space easements preserve the information through recordation, test excavations, and data recovery programs that would be presented in reports filed with the County of San Diego and the South Coastal Information Center. All cultural material collected from any potentially significant site would be curated at the San Diego Archaeological Center and would be available to other archaeologists to study.

Archaeological Resources

The cumulative impact study area for archaeological resources is the general San Diego River area within the Santee area, and unincorporated areas just to the east. This area was selected as an appropriate cumulative impacts study area because historic Kumeyaay settlement activity within the Santee area often focused on the river corridor and its adjacent upland areas, and because it encompasses the entire Edgemoor Geriatric Hospital Historic District.

Within the cumulative study area, as listed in *Table 2.1-1*, several projects contain significant or potentially significant cultural resources: San Diego River Restoration, Town Center Community

Park Phase 2, Villages at Fanita, Sky Ranch, Santee Town Center Specific Plan Amendment, Edgemoor Facility Demolition Project, and Lakeside Downs. The proposed Lakeside Downs project includes the subdivision of 412.4 acres into 140 residential lots. Cultural resources were identified as potentially significant in the NOP released for public review; however the EIR has not been released to date and no further information is available. The remaining cultural resources in the vicinity of the project area have been determined to be not significant. The proposed San Diego River Restoration and Town Center Community Park Phase 2 projects both identified a significant cultural resource impact due to the project location adjacent to the San Diego River and the possibility for discovery of an unknown cultural resource. The San Diego River Restoration project also identifies a 29-acre stockpile where a survey is required prior to removal of the stockpile. Implementation of mitigation measures would reduce impacts to cultural resources to a level below significance. Cultural resources impacts related to the Sky Ranch project, including potential impacts to human remains during project construction, would be mitigated to below a level of significance. Overall, with respect to cultural resources, no cumulatively significant condition exists.

There are no other known significant archaeological resources located on the LCDF project site in the cumulative study area. Impacts to buried prehistoric resources and historic sites would be mitigated through monitoring of the site during grading within the floodplain. Based on the analysis above, the cumulative impact to archaeological resources is not significant.

Historical Resources

The proposed Edgemoor Facility Demolition Project includes the demolition of all buildings on the Edgemoor site, with the exception of the Polo Barn. As discussed in *Section 2.1.1.2*, the LCDF project would demolish three Edgemoor historical resources. The LCDF project would therefore contribute to the cumulative loss of historical resources, and impacts would be significant (Impact CR-3).

2.1.4 Significance of Impacts Prior to Mitigation

The proposed project will result in significant direct and cumulative impacts to historical resources (Impact CR-1 and Impact CR-3), and has the potential to result in impacts to unknown buried cultural resources during project grading activities (Impact CR-2). All other impacts related to cultural resources would be less than significant.

2.1.5 Mitigation

The following mitigation would reduce Impact CR-1 and Impact CR-3, but not below a level of significance:

M-CR-1: Proposed mitigation for impacts to the Santa Maria Building, Dietary Building, and Rehabilitation Building includes:

- Preparation of Historic American Buildings Survey (HABS) Level III documentation in accordance with the National Park Service's *Historic American Building Survey Guidelines for Preparing Written and Historical Descriptive Data*;
- Written documentation and photographs of the history of the site and/or buildings, including documentation of oral interviews; and
- Salvage of items such as call buttons and chapel windows that can be archived and/or incorporated into a future County facility.

Other mitigation measures that were considered include adaptive re-use of the three buildings and relocation of some or all of the buildings. Adaptive re-use of the buildings would not avoid the significant effect, because the buildings would need to be incorporated into the LCDF facilities, and would be separated from the remaining Historic District buildings by security fencing and buffers. Therefore, adaptive re-use of the buildings within the LCDF project would destroy the context that the buildings have with the overall Edgemoor facility, which is the primary contributing factor to their historical significance. In addition, adaptive reuse would not allow for the LCDF project's proposed open campus design, an important feature of the project. Similarly, relocation of the buildings would require removal of the buildings from the Historic District, which would destroy the context of the buildings. Relocation within the Historic District is not feasible because sufficient acreage does not exist. Additionally, relocation of only some of the buildings would not retain the context the buildings have to the remaining buildings. These alternative mitigation measures would not allow the project to meet the County's objective of an open campus facility. Therefore, no feasible mitigation measures, except the documentation and salvage described above, are available to mitigate this impact. The impact will be reduced, but not mitigated to a level that is less than significant.

The following mitigation would reduce Impact CR-2 to below a level of significance:

M-CR-2a Mitigation measures employed with regard to cultural resources will comply with the County's Guidelines for Determining Significance and Report Format and Content Requirements for Cultural Resources: Archaeological and Historic Resources, dated December 5, 2007. Mitigation includes monitoring by the Project Archaeologist and a Native American during the original cutting of previously undisturbed deposits, determined necessary by the Project Archaeologist. Monitoring of the cutting of previously disturbed deposits would be determined by the Project Archaeologist.

If potentially significant cultural resources are discovered, the Project Archaeologist would have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the County Staff Archaeologist, would determine the significance of the discovered resources. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts would be prepared by the Project Archaeologist and approved by the Staff Archaeologist, then carried out using professional archaeological methods.

M-CR-2b All cultural material collected during the grading monitoring program shall be processed and curated at a San Diego facility that meets federal standards per 36 CFR Part 79, and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. The mitigation would be considered complete when the County Staff Archaeologist received evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid. A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the Director of Planning and Land Use prior to grading. The report shall include Department of Parks and Recreation Primary and Archaeological Site forms.

If any human bones are discovered, the Project Archaeologist would contract the County Coroner. If the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, Shall be Contacted by the Project Archaeologist in order to determine proper treatment and disposition of the remains.

M-CR-3 Refer to M-CR-1.

2.1.6 Conclusion

Significant Direct Impact CR-1: Implementation of mitigation measure M-CR-1 would reduce impacts to historical resources, but not to a less than significant level. Preparation of documentation eliminates one adverse impact of demolition (the loss of historical information) but it does not prevent the physical loss of the historically significant resource. Loss of the Santa

Maria Building, Dietary Building and Rehabilitation Building would be significant. Adaptive re-use of the buildings would not avoid the significant effect because the buildings would need to be incorporated into the LCDF facilities, and would be separated from the remaining Historic District buildings by security fencing and buffers. Therefore, adaptive re-use of the buildings within the LCDF project would destroy the context that the buildings have with the overall Edgemoor facility, which is the primary contributing factor to their historical significance. In addition, adaptive reuse would not allow for the LCDF project's proposed open campus design, an important feature of the project. Similarly, relocation of the buildings would require removal of the buildings from the Historic District, which would destroy the context of the buildings. Relocation within the Historic District is not feasible because sufficient acreage does not exist. Additionally, relocation of only some of the buildings would not retain the context the buildings have to the remaining buildings. These alternative mitigation measures would not allow the project to meet the county's objective of an open campus facility. Therefore, no feasible mitigation measures, except the documentation and salvage described above, are available to mitigate this impact. The impact will be reduced, but would remain significant and unmitigated.

Exclusion of the buildings from the project is the only option available to avoid the significant effect. Two of the alternative site plans that would avoid the buildings were considered in the alternatives screening process that is outlined in the Alternatives Screening Report (*Appendix K*). These alternative site plans were eliminated from further consideration in the EIR based on infeasibility and inability to meet project objectives. Therefore, avoidance of the impact in the context of development of the proposed project at its existing location is not feasible.

Significant Direct Impact CR-2: Implementation of mitigation measures M-CR-2a and M-CR-2b would reduce potential impacts to previously unknown cultural resources to less than significant, Monitoring by the Project Archaeologist and a Native American during the original cutting of previously undisturbed deposits, would be implemented, and if a cultural resource is encountered, the mitigation measures require preparation and implementation of a data recovery program including curation of artifacts in an approved facility. Data recovery, if necessary, would mitigate impacts as it is designed to ensure that available information and research for cultural sites affected by development are maintained. Implementation of these mitigation measures would maintain the informational and research value of cultural resources if encountered during project construction activities, so that impacts of the proposed project would be reduced to below a level of significance.

Significant Cumulative Impact CR-3: Project impacts resulting in the loss of three historical buildings, in conjunction with the loss of historical resources associated with the proposed Edgemoor Facility Demolition Project, would be cumulatively significant and though the

proposed impacts could be reduced by documentation and salvage, the impact would remain significant and not mitigable to a level that is less than significant.

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Table 2.1-1
Cultural Resources Cumulative Projects

Project No. (from Table 1-3)	Project Name	Status	Project-Level Cultural Resource Impacts
4	San Diego River Restoration, Edgemoor Property	MND prepared October 2006; project approved July 2007	Grading within sensitive areas of the project site has the potential to impact archaeological resources covered by alluvial fill from the San Diego River. Additionally, a 29-acre stockpile area exists north of the San Diego River with the potential for cultural resources (mitigation proposed would reduce impacts to less than significant).
5	Villages at Fanita	Project approved by City Council on 12/5/07	Potential impacts to significant archaeological resources, buried remains (mitigated to less than significant).
8	Sky Ranch	Under construction	Significant impacts to historical resources, archaeological resources, and human remains (mitigated to less than significant).
17	Santee Town Center Specific Plan Amendment	Approved January 2006. NOP for Supplemental EIR for a subsequent action issued 9/15/08	Potential impacts to Edgemoor Farm Historic District Building and Prehistoric resources (mitigated to less than significant). NOP for SEIR states that significance of impacts and applicable mitigation measures would not change from the MEIR.
18b	Edgemoor Facility Demolition Project	Draft EIR released August 2008.	Significant onsite historic structures would be impacted (impacts would be significant and not mitigable).
19	Lakeside Downs	Project in planning phase, NOP issued 6/30/05	Potentially significant
35	Town Center Community Park Phase 2	Grading underway	Grading activities within the southern portion of the project site could result in significant impacts to subsurface archaeological resources. Mitigation proposed would reduce impacts to less than significant.

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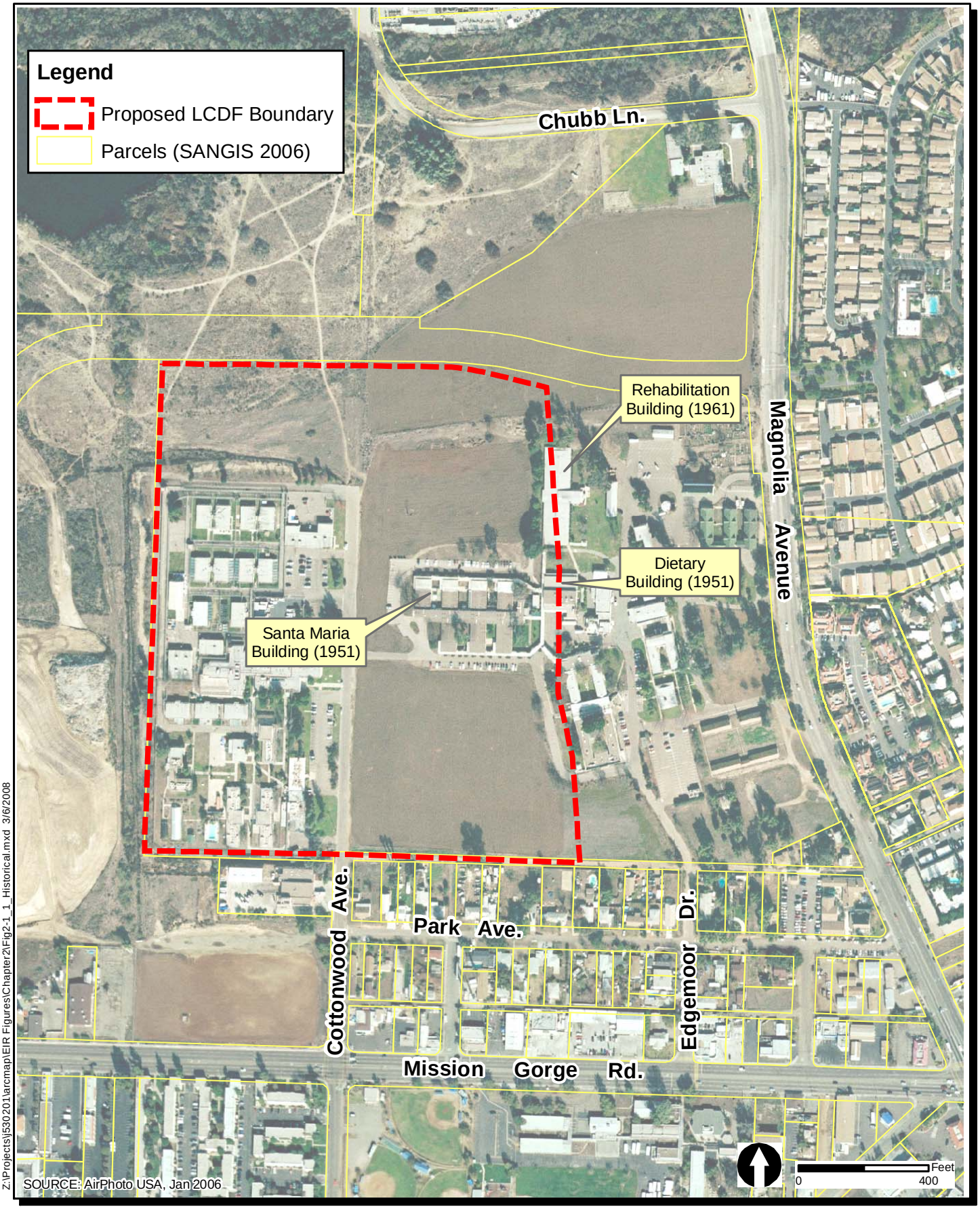

Las Colinas Detention Facility EIR

Historical Buildings

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2.2 Transportation / Traffic

A traffic study was completed by VRPA Technologies (revised in October 2008) to evaluate the potential traffic and circulation impacts of the proposed project. The traffic impact analysis was conducted using the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Transportation and Traffic* dated September 26, 2006, and revised effective December 5, 2007. The traffic analysis is summarized in this section and the complete traffic report is included as *Appendix D* to this EIR. For the purpose of this analysis, the trip generation rate takes into account the increase in number of beds resulting from the proposed project when compared to the existing LCDF. Although the existing facility contains approximately 800 beds, the inmate population fluctuates between 600 and 800 on a daily basis. For purposes of this analysis, 600 beds were used as an estimate of the number of beds to which existing trips would be applied to determine a conservative trip rate. Since the proposed facility would have 1,216 beds, the increment of 616 beds was used for traffic generation purposes.

2.2.1 Existing Conditions

2.2.1.1 Roadway Characteristics

The following is a brief summary of the existing roadway system in the project area. Major roadways in the project area are shown in *Figure 1-2.*

Mast Boulevard is classified as a Major Arterial. It is a four-lane roadway, which is constructed between SR-52 and Los Ranchitos Road near the eastern Santee city limits. Mast Boulevard is planned to be connected eastward to Riverford Road when SR-52 is extended to SR-67.

Mission Gorge Road is classified as a Major Arterial from the western City limits to SR-125 and a Prime Arterial from SR-125 to Magnolia Avenue. This roadway extends from Magnolia Avenue in Santee to Interstate 8 in the City of San Diego. It generally provides six travel lanes.

Carlton Hills Boulevard is classified as a Major Arterial from Mission Gorge Road to Lake Canyon Road. It is currently a four-lane roadway. The roadway has either a raised or painted center median along most of its length.

Town Center Parkway is classified as a Parkway between Mission Gorge Road and Civic Center Drive and is currently constructed as a six-lane roadway between Mission Gorge Road and Cuyamaca Street and a four-lane road transitioning to a two-lane roadway between Cuyamaca Street and Civic Center Drive (Transit Way). The roadway provides access to retail development that has occurred within the Town Center area of Santee.

Cuyamaca Street is classified as a Major Arterial within the City of Santee. It extends from Fletcher Parkway in El Cajon to just north of El Nopal in Santee. Cuyamaca Street varies as a four- or six-lane roadway between Prospect Street and Mast Boulevard.

SR-67 is a freeway that runs from Riverford Road to Bradley Avenue within the City. It is a major north-south corridor for the San Diego region which is used by numerous commuters as an alternative to Interstate 15.

Prospect Avenue is a Major Arterial between Cuyamaca Street and SR-67 and a Collector Street between Mesa Road and Cuyamaca Street.

Cottonwood Avenue is a Collector Street between Park Avenue and Kenney Road and a Parkway between Park Avenue and Mast Boulevard.

Civic Center Drive is classified as a Parkway between Mission Gorge Road and Town Center Parkway. It is currently constructed as a four-lane roadway. The roadway provides access to retail and office development that has occurred within the Santee Town Center.

Riverview Parkway. Primary access to the project site would be provided off of future Riverview Parkway. The existing Civic Center "Riverview Parkway" is built from Mission Gorge Road to Town Center Parkway. All or a portion of future Riverview Parkway will be built in the dedicated right-of-way before construction of Phase I of the LCDF project has been completed. As explained in *Section 1.2.1.2*, if all or a portion of the road is not built by others before Phase I of the LCDF project has been completed, the County will construct a portion of the road as part of this project to provide access to the project site. On opening day, Riverview Parkway is expected to be a two-lane road from Magnolia Avenue to the project driveway. Riverview Parkway is shown as a planned roadway in the City of Santee Circulation Element. Therefore, the analysis of traffic impacts in the future horizon year 2030, assumes that Riverview Parkway has been constructed as a four lane road extending from Civic Center Drive to Magnolia Avenue.

.

Magnolia Avenue extends from El Cajon to Princess Joann Road in the northern section of Santee. It is classified as a Prime Arterial from Mission Gorge Road to Prospect Avenue, a Major Arterial north of Mission Gorge Road, and a Collector Street north of Princess Joann Road. Magnolia Avenue has six travel lanes along portions of the roadway between Prospect Avenue and Mission Gorge Road. The remainder of the roadway has four travel lanes.

Woodside Avenue is classified as a Major Arterial from Magnolia Avenue to SR-67. It is a four-lane roadway with a painted median. This road provides access to SR-67.

2.2.1.2 Traffic Volumes and Operations

The study area for the proposed project was determined using guidelines for Traffic Impact Analysis prepared by the County of San Diego (County of San Diego, Report Format & Content Requirements for Transportation and Traffic, September 26, 2006 and revised effective December 5, 2007). All segments receiving over 200 ADT and all intersections receiving over 20 peak hour trips were included in the study area. The County of San Diego Guidelines include guidance for determining a project's study area, and indicate that any intersection or road segment for which the project would contribute a minimum of 25 peak hour trips should be analyzed. However, the County's Guidelines for determining the significance of a project's impact indicate that contribution of 20 peak hour trips or more would be significant. Since the impact threshold of 20 peak hour trips is more conservative than the study area definition (25 trips), this analysis used the 20 peak hour trip threshold as both a means to determine the extent of the study area, and to determine the significance of project impacts, since it is more conservative and provides for a more consistent analysis. The roadway segments and intersections in the study area are described below.

Roadway Segments

The study area includes nine roadway segments, as listed below.

1. Mission Gorge Road between Town Center Parkway and Cuyamaca Street
2. Mission Gorge Road between Cuyamaca Street and Cottonwood Avenue
3. Mission Gorge Road between Cottonwood Avenue and Magnolia Avenue
4. Town Center Parkway between Mission Gorge Road and Cuyamaca Street
5. Riverview Parkway between Civic Center Drive and Magnolia Avenue (future only)
6. Magnolia Avenue between Mission Gorge Road and Riverview Parkway
7. Magnolia Avenue between Riverview Parkway and Mast Boulevard
8. Magnolia Avenue between Mission Gorge Road and Prospect Avenue
9. Woodside Avenue between Magnolia Avenue and SR 67

The existing roadway segment average daily trips are shown in *Figure 2.2-1*. Existing average daily traffic (ADT) volumes on arterial roadways in the study area were calculated using a.m. and p.m. peak hour turning movement counts that were collected in April 2007.

Level of Service (LOS) is an industry standard that measures the operational conditions of a given roadway segment or intersection. LOS is defined on a scale of A to F, where LOS A represents free-flowing traffic conditions with no restrictions on maneuvering or operation

speeds and LOS F represents forced flow, many stoppages, and low operating speeds. Existing roadway segment LOS within the study area is presented in *Table 2.2-1*. With the exception of Town Center Parkway between Mission Gorge Road and Cuyamaca Street (which operates at LOS A) all existing roadway segments currently operate at LOS B. Current operating conditions are acceptable on all identified roadway segments (i.e., LOS D or better per County guidelines).

Intersections

The study area includes seven intersections, as listed below.

1. Cuyamaca Street and Town Center Parkway
2. Cuyamaca Street and Mission Gorge Road
3. Cottonwood Avenue and Mission Gorge Road
4. Magnolia Avenue and Mission Gorge Road
5. Magnolia Avenue and Prospect Avenue
6. Project Driveway 1 and Riverview Parkway (future only)
7. Magnolia Avenue and Riverview Parkway (future only)

The existing peak hour intersection turning movements are presented in *Appendix D*. Peak hour intersection operations are analyzed for the five existing intersections and presented in *Table 2.2-2*. With the exception of the Magnolia/Prospect Avenue intersection (which currently operates at LOS F in the p.m. peak hour), all study area intersection movements operate adequately, between LOS B and LOS D.

2.2.1.3 Horizon Year 2030 Traffic Volumes and Operations

The Horizon Year 2030 (no project) condition includes future cumulative conditions for 2030, and assumes the existing LCDF would remain in its current location. The Circulation Element of the City of Santee General Plan was used to determine future lane configuration for the roadways and intersections in the study area. This includes a 4-lane extension of Riverview Parkway from Civic Center Drive to Magnolia Avenue, as well as the extension of Cottonwood Avenue from Riverview Parkway to Mast Boulevard. It should be noted, however, that the extension of Cottonwood Avenue from Mission Gorge Road to Riverview Parkway was not included in Horizon Year 2030 assumptions. The expected future lane geometry is shown in *Figure 2.2-2*.

Horizon Year 2030 no project scenario roadway segment LOS and intersection operation projections are provided in *Tables 2.2-3* and *2.2-4*. As shown on *Table 2.2-3*, all segments would operate at an acceptable LOS (i.e., LOS A through D), with the exception of Magnolia Avenue

between Mission Gorge Road and Riverview Parkway. This segment of Magnolia Avenue would operate at LOS E. As shown in *Table 2.2-4*, three of the study area intersections would operate at an acceptable LOS, while three other intersections (Cuyamaca Street/Mission Gorge Road in the p.m. peak hour, Magnolia Avenue/Mission Gorge Road during both peak hours, and Magnolia Avenue/Prospect Avenue in the p.m. peak hour) would operate at an unacceptable LOS.

2.2.1.4 Bus, Pedestrian, and Bicycle Access

The Santee Transit Center, which is located approximately 2,500 feet to the southwest of the project site, is the eastern terminus of the San Diego Trolley. Public transportation from the Santee Transit Center and from within the City is provided by buses that are operated by the Metropolitan Transit System. The nearest bus route to the project site is Route 832, which travels along Cuyamaca Street, Magnolia Avenue and Mission Gorge Road. The nearest bus stop to the project site is located at the corner of Cottonwood Avenue and Mission Gorge Road (Metropolitan Transit System 2007).

The City of Santee General Plan Trails Element details a system of improved pedestrian and bicycle pathways linking the City's residential areas with destination points within the City. Town Center is the closest destination point to the project site. The Town Center Specific Plan identifies a network of interconnected bike and pedestrian pathways linking activity centers within the Town Center, as well as linking the Town Center with the bike and pedestrian trail system in the rest of the City. Additionally, Mission Gorge Road Design Standards include provisions for bike and pedestrian paths along the full length of Mission Gorge Road.

Within the City of Santee, pedestrian movement is provided through a network of sidewalks and pedestrian pathways. Newer streets in the City, particularly within the Town Center area as well as along Mission Gorge Road, have sidewalks which are separated from the street and designed along landscaped corridors (City of Santee 2003).

The City has approximately 37 miles of existing bikeways. There are two main east/west bikeways in the City: 1) the bike path along the San Diego River and 2) the bike lane installed along the majority of Mast Boulevard connecting with existing bike lanes on westbound SR-52. There are a number of main north/south bikeways, including existing bike lanes along Cuyamaca Street and Magnolia Avenue (City of Santee 2003).

2.2.2 Analysis of Project Effects and Determination as to Significance

The following significance thresholds for transportation and traffic impacts are taken directly from the County's significance thresholds. The traffic analysis uses the County's Guidelines because they contain more conservative and detailed significance criteria than are typically applied by the City and, hence, result in a more conservative and comprehensive analysis of traffic impacts.

A significant impact to transportation and traffic would result if the proposed project would:

1. Cause a roadway segment to fall below LOS D operating condition.
2. Add a significant amount of traffic to a roadway segment expected to operate at LOS E or F under existing or future conditions.
3. Cause an intersection to fall below LOS D operating condition.
4. Add a substantial amount of traffic to an existing intersection operating at LOS E or F or an intersection expected to operate at LOS E or F in the future. For signalized intersections, a delay of 2 seconds at LOS E would be considered significant and a delay of 1 second (or 5 trips on a critical movement, i.e., any movement that directly affects the overall performance of the intersection) at LOS F would be considered significant. For unsignalized intersections, the allowable increase in traffic would be 20 trips on a critical movement at LOS E and 5 trips on a critical movement at LOS F.
5. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).
6. Provide insufficient parking capacity.

2.2.2.1 Construction and Operational Traffic and Circulation Impacts

<u>Thresholds for Determination of Significance</u>

The proposed project would cause significant traffic impacts if the project were to:

- Cause a roadway segment to fall below LOS D operating condition.
- Add a significant amount of traffic to a roadway segment expected to operate at LOS E or F under existing or future conditions.
- Cause an intersection to fall below LOS D operating condition.

- Add a substantial amount of traffic to an existing intersection operating at LOS E or F or an intersection expected to operate at LOS E or F in the future. For signalized intersections, a delay of 2 seconds at LOS E would be considered significant and a delay of 1 second (or 5 trips on a critical movement) at LOS F would be considered significant. For unsignalized intersections, the allowable increase in traffic would be 20 trips on a critical movement at LOS E and 5 trips on a critical movement at LOS F.

Analysis

The proposed project has two basic traffic generating components: 1) traffic generated during demolition and construction; and 2) project generated traffic during operations. In order to estimate the project traffic generation rates and volumes, ADT counts collected from the field for the existing detention facility were used. The trip generation rate was then calculated based on operation assumptions. For the purpose of this analysis, the proposed project's incremental increase in number of beds (i.e., 1,216 proposed beds minus 600 existing beds equals 616 new beds) and was applied to the trip generation rates calculated in the VRPA's *Traffic Impact Analysis*. Additional assumptions used to calculate trip generation rates are also included in the Traffic Impact Analysis (see *Appendix D* of this EIR).

Construction

Construction (including demolition) is expected to occur over a 36-month period. Construction traffic is expected to access the site from Cottonwood Avenue via Mission Gorge Road. Construction activities, on average, are anticipated to result in 50 roundtrip truck trips per day and 45 roundtrip vehicle trips per day. Construction assumptions were based on traffic analyses of previous similar construction projects and engineering judgment specific to the characteristics of the project site. Assumptions include the following:

- All construction workers would drive alone to the construction site. No substantial use of public transit is anticipated.
- All construction workers would assemble at the construction site (as opposed to assembling at an offsite location and shuttling to the project site).
- A peak construction work force is estimated at 45 workers per day.
- All construction activity would take place during only one shift per day.
- All workers would arrive and leave at the beginning and end of the shift (i.e., two trips per employee per day).
- Approximately 50 construction material vehicles are expected per day.

Although the proposed project would result in a temporary increase in traffic on local area roadways during construction, this short-term and limited construction-related traffic would not create a substantial impact on traffic volumes nor change traffic patterns in such a way as to result in unacceptable LOS (i.e., LOS D or worse) on local area roadways or intersections or cause a roadway segment to fall below LOS D operating condition. Furthermore, the proposed project would implement a Traffic Control Plan (as identified in *Section 1.2.1.6*) to manage construction traffic and potential hazards. As such, the proposed project would not cause a roadway segment to fall below LOS D operating condition, and the impact to traffic during project construction would be less than significant.

Operation

This section analyzes the effect on existing traffic resulting from operation of the proposed project (i.e., existing plus project conditions). The number of trips generated by the proposed project was calculated using existing traffic counts and trip rates generated by VRPA and then distributed on the roadway network based on prevailing traffic patterns. Based on the estimated number of trips generated by the proposed project and traffic distribution, LOS was evaluated for each study area intersection during peak hour traffic.

Project generated traffic is shown in *Table 2.2-5*. The trip generation rate available in the ITE trip generation handbook (ITE Trip Generation Manual, 7th Edition, March 2001) for a detention facility type land-use was considered inadequate as the ITE handbook provides trip generation information based on a very small and limited sample size data. Also, there is no fitted curve equation available in the ITE trip generation handbook for detention facility type land uses. Therefore, it was appropriate to determine the trip generation rate for the proposed project on the basis of the actual ADT counts collected from the field for the existing detention facility. The location for conducting the counts was a section of Cottonwood Avenue just north of the fire station, because this section is accessed only by trips generated by the existing LCDF. The ADT counts were conducted for three days from Thursday through Saturday. The ADT count information collected for Thursday was selected as the most representative day to calculate the trip rate. Peak hour counts in the AM and PM were also conducted at the intersection of Cottonwood Avenue/Mission Gorge Road on Thursday. The ADT count data and the intersection count data is provided in Appendix A to the Traffic Impact Analysis for reference.

Although the proposed project is to be developed in two phases, the analysis assumed the proposed project would be completed in a single phase.

As shown in *Table 2.2-5*, the proposed project is estimated to generate a total of 1,312 trips per day, which represents the difference between the number of trips per day for the existing facility

and the number of trips for the proposed facility at peak capacity of 1,216 beds. During the a.m. peak hour, a total of 67 trips (37 inbound and 30 outbound) is anticipated. For the p.m. peak hour, a total of 87 trips (47 inbound and 40 outbound) is anticipated.
Traffic trips generated by the proposed project were distributed to the regional roadway system. Based on the traffic distribution, traffic volumes were assigned to the project study area intersections. *Figures 2.2-3* and *2.2-4* show the existing plus project traffic volumes during peak a.m. and p.m. periods at study area intersections.

Table 2.2-6 presents roadway segment LOS under existing plus project (addition of 616 beds) conditions. Roadways operating at LOS A through D were considered to be operating adequately. *Table 2.2-7* presents intersection LOS under existing plus project conditions (addition of 616 beds). As shown in *Tables 2.2-6* and *2.2-7*, all roadway segments and intersections would operate acceptably at LOS D or better. Therefore, the proposed project would not cause a roadway segment or intersection to fall below LOS D operating condition, and no direct significant impacts would result.

2.2.2.2 Impacts to Pedestrian, Bus and Bicycle Facilities

Thresholds for Determination of Significance

A significant traffic impact would occur if the project would conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Analysis

As noted in *Section 2.2.1.4*, the City's General Plan does not include any specific policies related to alternative transportation. Moreover, as more fully described in *Section 3.1.4.2*, the City's General Plan and City's Town Center Specific Plan do not apply to the proposed project. The proposed project would not generate a need for alternative transportation or conflict with adopted plans or programs supporting alternative transportation. However, it should be noted that due to the project's proximity to the Santee Transit Center, visitors and staff would be able to use alternative transportation. No significant impact would occur.

2.2.2.3 Impacts to Parking

Thresholds for Determination of Significance

A significant traffic impact would occur if the project would not provide sufficient parking capacity.

Analysis

The proposed project has been designed to accommodate 350 vehicles at its onsite parking lots. The number of spaces provided would be available for use by LCDF staff, deliveries, and visitors. The proposed number of parking spaces was determined in light of staffing number and shift overlap. Information provided by the detention facility consultant (CGL) in 2007 includes the following detailed breakdown for parking spaces:

Day Staff (M-F, normal working hours)	Number of Vehicles
• Facility Administration & Support Services	50
• Security Administration	12
• Program Services	31
• Inmate Housing	5
• Detention Training Unit (DTU)	7
• Inmate Services	6
Subtotal A	111
Operational Staff	
• 7-day, 8-hour shift	36
• 12.5 hour shift	76
• 12.5 hour shift overlap (calculated @ 100%)	76
Subtotal B	188
Visitor Parking	
• Inmate Visitors (day time, weekdays only)	10
• Business/Others (DTU trainees, Inmate Services)	0*
Subtotal C	10
Total Parking	**309**

* Assumed to occupy shift overlap spaces during normal weekday work hours

Source of Staffing Data: Las Colinas Women's Facility Development Plan, Final Report; prepared by Carter Goble Associates, Inc., August 2003 w/updates February 2007

In addition to the 309 spaces identified above, additional spaces were provided for flexibility in site planning, for a total of 350 spaces. As such, the project would provide sufficient parking and impacts would be less than significant.

2.2.3 Cumulative Impact Analysis

Cumulative impacts could occur as a result of traffic generated by past, present and expected future projects in the project area. A list of reasonably foreseeable projects is described in detail in *Section 1.7* and summarized in *Table 1-3.* All of these projects were considered in the traffic

cumulative analysis and are shown in *Figure 1-9*. The cumulative impact analysis study area is the same as for the project study area, and therefore consists of all project roadway segments and intersections studied for the proposed project. The proposed project's location within Santee coupled with the fact that the project's traffic impacts would be limited to the above mentioned intersections and roadway segments warrants the use of this cumulative impact study area. The Horizon Year 2030 no project condition includes future cumulative conditions for 2030, and assumes the existing LCDF would remain in its current location. The Circulation Element of the City of Santee General Plan was used to determine future lane configurations.

Thresholds for Determination of Significance

Significance criteria for determining cumulative impacts (Horizon Year 2030 with project scenario) are the same as those listed under *Section 2.2.2*. That is, a significant cumulative impact would result if the project plus cumulative projects were to:

- Cause a roadway segment to fall below LOS D operating condition.
- Add a significant amount of traffic to a roadway segment expected to operate at LOS E or F under existing or future conditions.
- Cause an intersection to fall below LOS D operating condition.
- Add a substantial amount of traffic to an existing intersection operating at LOS E or F or an intersection expected to operate at LOS E or F in the future. For signalized intersections, a delay of 2 seconds at LOS E would be significant and a delay of 1 second (or 5 trips on a critical movement) at LOS F would be significant. For unsignalized intersections, the allowable increase in traffic would be 20 trips on a critical movement at LOS E and 5 trips on a critical movement at LOS F.

Analysis

Near-term Cumulative (Opening Day)

Traffic generated by cumulative projects, as well as a general increase in traffic from other sources was estimated using a traffic growth factor of 2.5 percent per year. The growth factor was determined based on a comparison of the existing ADT volumes along major streets within the study area with the future ADT volumes. Based on this comparison, the growth factor varies between 2 and 3 percent growth per year. Therefore, an annual average growth factor of 2.5 percent was applied to the existing traffic volumes to get the "existing plus cumulative" traffic volumes (VRPA 2008).

Proposed Project Two-Lane Access Road

Table 2.2-8 presents roadway segment LOS under the near-term cumulative scenario which analyzes both existing plus cumulative and existing plus cumulative plus project conditions, assuming the two-lane project access road is constructed from Magnolia Avenue to the project entrance. Similarly, *Table 2.2-9* presents intersection LOS under the near-term cumulative scenario, assuming the two-lane road is implemented. In the event that Riverview Parkway is constructed as a 2-lane cul-de-sac rather than a 4-lane through street, cumulative impacts at the following intersections would result: Cuyamaca Street/Mission Gorge Road, and Magnolia Avenue/Prospect Avenue (***Impact TR-1*** and ***Impact TR-2***).

Four-Lane Riverview Parkway Scenario

As stated in *Sections 1.2.1.2* and *2.2.1.1* of this EIR, in addition to the two-lane project access road scenario, the near-term cumulative scenario assumes that Riverview Parkway is expected to be a four-lane road if its construction is completed in time for use by the proposed project. *Table 2.2-10* presents roadway segment LOS under the near-term cumulative scenario which analyzes both existing plus cumulative and existing plus cumulative plus project conditions. *Table 2.2-11* presents intersection LOS under existing plus cumulative, and existing plus cumulative plus project conditions (near-term cumulative scenario). *Figures 2.2-6* and *2.2-7* shows a.m. and p.m. peak hour traffic volumes under the existing plus cumulative scenario. *Figures 2.2-8* and *2.2-9* show a.m. and p.m. peak hour traffic volumes under the existing plus cumulative plus project scenario. Under each scenario, all roadways segments would operate acceptably at LOS D or better. Therefore, no cumulatively significant impacts to study area roadway segments would occur under the near-term cumulative scenario.

With the exception of the Cuyamaca Street/Mission Gorge Road and Magnolia Avenue/Prospect Avenue, all study area intersections would operate at an acceptable LOS under each near-term scenario. Under existing plus project plus cumulative conditions, the following intersections would operate at an unacceptable LOS in the p.m. peak hour (LOS F):

- Cuyamaca Street/Mission Gorge Road
- Magnolia Avenue/Prospect Avenue

For each of these intersections, traffic from the proposed project plus cumulative projects would result in more than a 1 second delay. Therefore, cumulatively significant impacts would occur at both of these intersections. These significant impacts are the same as those identified in Impacts TR-1 and TR-2, respectively, which are discussed above under the 2-lane access road scenario.

Horizon Year 2030 Cumulative

Traffic volumes were forecast for the year 2030. These future volumes include traffic volumes from the cumulative projects listed in *Section 1.7*, and anticipated growth in traffic volumes that would occur with the anticipated buildout of the project area and the surrounding region. Buildout conditions for the proposed project are based on year 2030 SANDAG traffic forecasts. The model run by SANDAG assumes that 1) a potential extension of Cottonwood Avenue north of Mission Gorge Road to Riverview Parkway (as identified in the City's Circulation Element) would be eliminated, 2) Cottonwood Avenue would be extended north of Riverview Parkway to Chubb Lane, and 3) Riverview Parkway would be extended from Civic Center Drive to Magnolia Avenue.

Tables 2.2-12 and *2.2-14* present Horizon Year 2030 no project and Horizon Year 2030 with project projections for roadway segment LOS and intersection LOS, respectively. *Figures 2.2-10* and *2.2-11* show Horizon Year 2030 no project traffic volumes during peak a.m. and p.m. periods at study area intersections. *Figures 2.2-12* and *2.2-13* show Horizon Year with project traffic volumes during peak a.m. and p.m. periods at study area intersections.

As shown in *Table 2.2-12* and according to *County of San Diego Guidelines for Determining Significance*, under this scenario, project traffic combined with traffic increases from other sources would result in unacceptable LOS (i.e., LOS E) at the following road segment:

- Magnolia Avenue between Mission Gorge Road and Riverview Parkway

Per the *County of San Diego Guidelines for Determining Significance*, allowable increases to congested roadway segments are shown in *Table 2.2-13*.

At Magnolia Avenue between Mission Gorge Road and Riverview Parkway, the net trips generated would equal 500 ADT along this 4-lane roadway under Horizon Year 2030 with project conditions. As shown in *Table 2.2-13*, the proposed project generated increase of 500 ADT would exceed the threshold of an allowable increase of 400 ADT for congested 4-lane roadways. Therefore, impacts to the roadway segment of Magnolia Avenue between Mission Gorge Road and Riverview Parkway would be cumulatively significant (***Impact TR-3***).

As shown in *Table 2.2-14* and detailed in *Appendix D*, the project-generated traffic increases, combined with traffic increases from other sources, would result in cumulatively significant impacts at the following intersections under Horizon Year 2030 with project conditions:

- Cuyamaca Street/Mission Gorge Road in the p.m. peak hour (***Impact TR-4***)
- Magnolia Avenue/Mission Gorge Road in the a.m. and p.m. peak hours (***Impact TR-5)***
- Magnolia Avenue/Prospect Avenue in the p.m. peak hour (***Impact TR-6***)

Impacts would be cumulatively significant for each intersection because for each, LOS F would result and the proposed project plus cumulative projects would result in the exceedance of the 1-second delay threshold.

2.2.4 Significance of Impacts Prior to Mitigation

The proposed project does not result in a direct significant impact to the study area roadway segments under existing plus project conditions. All segments within the study area are expected to operate acceptably at LOS D or better under existing plus project, existing plus cumulative and existing plus project plus cumulative conditions. Overall growth in the study area, cumulative development, and project traffic would significantly impact the segment of Magnolia Avenue between Mission Gorge Road and Riverview Parkway under Horizon Year 2030 with project scenario (***Impact TR-3***).

The proposed project would not result in direct significant impacts to study area intersections under existing plus project conditions.

In the near-term cumulative with project scenario (existing plus cumulative plus project conditions), with implementation the 2-lane project access road, cumulative impacts at the following intersections would result: Cuyamaca Street/Mission Gorge Road, and Magnolia Avenue/Prospect Avenue (***Impact TR-1*** and ***Impact TR-2***).

If the four-lane Riverview Parkway is constructed in the near-term cumulative with project scenario (existing plus cumulative plus project conditions), the same intersections of Cuyamaca Street/Mission Gorge Road (p.m. peak hour) and Prospect Avenue/Magnolia Avenue (p.m. peak hour) operate unacceptably at LOS F (***Impact TR-1*** and ***Impact TR-2***).

Under the Horizon Year 2030 with project scenario, which takes into account overall growth in the study area, cumulative development, and project traffic, cumulatively significant impacts would result to the intersections of Cuyamaca Street/Mission Gorge Road, Magnolia Avenue/Mission Gorge Road, and Prospect Avenue/Magnolia Avenue (***Impact TR-4, Impact TR-5, and Impact TR-6***).

2.2.5 Mitigation Measures

The City of Santee has adopted the “Traffic Improvement Master Plan” prepared by Meyer, Mohaddes Associates (January 2007), which suggests potential short-term enhancements to improve the intersections of Magnolia Avenue/ Mission Gorge Road, Cuyamaca Street/ Mission Gorge Road and Prospect Avenue/ Magnolia Avenue. These short-term enhancements contained in the Master Plan provide the basis for the mitigation measures described below.

M-TR-1 For the intersection of Cuyamaca Street and Mission Gorge Road, the Traffic Improvement Master Plan recommends upgrading traffic signal equipment to provide better trolley and vehicle traffic flow through the Cuyamaca Street corridor as a mid-range and long-term improvement for the intersection. The Master Plan identifies an additional northbound right turn lane as long-term capacity enhancement to improve the LOS as this intersection. According to the Master Plan, the estimated cost for the improvements to this intersection is $382,000.

Mitigation measures must be roughly proportional to the impacts caused by the proposed project. CEQA Guidelines, section 15126.4(a)(4)(B). The project would contribute 3.6% of the cumulative traffic at this intersection. (Note: this percentage would be 2.9% under the 4-lane Riverview Parkway scenario). Given the small percentage of traffic that the project would contribute, a mitigation measure requiring the County to construct these intersection improvements would not be roughly proportional to the project's impact. Therefore, this mitigation measure is infeasible.

M-TR-2 For the intersection of Prospect Avenue/Magnolia Avenue, the Transportation Improvement Master Plan recommends that the existing controller be changed to a Caltrans-compliant controller for better communications with Caltrans signal and for a smoother traffic flow at the intersection. According to the Master Plan, the estimated cost for the improvements to this intersection is $338,000.

Mitigation measures must be roughly proportional to the impacts caused by the proposed project. CEQA Guidelines, section 15126.4(a)(4)(B). The project would contribute 2.4% of the cumulative traffic at this intersection. Given the small percentage of traffic that the project would contribute, a mitigation measure requiring the County to construct these intersection improvements would not be roughly proportional to the project's impact. Therefore, this mitigation measure is infeasible.

M-TR-3 For the segment of Magnolia Avenue between Mission Gorge Road and Riverview Parkway, the Transportation Improvement Master Plan does not recommend a specific improvement project as Riverview Parkway is currently a proposed roadway. The widening of Magnolia Avenue between Mission Gorge Road and Chubb Lane would mitigate the cumulative impact. According to the Master Plan, the estimated cost for the improvements to this segment is $3,395,300.

Mitigation measures must be roughly proportional to the impacts caused by the proposed project. CEQA Guidelines, section 15126.4(a)(4)(B). The project would contribute 2.1% of the cumulative traffic. (Note: this percentage would be 1.37% under the 4-lane Riverview Parkway scenario). Given the small percentage of traffic that the project would contribute, a mitigation measure requiring the County to construct these improvements would not be roughly proportional to the project's impact. Therefore, this mitigation measure is infeasible.

M-TR-4 For the intersection of Magnolia Avenue/Mission Gorge Road, the Transportation Improvement Master Plan states that there is no additional capacity at the intersection in any direction. The Master Plan recommends improving signal coordination by relocating westbound advanced loop detectors to the Caltrans suggested minimum setback distance of 285 feet as a minor modification. According to the Master Plan, the estimated cost for the improvements to this intersection is $3,309,200.

Mitigation measures must be roughly proportional to the impacts caused by the proposed project. CEQA Guidelines, section 15126.4(a)(4)(B). The project would contribute 2% of the cumulative traffic at this intersection. (Note: this percentage would be 0.24% under the 4-lane Riverview Parkway scenario.) Given the small percentage of traffic that the project would contribute, a mitigation measure requiring the County to construct these intersection improvements would not be roughly proportional to the project's impact. Therefore, this mitigation measure is infeasible.

2.2.6 Conclusion

Significant Cumulative Impact TR-1: Mitigation measure M-TR-1 is not roughly proportional to the project's impact. Therefore, mitigation measure M-TR-1 is not feasible, and the impact would be significant and not mitigated.

Nonetheless, the County is willing to enter into an agreement with the City of Santee to pay the County's fair share of the cost of constructing the improvements to this intersection. Based on the project's contribution of 3.6% of the cumulative traffic at this intersection, the County's share of the cost would be $13,790, or 2.9% and $11,078 under the 4-lane Riverview Parkway scenario.

Significant Cumulative Impact TR-2: Mitigation measure M-TR-2 is not roughly proportional to the project's impact. Therefore, mitigation measure M-TR-2 is not feasible, and the impact would be significant and not mitigated.

Nonetheless, the County is willing to enter into an agreement with the City of Santee to pay the County's fair share of the cost of constructing the improvements to this intersection. Based on the project's contribution of 2.4% of the cumulative traffic at this intersection, the County's share of the cost would be $8,112.

Significant Cumulative Impact TR-3: Mitigation measure M-TR-3 is not roughly proportional to the project's impact. Therefore, mitigation measure M-TR-3 is not feasible, and the impact would be significant and not mitigated.

Nonetheless, the County is willing to enter into an agreement with the City of Santee to pay the County's fair share of the cost of constructing the improvements. Based on the project's contribution of 2.1% of the cumulative traffic, the County's share of the cost would be $69,604, or 1.37% and $46,515.61 under the 4-lane Riverview Parkway scenario.

Significant Cumulative Impact TR-4: Mitigation measure M-TR-1 is not roughly proportional to the project's impact. Therefore, mitigation measure M-TR-1 is not feasible, and the impact would be significant and not mitigated.

Nonetheless, the County is willing to enter into an agreement with the City of Santee to pay the County's fair share of the cost of constructing the improvements to this intersection. Based on the project's contribution of 3.6% of the cumulative traffic at this intersection, the County's share of the cost would be $13,790, or 2.9% and $11,078 under the 4-lane Riverview Parkway scenario.

Significant Cumulative Impact TR-5: Mitigation measure M-TR-4 is not roughly proportional to the project's impact. Therefore, mitigation measure M-TR-4 is not feasible, and the impact would be significant and not mitigated.

Nonetheless, the County is willing to enter into an agreement with the City of Santee to pay the County's fair share of the cost of constructing the improvements to this intersection. Based on the project's contribution of 2% of the cumulative traffic at this intersection, the County's share of the cost would be $65,522, or 0.24% and $7,942.08 under the 4-lane Riverview Parkway scenario.

Significant Cumulative Impact TR-6: Mitigation measure M-TR-2 is not roughly proportional to the project's impact. Therefore, mitigation measure M-TR-2 is not feasible, and the impact would be significant and not mitigated.

Nonetheless, the County is willing to enter into an agreement with the City of Santee to pay the County's fair share of the cost of constructing the improvements to this intersection. Based on the project's contribution of 2.4% of the cumulative traffic at this intersection, the County's share of the cost would be $8,112.

Table 2.2-1
Existing Roadway Segment Level of Service

Street	Segment	ADT	LOS
Mission Gorge Road	Town Center Parkway – Cuyamaca Street	30,300	B
Mission Gorge Road	Cuyamaca Street – Cottonwood Avenue	26,900	B
Mission Gorge Road	Cottonwood Avenue – Magnolia Avenue	25,900	B
Town Center Parkway	Mission Gorge Road – Cuyamaca Street	11,900	A
Magnolia Avenue	Mission Gorge Road – Riverview Parkway	18,600	B
Magnolia Avenue	Riverview Parkway – Mast Boulevard	18,600	B
Magnolia Avenue	Mission Gorge Road – Prospect Avenue	25,100	B
Woodside Avenue	Magnolia Avenue – SR 67	23,300	B

Table 2.2-2
Existing Intersection Operations

Intersection	Peak Hour	Average Delay (seconds)	LOS
Cuyamaca and Town Center Parkway	a.m.	34.6	C
	p.m.	37.9	D
Cuyamaca and Mission Gorge Road	a.m.	34.8	C
	p.m.	46.3	D
Cottonwood and Mission Gorge Road	a.m.	16.0	B
	p.m.	17.5	B
Magnolia and Mission Gorge Road	a.m.	46.0	D
	p.m.	48.1	D
Magnolia and Prospect Avenue	a.m.	36.5	D
	p.m.	59.9	E

Table 2.2-3
Horizon Year 2030 Roadway Segment Level of Service No Project Scenario

Street	Segment	ADT	LOS
Mission Gorge Road	Town Center Parkway – Cuyamaca Street	34,300	B
Mission Gorge Road	Cuyamaca Street – Cottonwood Avenue	36,300	B
Mission Gorge Road	Cottonwood Avenue – Magnolia Avenue	22,300	B
Town Center Parkway	Mission Gorge Road – Cuyamaca Street	29,000	C
Riverview Parkway	Civic Center Drive – Magnolia Avenue	24,600	B
Magnolia Avenue	Mission Gorge Road – Riverview Parkway	56,300	E
Magnolia Avenue	Riverview Parkway – Mast Boulevard	41,900	D
Magnolia Avenue	Mission Gorge Road – Prospect Avenue	54,400	D
Woodside Avenue	Magnolia Avenue – SR 67	36,400	C

Table 2.2-4
Horizon Year 2030 Intersection Operations No Project Scenario

Intersection	Peak Hour	Average Delay (seconds)	LOS
Cuyamaca and Town Center Parkway	a.m.	36.0	D
	p.m.	52.6	D
Cuyamaca and Mission Gorge Road	a.m.	43.8	D
	p.m.	>80	F
Cottonwood and Mission Gorge Road	a.m.	25.3	C
	p.m.	35.6	D
Magnolia and Mission Gorge Road	a.m.	>80	F
	p.m.	>80	F
Magnolia and Prospect Avenue	a.m.	49.6	D
	p.m.	>80.0	F
Magnolia and Riverview Parkway	a.m.	33.1	C
	p.m.	35.1	D

Table 2.2-5
Project Generated Traffic

	Size	Average Daily Traffic	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Project (increase)	616 beds[1]	1,312	37	30	67	47	40	87

[1] Represents the change in number of beds from existing (600) to proposed (1,216)

Table 2.2-6
Existing Plus Project Roadway Segment LOS

Street	Segment	Existing + Project	
		ADT	LOS
Mission Gorge Road	Town Center Parkway – Cuyamaca Street	30,500	B
Mission Gorge Road	Cuyamaca Street – Cottonwood Avenue	27,200	B
Mission Gorge Road	Cottonwood Avenue – Magnolia Avenue	26,000	B
Town Center Parkway	Mission Gorge Road – Cuyamaca Street	12,000	A
Magnolia Avenue	Mission Gorge Road – Riverview Parkway	19,200	B
Magnolia Avenue	Riverview Parkway – Mast Boulevard	19,200	B
Magnolia Avenue	Mission Gorge Road – Prospect Avenue	25,600	B
Woodside Avenue	Magnolia Avenue – SR 67	23,600	B

Table 2.2-7
Existing Plus Project Intersection LOS

Intersection	Peak Hour	Average Delay (seconds)	LOS
Cuyamaca and Town Center Parkway	a.m.	34.6	C
	p.m.	38.0	D
Cuyamaca and Mission Gorge Road	a.m.	34.9	C
	p.m.	44.6	D
Cottonwood and Mission Gorge Road	a.m.	16.3	B
	p.m.	17.8	B
Magnolia and Mission Gorge Road	a.m.	46.6	D
	p.m.	48.8	D
Magnolia and Prospect Avenue	a.m.	44.6	D
	p.m.	56.3	E

Table 2.2-8
Near-term Cumulative Roadway Segment LOS
Two-Lane Access Road

Street	Segment	Existing + Cumulative		Existing + Cumulative + Project	
		ADT	LOS	ADT	LOS
Mission Gorge Road	Town Center Parkway – Cuyamaca Street	31,900	B	32,200	B
Mission Gorge Road	Cuyamaca Street – Cottonwood Avenue	28,300	B	28,600	B
Mission Gorge Road	Cottonwood Avenue – Magnolia Avenue	27,200	B	27,400	B
Town Center Parkway	Mission Gorge Road – Cuyamaca Street	12,500	A	12,600	A
Riverview Parkway	Civic Center Drive – Magnolia Avenue	-	-	16,000	B
Magnolia Avenue	Mission Gorge Road – Riverview Parkway	19,500	B	20,600	B
Magnolia Avenue	Riverview Parkway – Mast Boulevard	19,500	B	20,600	B
Magnolia Avenue	Mission Gorge Road – Prospect Avenue	26,400	B	26,900	B
Woodside Avenue	Magnolia Avenue – SR 67	24,500	B	24,800	C

Table 2.2-9
Near-term Cumulative Intersection LOS
Two-Lane Access Road

Intersection	Peak Hour	Existing + Cumulative		Existing + Cumulative + Project	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
Cuyamaca and Town Center Parkway	a.m.	35.3	D	36.4	D
	p.m.	42.4	D	48.9	D
Cuyamaca and Mission Gorge Road	a.m.	36.1	D	36.5	D
	p.m.	>80.0	F	>80.0	F
Cottonwood and Mission Gorge Road	a.m.	16.2	B	22.5	C
	p.m.	17.8	B	23.4	C
Magnolia and Mission Gorge Road	a.m.	51.0	D	53.4	D
	p.m.	53.9	D	56.5	D
Magnolia and Prospect Avenue	a.m.	50.1	D	53.7	D
	p.m.	>80.0	F	80.0	F
Project Driveway 1 and Riverview Parkway	a.m.	-	-	9.9	A
	p.m.	-	-	9.9	A
Magnolia and Riverview Parkway	a.m.	-	-	21.2	B
	p.m.	-	-	22.1	C

Table 2.2-10
Near-term Cumulative Roadway Segment LOS
Four-Lane Riverview Parkway Scenario

Street	Segment	Existing + Cumulative		Existing + Cumulative + Project	
		ADT	LOS	ADT	LOS
Mission Gorge Road	Town Center Parkway – Cuyamaca Street	31,900	B	32,000	B
Mission Gorge Road	Cuyamaca Street – Cottonwood Avenue	28,300	B	28,600	B
Mission Gorge Road	Cottonwood Avenue – Magnolia Avenue	27,200	B	27,400	B
Town Center Parkway	Mission Gorge Road – Cuyamaca Street	12,500	A	12,600	A
Riverview Parkway	Civic Center Drive – Magnolia Avenue	-	-	15,000	B
Magnolia Avenue	Mission Gorge Road – Riverview Parkway	19,500	B	20,100	B
Magnolia Avenue	Riverview Parkway – Mast Boulevard	19,500	B	20,100	B
Magnolia Avenue	Mission Gorge Road – Prospect Avenue	26,400	B	26,900	B
Woodside Avenue	Magnolia Avenue – SR 67	24,500	B	24,800	C

Table 2.2-11
Near-term Cumulative Intersection LOS
Four-Lane Riverview Parkway Scenario

Intersection	Peak Hour	Existing + Cumulative		Existing + Cumulative + Project	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
Cuyamaca and Town Center Parkway	a.m.	35.3	D	35.3	D
	p.m.	42.4	D	42.8	D
Cuyamaca and Mission Gorge Road	a.m.	36.1	D	36.1	D
	p.m.	>80.0	F	>80.0	F
Cottonwood and Mission Gorge Road	a.m.	16.2	B	22.5	C
	p.m.	17.8	B	23.4	C
Magnolia and Mission Gorge Road	a.m.	51.0	D	51.7	D
	p.m.	53.9	D	54.5	D
Magnolia and Prospect Avenue	a.m.	50.1	D	53.7	D
	p.m.	>80.0	F	80.0	F
Project Driveway 1 and Riverview Parkway	a.m.	-	-	9.3	A
	p.m.	-	-	9.7	A
Magnolia and Riverview Parkway	a.m.	-	-	18.9	B
	p.m.	-	-	21.1	C

Table 2.2-12
Horizon Year 2030 Roadway Segment LOS

Street	Segment	Horizon Year 2030 (No Project)		Horizon Year 2030 (With Project)	
		ADT	LOS	ADT	LOS
Mission Gorge Road	Town Center Parkway – Cuyamaca Street	34,300	B	34,500	B
Mission Gorge Road	Cuyamaca Street – Cottonwood Avenue	36,300	B	36,600	B
Mission Gorge Road	Cottonwood Avenue – Magnolia Avenue	22,300	B	22,500	B
Town Center Parkway	Mission Gorge Road – Cuyamaca Street	29,000	C	29,100	C
Riverview Parkway	Civic Center Drive – Magnolia Avenue	24,600	B	25,500	C
Magnolia Avenue	Mission Gorge Road – Riverview Parkway	56,300	E	56,800	E
Magnolia Avenue	Riverview Parkway – Mast Boulevard	41,900	D	42,000	B
Magnolia Avenue	Mission Gorge Road – Prospect Street	54,400	D	54,900	D
Woodside Avenue	Magnolia Avenue – SR 67	36,400	C	36,700	D

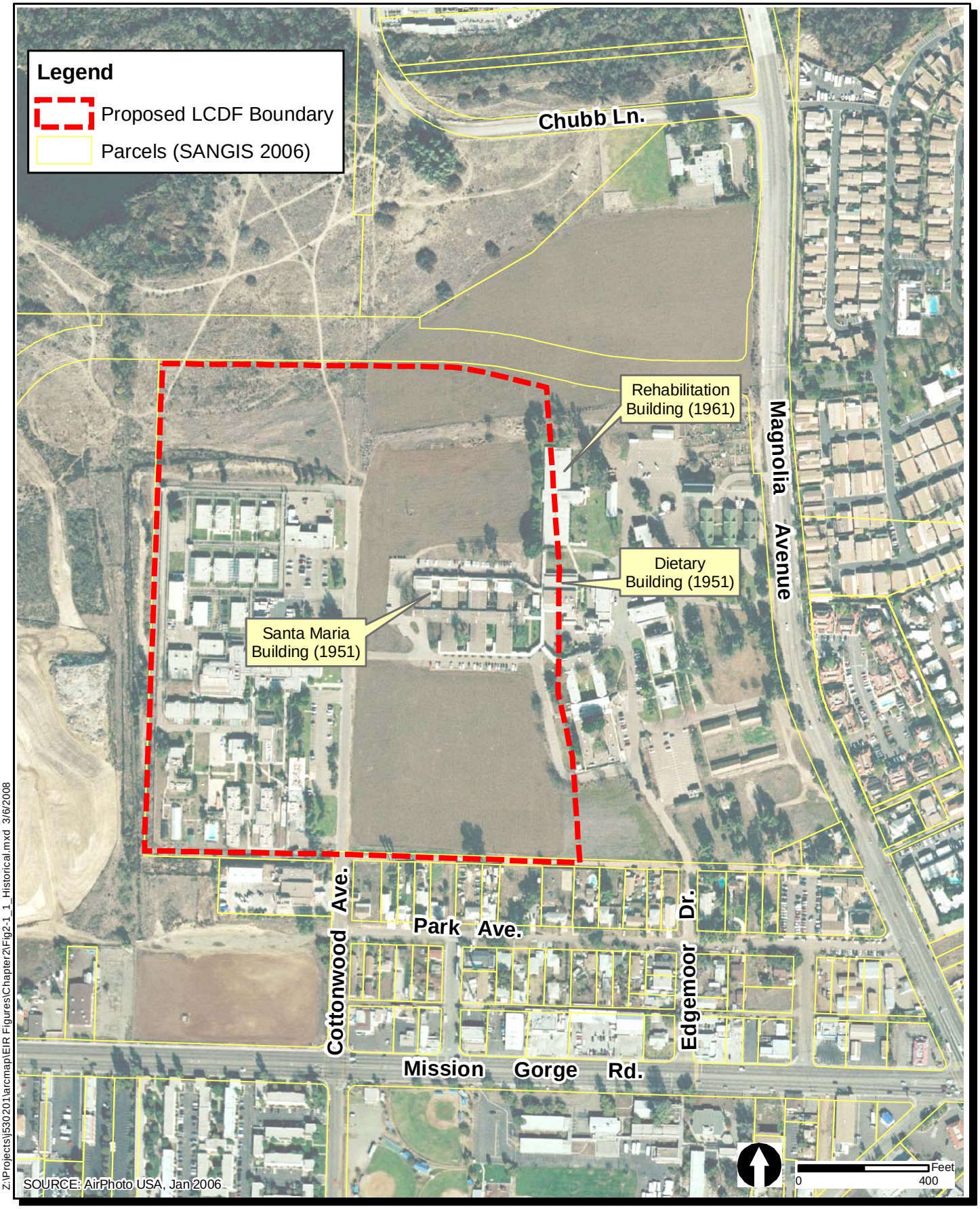
Table 2.2-13
Allowable Increases on Congested Road Segments

Level of Service	Two-lane Road	Four-lane Road	Six-lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

Source: Table 1, *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Transportation and Traffic* (September 26, 2006)

Table 2.2-14
Horizon Year 2030 Intersection Operations

Intersection	Peak Hour	Horizon Year 2030 (No Project)		Horizon Year 2030 (With Project)	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
Cuyamaca Street and Town Center Parkway	a.m.	36.0	D	37.2	D
	p.m.	52.6	D	37.4	D
Cuyamaca Street and Mission Gorge Road	a.m.	43.8	D	44.3	D
	p.m.	>80.0	F	>80	F
Cottonwood Avenue and Mission Gorge Road	a.m.	25.3	C	27.0	C
	p.m.	35.6	D	49.0	D
Magnolia Avenue and Mission Gorge Road	a.m.	>80	F	>80	F
	p.m.	>80	F	>80	F
Magnolia Avenue and Prospect Avenue	a.m.	49.6	D	48.7	D
	p.m.	>80.0	F	>80.0	F
Project Driveway 1 and Riverview Parkway	a.m.	-	-	13.8	B
	p.m.	-	-	16.3	C
Magnolia Avenue and Riverview Parkway	a.m.	33.1	C	44.9	D
	p.m.	35.1	D	42.3	D



Las Colinas Detention Facility EIR

Historical Buildings

FIGURE 2.1-1

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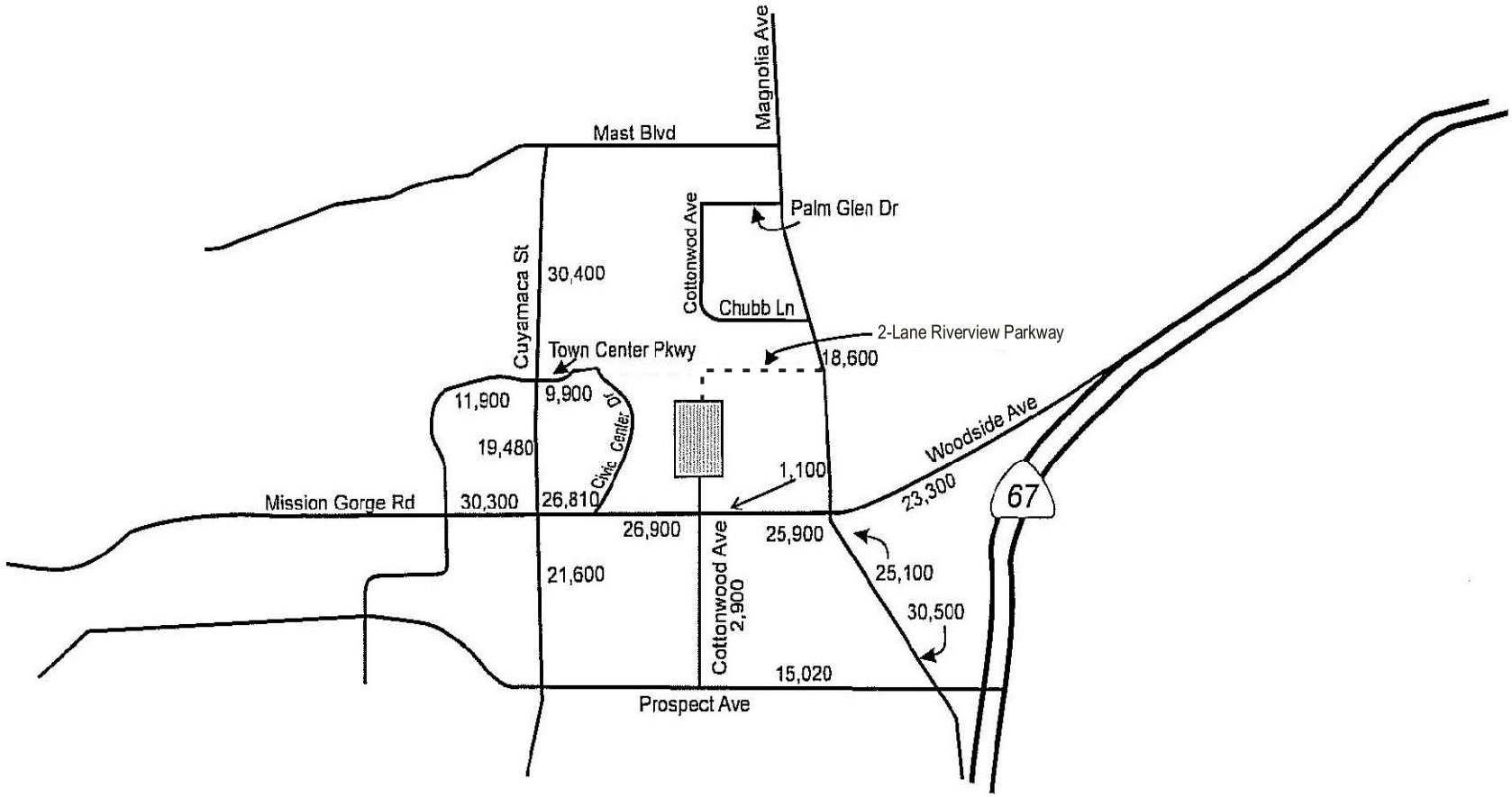

Legend :

- - - - - - Future Roadway

Existing LCDF

N
W
E
S
Not to Scale

SOURCE: VPRA Technologies, Inc., 2008

Las Colinas Detention Facility EIR

Existing Average Daily Trips

FIGURE 2.2-1

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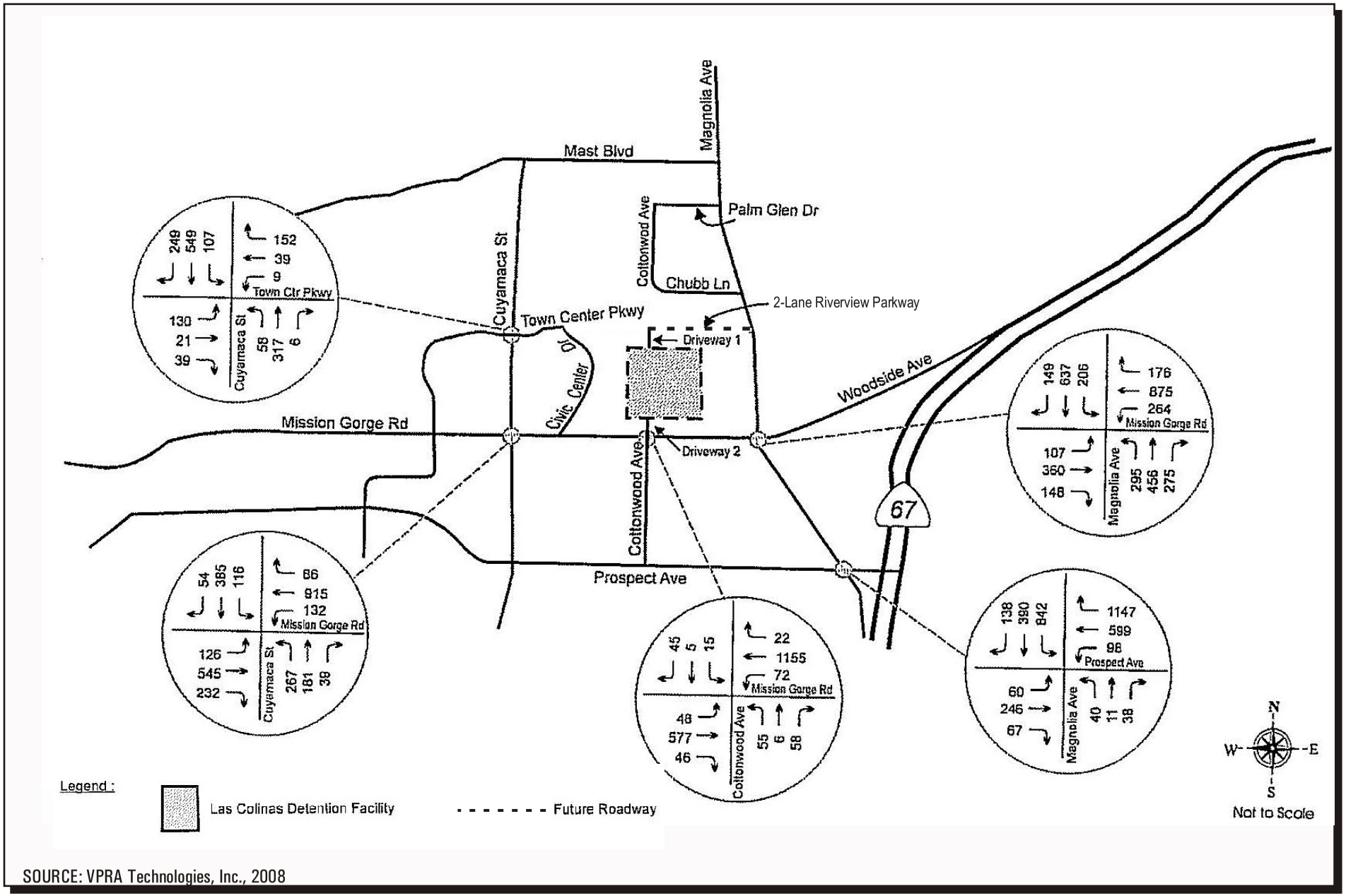

SOURCE: VPRA Technologies, Inc., 2008

Las Colinas Detention Facility EIR

Existing Plus Project AM Peak Hour

FIGURE 2.2-3

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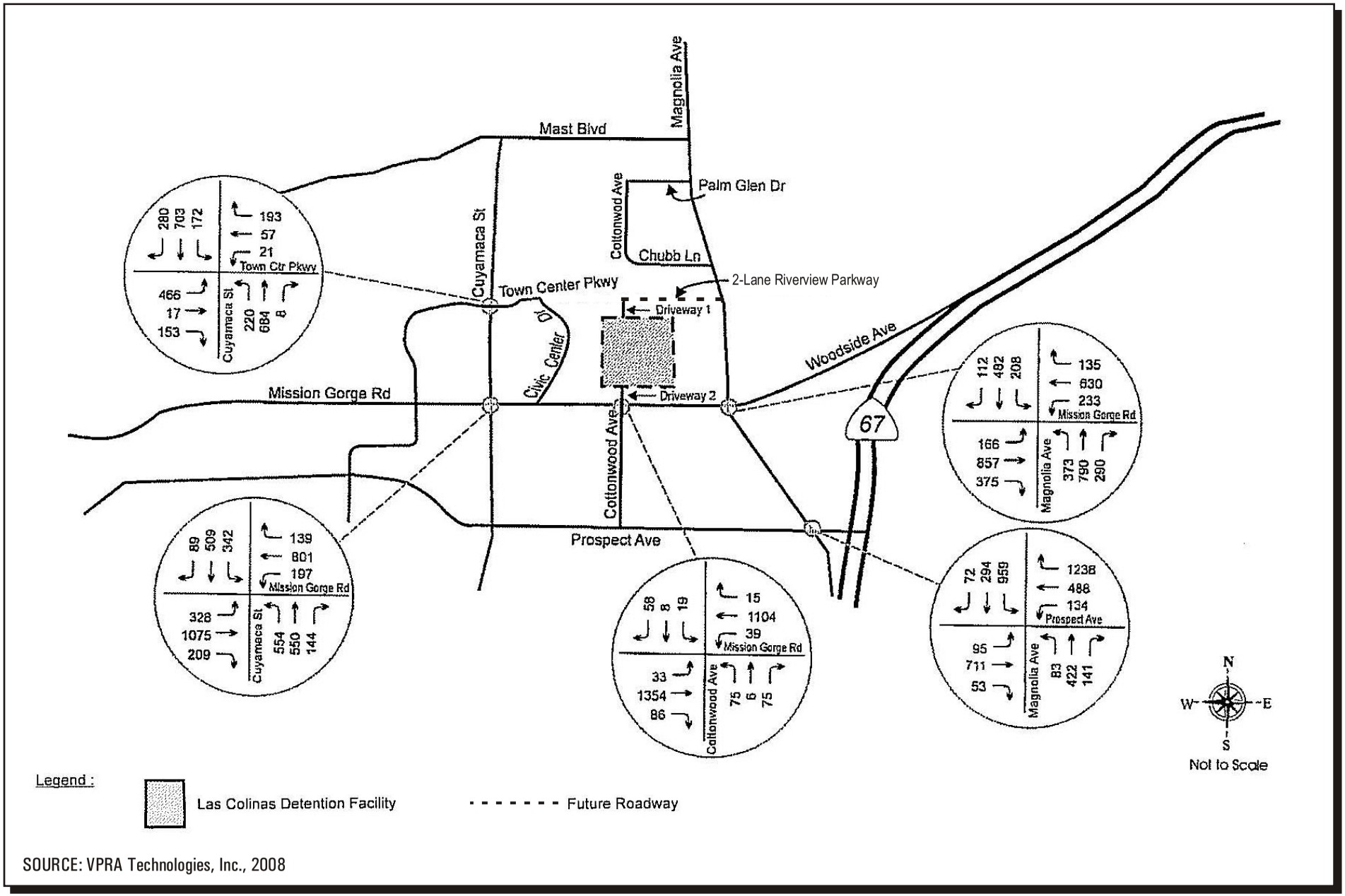

SOURCE: VPRA Technologies, Inc., 2008

Las Colinas Detention Facility EIR

Existing Plus Project PM Peak Hour

FIGURE 2.2-4

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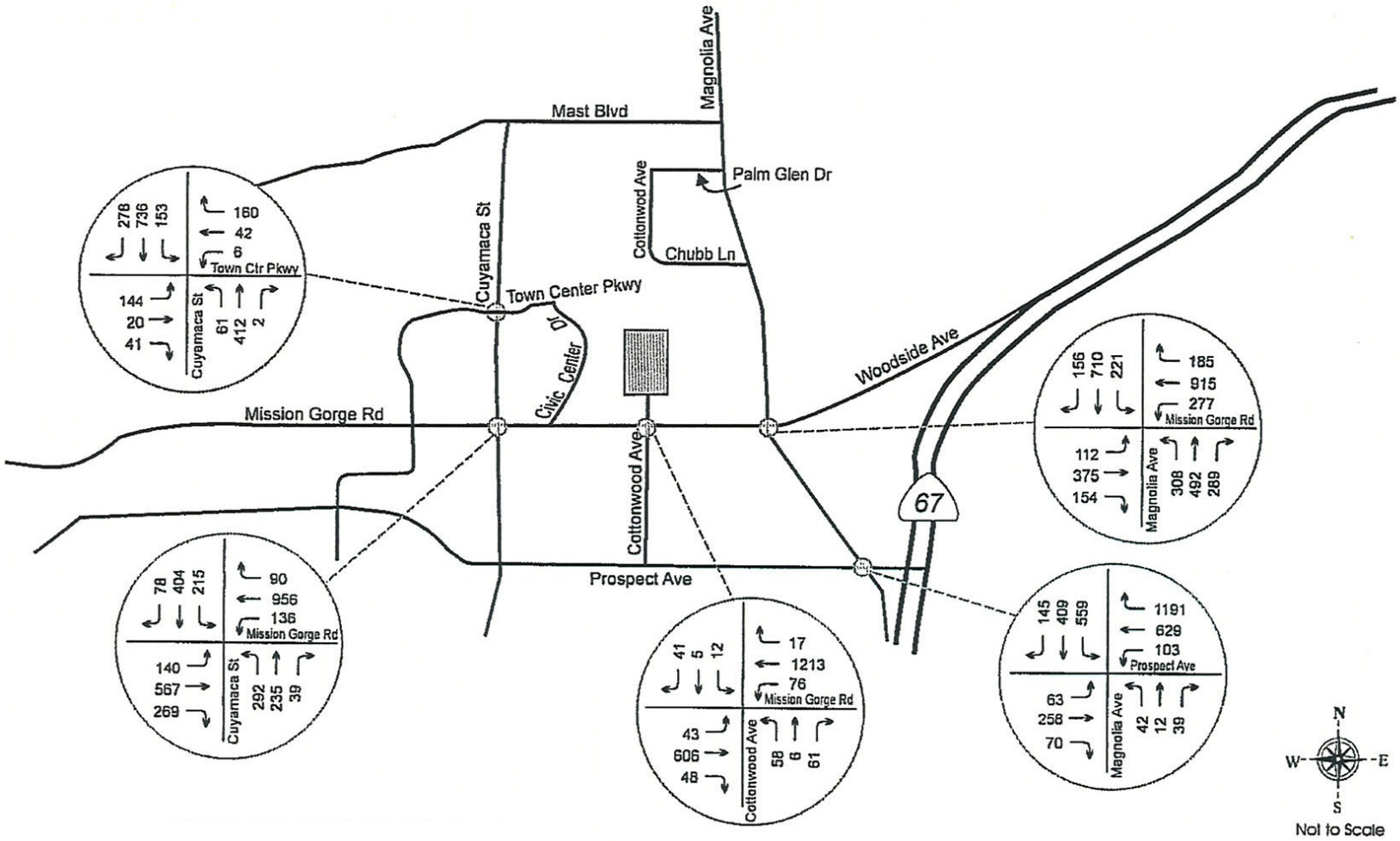

Legend :

Future Roadway

Existing LCDF

SOURCE: VPRA Technologies, Inc., 2008

Las Colinas Detention Facility EIR

Existing Plus Cumulative AM Peak Hour

FIGURE 2.2-5

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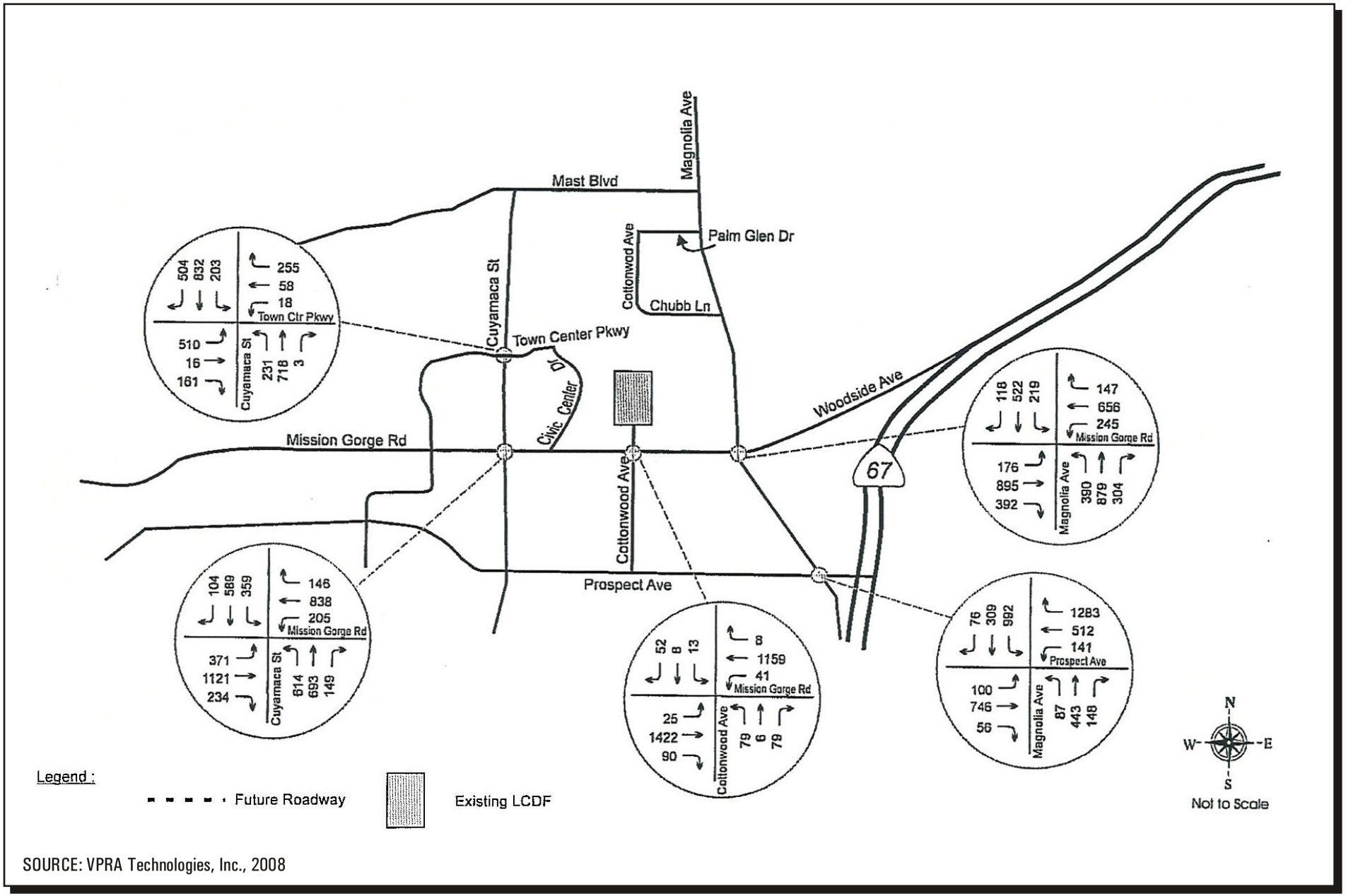

SOURCE: VPRA Technologies, Inc., 2008

Las Colinas Detention Facility EIR

Existing Plus Cumulative PM Peak Hour

FIGURE 2.2-6

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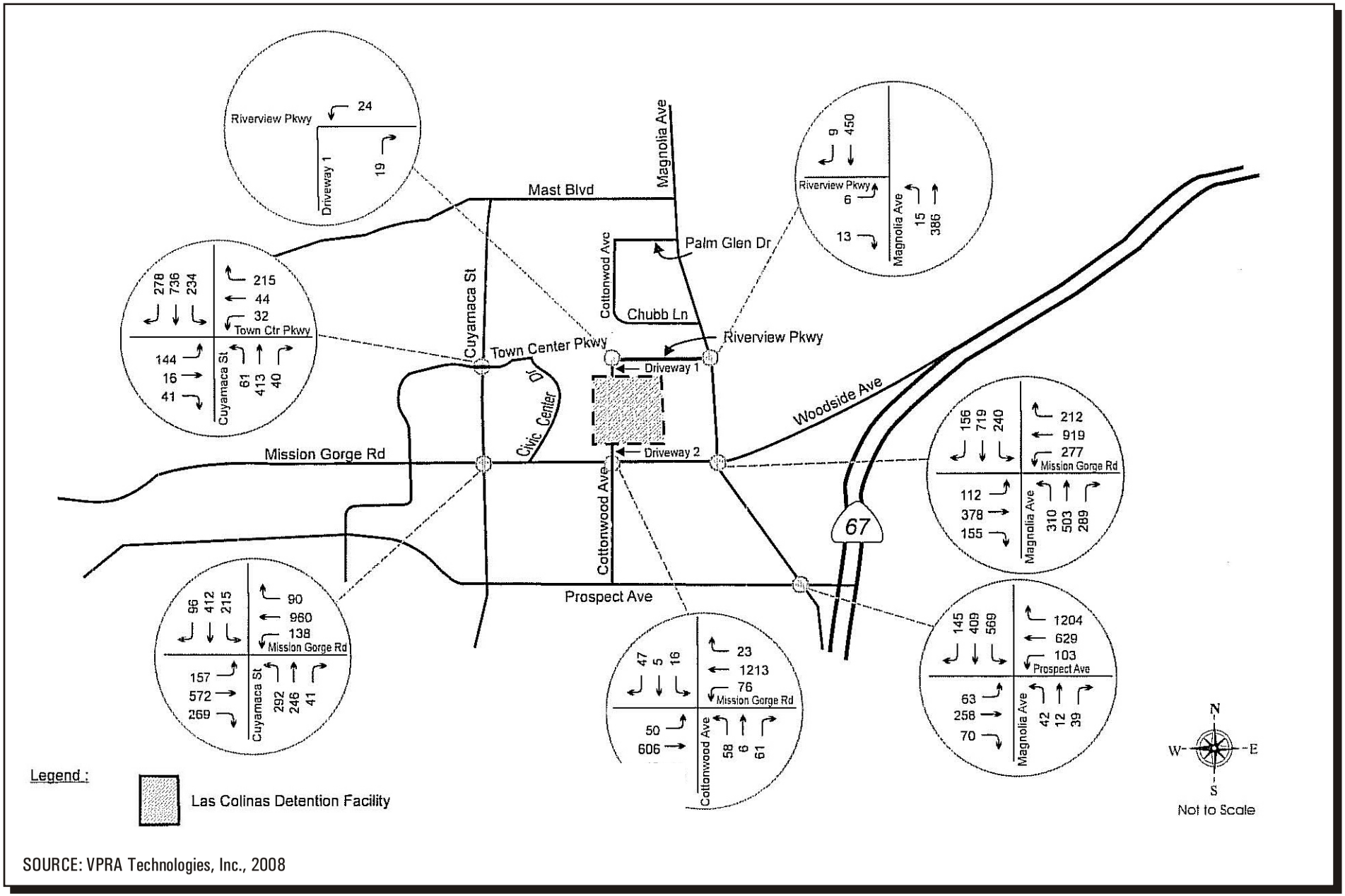

SOURCE: VPRA Technologies, Inc., 2008

Las Colinas Detention Facility EIR

Existing Plus Cumulative Plus Project AM Peak Hour

FIGURE 2.2-7

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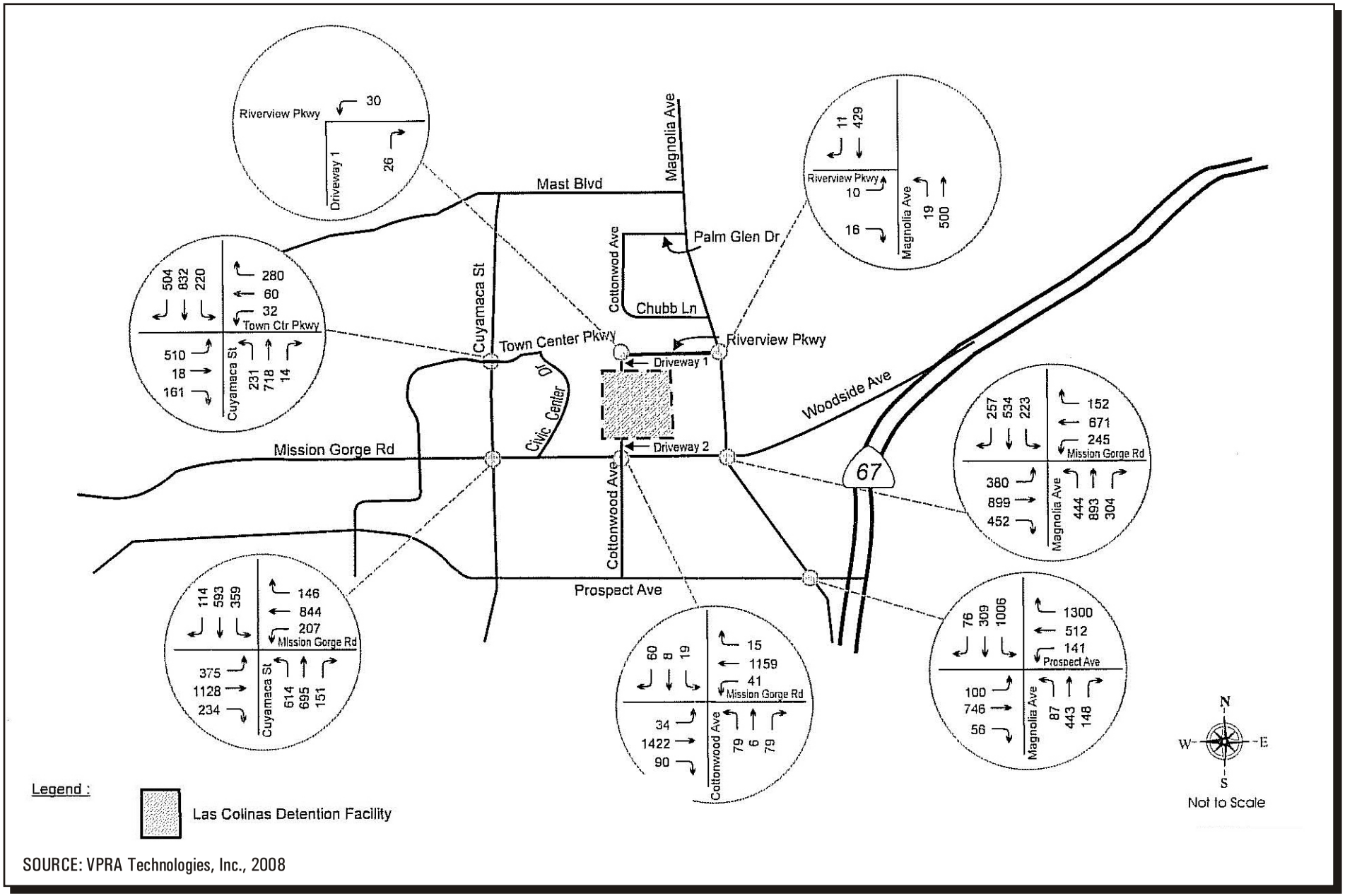

SOURCE: VPRA Technologies, Inc., 2008

Las Colinas Detention Facility EIR

Existing Plus Cumulative Plus Project PM Peak Hour

FIGURE 2.2-8

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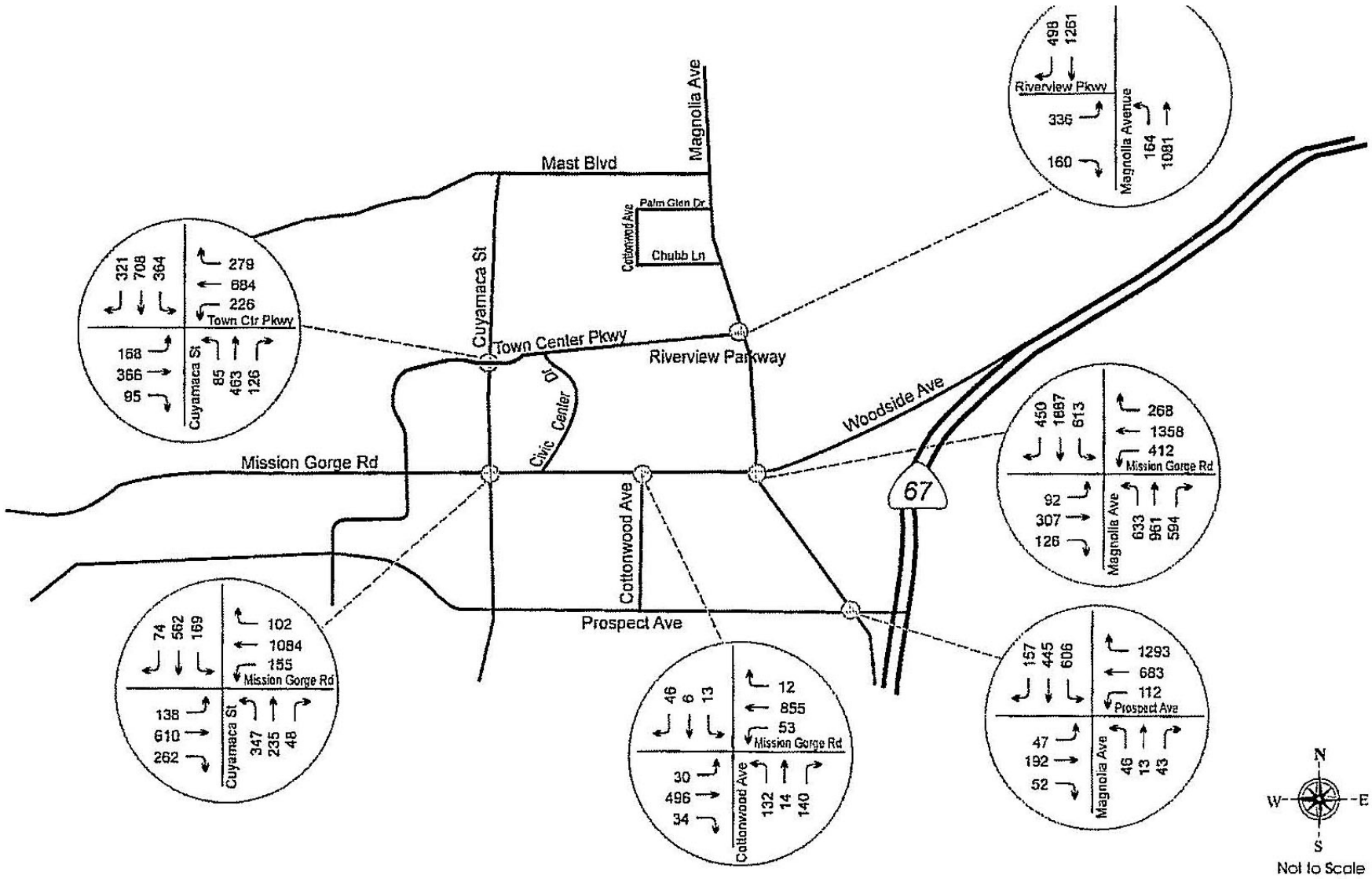

SOURCE: VPRA Technologies, Inc., 2008

Las Colinas Detention Facility EIR

Horizon Year 2030 No Project AM Peak Hour

FIGURE 2.2-9

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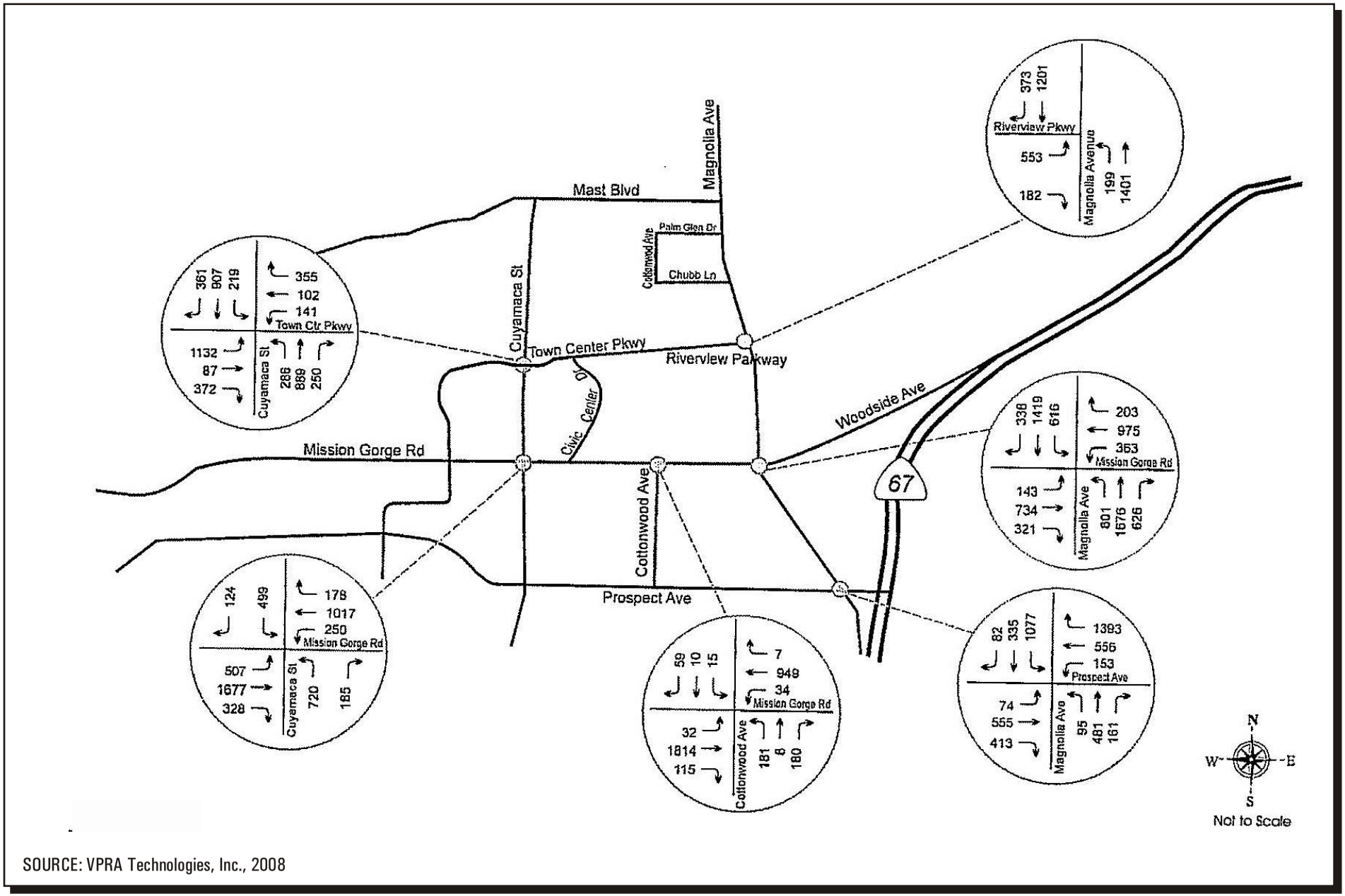

SOURCE: VPRA Technologies, Inc., 2008

Las Colinas Detention Facility EIR

Horizon Year 2030 No Project PM Peak Hour

FIGURE 2.2-10

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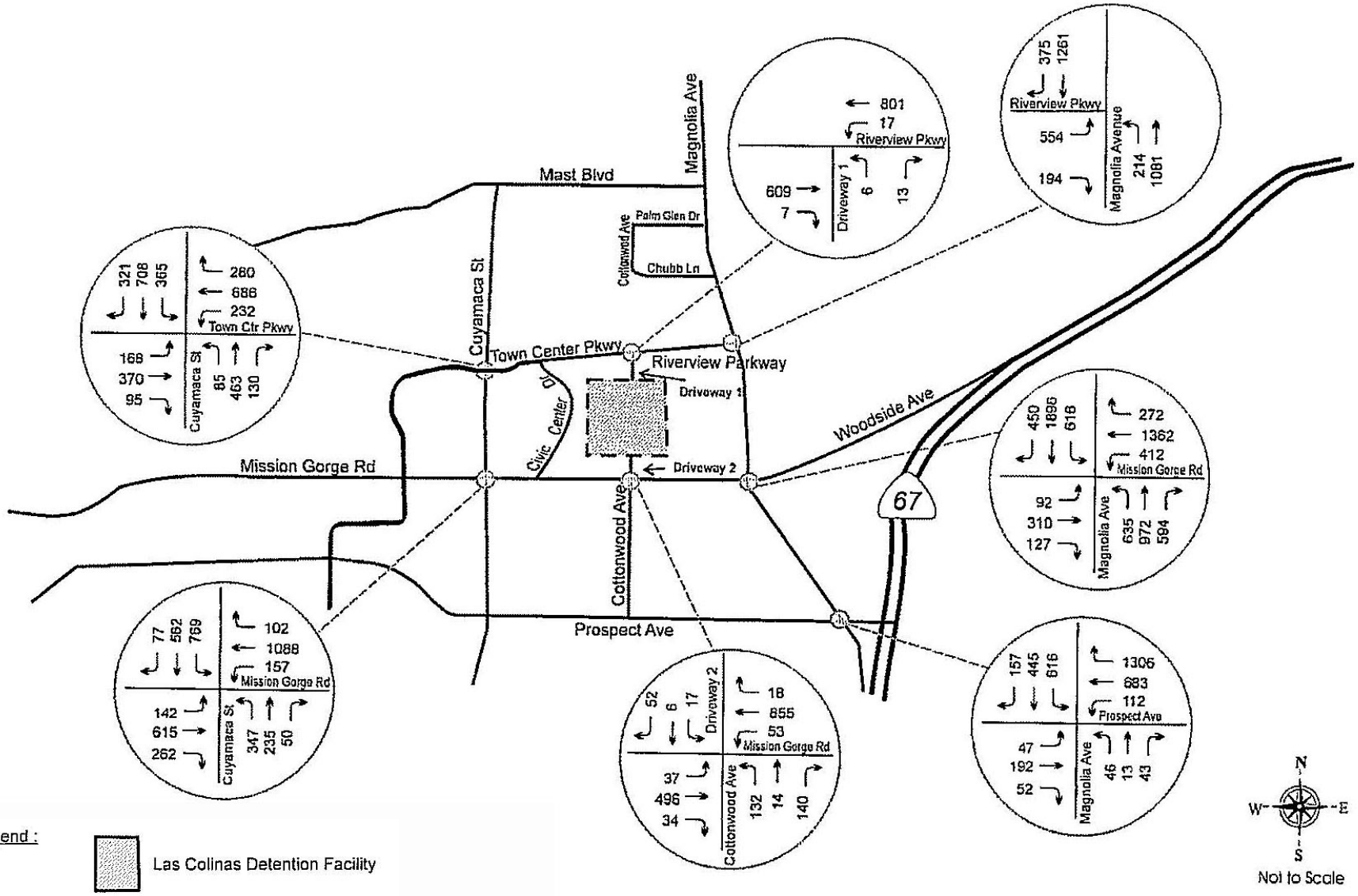

SOURCE: VPRA Technologies, Inc., 2008

Las Colinas Detention Facility EIR

Horizon Year 2030 With Project AM Peak Hour

FIGURE 2.2-11

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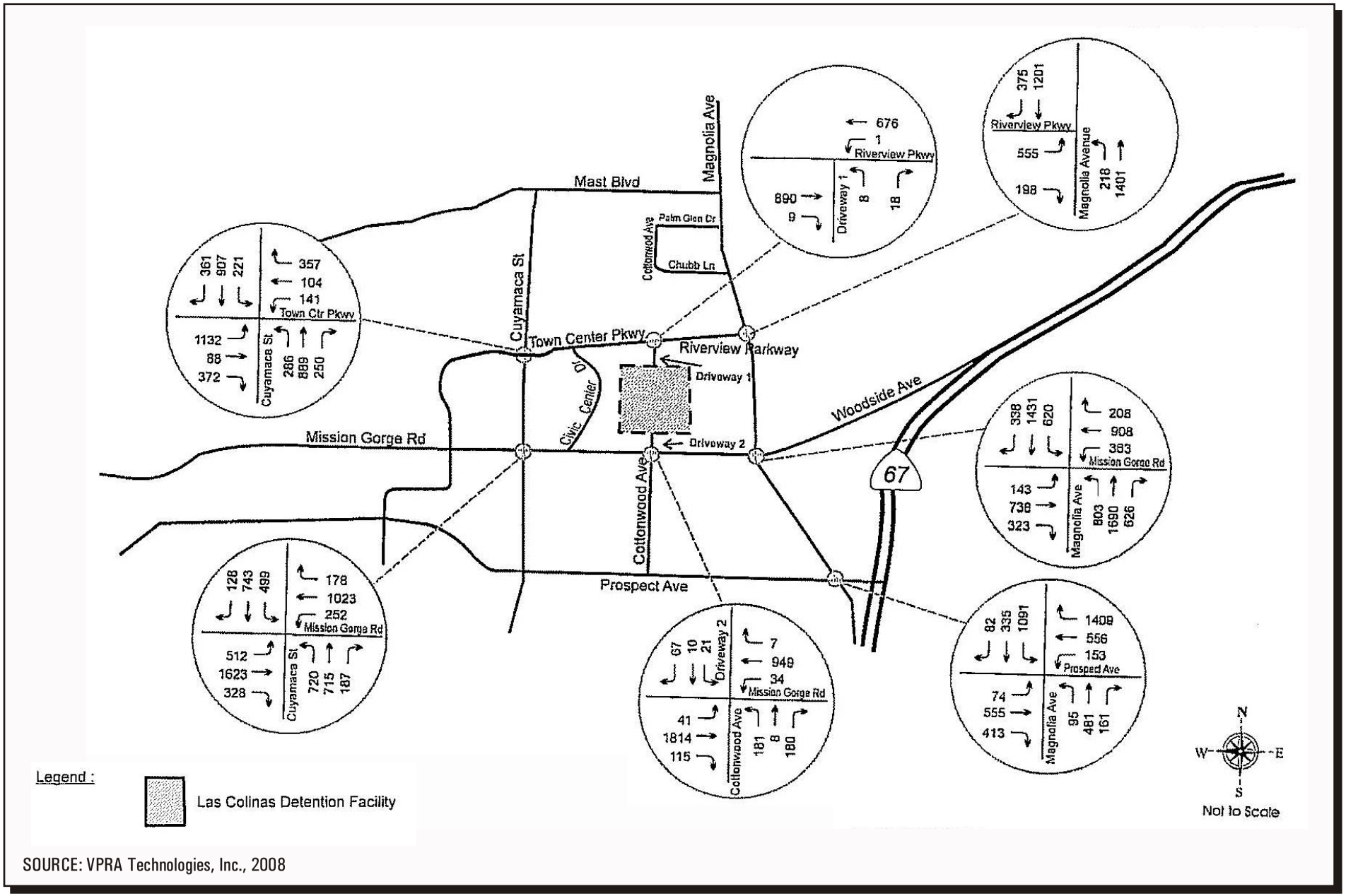

SOURCE: VPRA Technologies, Inc., 2008

Las Colinas Detention Facility EIR

Horizon Year 2030 With Project PM Peak Hour

FIGURE 2.2-12

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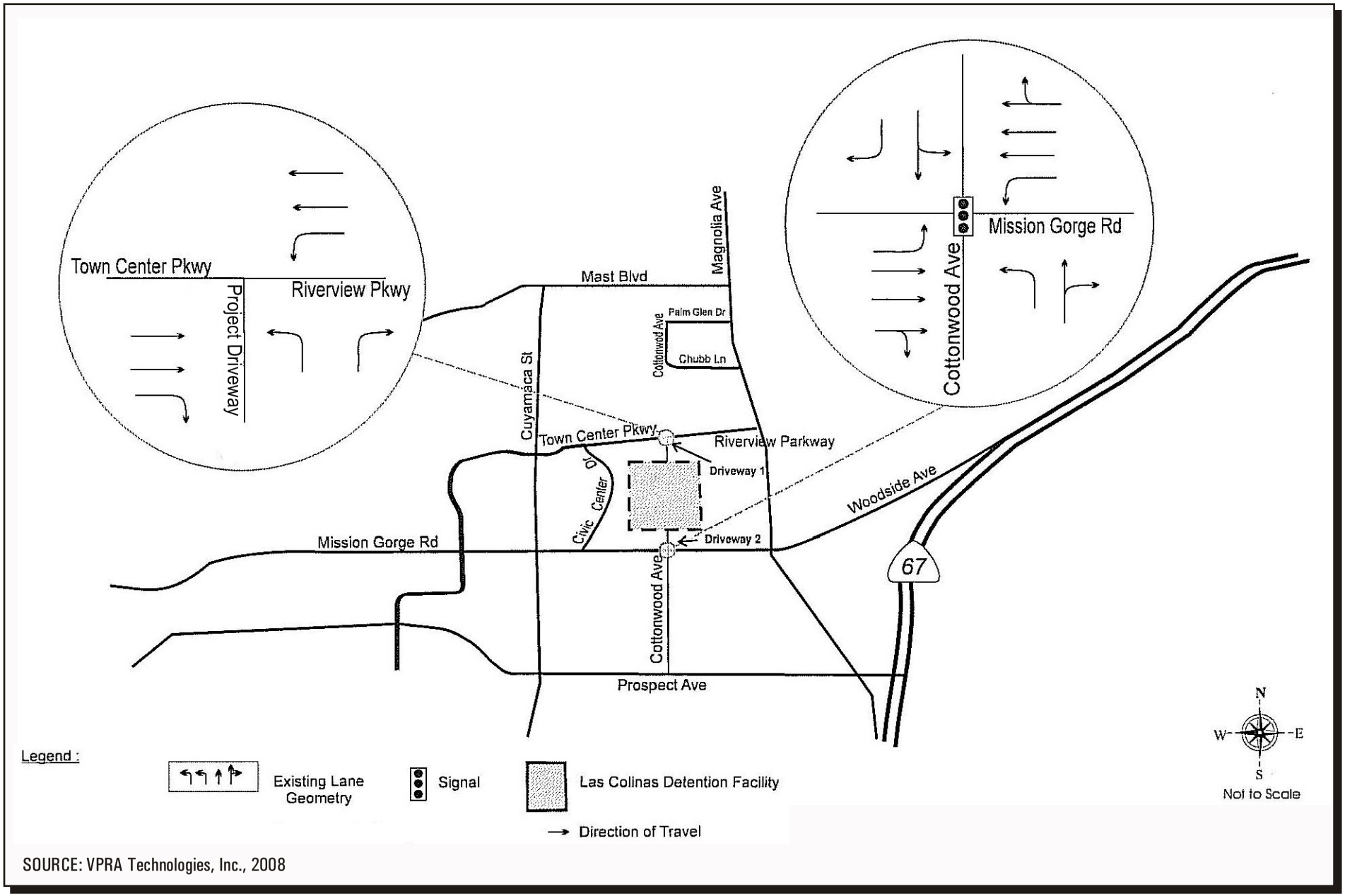

SOURCE: VPRA Technologies, Inc., 2008

Las Colinas Detention Facility EIR

Future Project Driveway Lane Geometry

FIGURE 2.2-13

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2.3 Biological Resources

This section presents a discussion of biological resources that would be affected by the proposed project. This analysis is based on a biological resources letter report prepared by Dudek in March 2008 in accordance with the County of San Diego (County) Report Format and Content Requirements (2006) for letter reports (*Appendix E*) and the County's Guidelines for Determining Significance for Biological Resources (2006). The letter report contains a description of the biological setting including habitats and vegetation communities on the site, special status species, and jurisdictional waters and wetlands. Data regarding biological resources present on the project site were obtained through a review of pertinent literature and through field reconnaissance conducted in July and August 2007 and March 2008. Field surveys consisted of mapping vegetation communities, preparing inventories of the plant and wildlife species observed, delineating jurisdictional wetlands, and conducting focused surveys for special status plant species and the federally-listed threatened coastal California gnatcatcher (*Polioptila californica californica*). The study area consisted of the 45-acre site and a 100-foot-wide area immediately beyond the perimeter of the 45-acre site.

In addition to the surveys described above, per the State CEQA Guidelines Section 15150 and as explained in *Section 1.2.2*, this section of the EIR incorporates by reference the Biological Technical Report for the Santee Town Center Specific Plan Amendment, prepared by RECON, September 26, 2005. This EIR section relies on the results of offsite biological surveys for wildlife and plant species performed for RECON's technical report. Specifically, information from the RECON report that was relied upon for this analysis includes survey data for the following species: red-tailed hawk, Cooper's hawk, yellow-breasted chat, yellow warbler and least Bell's vireo. In addition, habitat assessments conducted for smooth tarplant were also relied upon for this analysis.

2.3.1 Existing Conditions

2.3.1.1 Habitats/Vegetation Communities

The 45-acre project site contains urban/developed areas (23.6 acres), and the following four vegetation communities: disturbed coastal sage scrub (0.6 acre), disturbed land (1.8 acres), agriculture (14.7 acres), and non-native grassland (4.8 acres) (*Figure 2.3-1*; *Table 2.3-1*). The characteristics of the vegetation communities and developed/urban areas onsite are discussed below.

Disturbed Coastal Sage Scrub

Diegan coastal sage scrub is a native plant community characterized by soft, low, aromatic, shrubs and subshrubs characteristically dominated by drought-deciduous species. This community typically occurs on sites with low moisture availability, such as steep dry slopes and clay-rich soils that are slow to release stored water. Coastal sagebrush (*Artemisia californica*) and flat-top buckwheat (*Eriogonum fasciculatum*) commonly are the dominant plant species in this community with other characteristic species including goldenbush (*Isocoma menziesii)* . Disturbed coastal sage scrub contains at least 20 percent vegetative cover of native vegetation and over 50 percent vegetative cover of non-native plants. Since the disturbed coastal sage scrub on the proposed project site is dominated by spreading goldenbush *Isocoma menziesii* ssp. *Menziesii*), and coastal sagebrush and flat-top buckwheat are not present, the vegetation is considered *Isocoma*-dominated disturbed coastal sage scrub.

The area mapped as disturbed coastal sage scrub primarily contains relatively widely spaced spreading goldenbush and ground cover of non-native grasses, with occasional native herbs such as slender buckwheat *(Eriogonum gracile* var. *gracile*) California sun cup (*Camissonia bistorta*) and non-native weeds, such as tocalote (*Centaurea melitensis*) and horehound (*Marrubium vulgare*). The disturbed coastal sage scrub extends into areas dominated by non-native grasses to include a few broom baccharis (*Baccharis sarothroides*) and the single Mexican elderberry (*Sambucus mexicana*) on the site. The disturbed coastal sage scrub onsite is relatively poor quality habitat due to the low plant species diversity and sparse cover and has low potential to support the coastal California gnatcatcher.

Disturbed Land

Disturbed land contains predominantly non-native and/or weedy species such as Russian thistle (*Salsola tragus*), telegraph weed (*Heterotheca grandiflora*), horehound (*Marrubium vulgare*), and sow-thistle (*Sonchus oleraceus*) that indicate disturbance and soil compaction. Disturbed land in the northeastern and southeastern portions of the site includes off-road vehicle trails and parking areas. The southeastern area consists of a dirt road (devoid of vegetation) that provides vehicular access between Edgemoor Drive and Cottonwood Avenue. The northeastern area consists of two unnamed dirt access roads, one used for vehicular access and overflow parking for the Edgemoor Skilled Nursing Facility and the other used for equipment access to the adjacent fields. Most of this area is also unvegetated, with Bermuda grass (*Cynodon dactylon*), foxtail chess (*Bromus madritensis* ssp. *rubens*), and tocalote constituting the plant species that are present.

Agriculture–Row Crops

Ongoing commercial agriculture operations include soil tillage, crop rotation, fallowing, agricultural commodity production, raising livestock, associated farming operations, pastures, and dry land farming. Row crops were tilled, and barley (*Hordeum vulgare*) was planted at the project site in 2007 in areas mapped as agriculture. Due to the low rainfall, the fields did not produce a successful crop as in previous years. During the 2007 survey, the area contained a sparse cover of barley and occasional Russian thistle and other weedy species.

Non-native Grassland

The area of non-native grassland includes annual grasses typically up to two feet tall, with many annual wildflowers present in years with favorable rainfall. This vegetation community typically occurs on fine-textured soils that are moist or wet in the winter and very dry during summer and fall. To be classified as non-native grassland, 50 to 90 percent of the vegetative cover must be annual plants, mostly non-native species, including some (typically at least 30 percent) non-native grasses, and emergent shrubs and trees must comprise less than 15 percent of the vegetative cover (County of San Diego 2006a).

Non-native grassland occurs in the northwestern and extreme southeastern portions of the project site. This vegetation community on site is dominated by wild oats, foxtail chess, Mediterranean schismus (*Schismus barbatus*) and rat-tail fescue (*Vulpia myuros*) with native herbs such as horseweed (*Conyza canadensis*), western ragweed (*Ambrosia psilostachya*), telegraph weed, and California sun cup is also being present. A drainage just north of the existing LCDF is within the non-native grassland area and contains a variety of more mesic plants, such as Italian ryegrass (*Lolium multiflorum*), dallis grass (*Paspalum dilatatum*), and curly doc (*Rumex crispus*). Although non-native grassland can provide foraging habitat for a number of wildlife species, the small size and overall human disturbance within and around the area has resulted in a habitat that is of relatively low quality compared to available habitat off-site within the San Diego River area.

Urban / Developed

Developed land has infrastructure on it, has been covered with a permanent surface, or has large amounts of debris (County of San Diego 2006a). Cottonwood Avenue, the existing LCDF, and Edgemoor Skilled Nursing Facility site are mapped as urban/developed. One coast live oak tree is located within a landscaped area adjacent to the Administration building parking lot on the site.

2.3.1.2 Soils

Three soil types are mapped for the project area: Riverwash; Grangeville fine sandy loam, 0 to 2 percent slopes; and Visalia sandy loam, 0 to 2 percent slopes. All three soil types may potentially support hydric inclusions within intermittent streams, alluvial fan, and flood plain landforms, respectively (USDA 1992).

Riverwash consists of excessively drained, rapidly permeable soils that develop in intermittent stream channels (Bownman 1973). Riverwash is mapped in the northwestern corner of the undeveloped land on site.

Both Grangeville and Visalia series soils develop in granitic alluvium and occur in alluvial fans and alluvial plains. Grangeville fine sandy loam is mapped over most of the project site including roughly the southern half of the undeveloped land in the northern portion of the site. This soil is somewhat poorly drained and has moderately rapid permeability and very slow runoff. The grayish-brown surface layer is a moderately alkaline (pH 8.0) calcareous fine sandy loam about 11 inches thick (Bowman 1973).

Visalia sandy loam is mapped over roughly half of the northern portion of the open land. It is moderately well drained, has moderately rapid permeability and very slow runoff. The dark grayish brown surface layer is slightly acidic (pH 6.5) and extends about 12 inches (Bowman 1973).

2.3.1.3 Special Status Species

Special status species are those species that are state or federally listed as endangered, threatened, or rare; listed by CDFG as special plants or special animals or in the California Natural Diversity Database (CNDDB);listed by the California Native Plant Society (CNPS); listed by the County of San Diego as sensitive on Lists A through D for plants or in Groups 1 or 2 for animals; or covered species in Table 3-5 of the *Final Multiple Species Conservation Program MSCP Plan*, August 1998.

A total of 47 species of vascular plants (15 native and 32 non-native), and 24 species of wildlife (3 invertebrates, 1 reptile, 14 birds, and 6 mammals) were observed during the surveys as shown in Appendices A and B of the Biological Resources Report (provided as *Appendix E* to this EIR). Of these, only one is a special status species.

Plant Species

No special status plant species were observed on site during the focused rare plant survey conducted in July 2007 and in March 2008, to identify spring blooming annuals. Survey information has also been incorporated from the Town Center MEIR for portions of the project that involve off-site road improvements, in the event that Town Center Parkway is not constructed in a time frame that meets the needs of the project. No sensitive plant species were identified within the 0.5 acre footprint of the potential two-lane access road. The potential for herbaceous, spring-blooming special status plants to occur in the project area was evaluated based on the species range, and the soils, vegetation communities, and general biological conditions within the project area. The following describes the analysis of the potential for special status plant species to occur.

All MSCP-covered plants and special status plant species reported within the region of the project area (defined as the 9-topographic quadrangles including and surrounding the project area) are outlined in *Table 2.3-2*. Because CDFG and CNPS (2007) do not provide quadrangle-level distribution data for special plants on the CNPS List 3 and 4, those special status plant species were analyzed based on other documented occurrence information (Reiser 2001). Based on the species' known range, habitat and microhabitat requirements, onsite habitat quality, and the results of the focused spring/summer plant survey, four special status plants are considered to have a moderate potential to occur on the project site: the federally listed endangered San Diego ambrosia (*Ambrosia pumila*), CNPS List 1B / County List A Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*), CNPS List 4 / County List D golden-rayed pentachaeta (*Pentachaeta aurea*) and Cooper's rein orchid (*Piperia cooperi*).

The federally listed endangered San Diego ambrosia is an herbaceous perennial in the Sunflower Family (Asteraceae) with yellow to translucent flowers blooming from April through October. This species occurs in a variety of associations that are dominated by sparse non-native grasslands or ruderal habitat in association with river terraces, vernal pools, and alkali playas (Munz 1974; Reiser 2001). While this species has a moderate potential to occur in the project vicinity due to presence of soils and species range, it was not detected during the surveys in July 2007 or March 2008 and would have been detectable if present.

Robinson's pepper-grass is an annual herb in the Mustard Family (Brassicaceae) that has divided or lobed leaves along its stem, grows from 4 to 8 inches tall, and flowers between January and April (Munz 1974). It grows in openings in coastal sage scrub and chaparral vegetation below 1,600 feet. In San Diego County, it is typically found on relatively dry, exposed sites (Reiser 2001) and on-site could occur in the disturbed coastal sage scrub. Robinson's pepper-grass would have completed its life cycle and would not have been identifiable during the July 2007

survey even if it were present on the site. However, the species was not observed during the survey in March 2008 and would have been detectable if present.

Golden-rayed pentachaeta is a slender annual herb in the Sunflower Family (Asteraceae) that grows three to twelve inches high and is topped with small flowers with yellow to brownish-orange centers and yellow rays that bloom from April to July (Hickman 1993, Munz 1974). This species is found in open, grassy area below 6,000 feet in coastal sage scrub, cismontane woodland, and lower montane coniferous forest (Munz 1974, CNPS 2001). It was once a common plant on the mesas around the City of San Diego, and now can be found at Miramar Air Station, Torrey Pines State Park, on Del Mar Mesa, and around Cuyamaca Lake and the Laguna Lakes (Reiser 2001). This species was not detected during the surveys conducted in July 2007 and March 2008 and would have been detectable if present.

Cooper's rein orchid is a perennial herb in the Orchid Family (Orchidaceae) with basal leaves and greenish flowers blooming from March to June. Cooper's rein orchid is found from Ventura and San Bernardino Counties south to Baja California and Sonora, Mexico, and on Santa Catalina Island. It occurs in grasslands, shrublands, woodlands and forests below 5000 feet (Hickman 1993, CNPS 2007). This species dies back to the ground in summer and was not detected during the July survey. This species was not detected during the survey conducted in March 2008 and would have been detectable if present.

Special Status Wildlife Species

One special status wildlife species, the black-tailed jackrabbit (*Lepus californicus*), California Special Concern Species (CSC)/County Group (Group) 2, was observed at the northwest corner of the project site. Other special status wildlife species that potentially occur onsite are discussed in the following paragraphs. No special status wildlife species were identified in the 0.5 acre area of the potential two-lane access road (Town Center MEIR, pp. 90-93).

All MSCP-covered animals and special status wildlife species reported within the region of the project area (defined as the 9-topographic quadrangles including and surrounding the project area) are shown in *Table 2.3-3*. The County status for these special status wildlife species also is provided in the tables. The potential for these species to occur within the project area, based on the habitat quality and quantity, site location and surroundings, species' range, and general biological site conditions is identified in *Table 2.3-3*. Based on this analysis in *Table 2.3-3*, there is a moderate or high potential for 11 additional special status wildlife species to occur onsite.

Focused surveys, conducted in August 2007 by Dudek biologist Paul Lemons (USFWS permit TE-051248), did not detect the presence of coastal California gnatcatcher on the project site and

in areas with suitable habitat approximately 500 feet north of the project site, and this species is considered to have low potential to occur on site due to the small amount of potentially suitable habitat on site (0.6 acre of disturbed coastal sage scrub), the disturbed nature of the habitat, and the low plant species richness and sparse cover of the coastal sage scrub.

California Fully Protected Species/Group 1 white-tailed kite (*Elanus leucurus*), CSC/Group 1 Cooper's hawk (*Accipiter cooperii*), as well as other raptor species protected under the California Fish and Game Code may nest in ornamental trees near Edgemoor Skilled Nursing Facility and in one coast live oak tree on the existing LCDF site and may forage onsite. The red-tailed hawk (*Buteo jamaicensis*) and Cooper's hawk were observed during the surveys (RECON 2005). None of the species were observed during the surveys conducted in 2007.

Orange-throated whiptail (*Cnemidophorus hyperythrus*), San Diego horned lizard (*Phrynosoma coronatum blainvillei*), coast patch-nosed snake (*Salvadora hexalepis*), California horned lark (*Eremophila alpestris actia*), Dulzura (California) pocket mouse (*Chaetodipus californicus femoralis*), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), American badger (*Taxidea taxus*), and coastal western whiptail (*Cnemidophorus tigris stejneri*) have a moderate potential to occur in the limited amount of coastal sage scrub and grassland habitat onsite.

Red-diamond rattlesnake (*Crotalus ruber ruber*) has a high potential to occur in the brush piles adjacent to the agricultural fields in the northeastern part of the site.

Although not observed on-site, yellow-breasted chat (*Icteria virens*) was observed in a patch of southern willow scrub located northwest of the project site. Yellow warbler (*Dendroica petechia brewsteri*) was also observed within 400 feet of the project site (RECON 2005). The least Bell’s vireo (*Vireo bellii pusillus*), other riparian dependent songbird species, and the previously mentioned white-tailed kite, Cooper’s hawk, and other raptor species may also occur in the riparian vegetation north of the project site. Critical habitat for the least Bell’s vireo has been designated along the San Diego River approximately 6,500 feet west of the project site, but not on the project site.

Bat species can occupy and/or roost in abandoned structures. The Edgemoor structures proposed to be demolished are still being used to house Edgemoor patients. Therefore, these buildings are not suitable roosting sites. Further, focused surveys for bats were conducted on all the Edgemoor buildings in October 2007 (HDR 2007). The surveys found that none of the buildings that would be impacted by the LCDF project showed any signs of bat occupation. However, once the patients are moved to the new Edgemoor facility, which is currently under construction, the existing Edgemoor buildings would be empty. The County, as a standard practice, would

properly secure the Edgemoor structures prior to being demolished, in order to prevent bats from getting inside to roost.

2.3.1.4 Jurisdictional Wetlands and Waterways

A wetland delineation was performed of the study area, which consists of the 45-acre project site and a 100-foot wide area immediately beyond the perimeter of the site. One drainage referred to as "Drainage A" and two unnamed tributaries, "A1" and "A2", were identified in the study area. Drainage A, and its associated southern willow scrub vegetation, are located outside of the project boundary within the 100-foot study area (*Figure 2.3-1*); all or portions of A1 and A2 are located within the 45-acre project site. Drainage A is connected to an impounded portion of the San Diego River approximately 500 feet north of the project site. Tributary A1 is located partially outside the project boundary. Surface water is discharged offsite into Drainage A and Tributary A1 from two culverts, in the southwestern corner of the existing LCDF, and at Cottonwood Avenue. Tributary A2 is located on the north end of the project site along the southern boundary of an agricultural field and conveys localized agricultural runoff from onsite fields (*Figure 2.3-1*). The jurisdictional areas of the on-site drainages are provided in *Table 2.3-1*.

Tributaries A1 and A2 are physically connected with offsite Drainage A as a result of ongoing flood control activities, but are not hydrologically connected as indicated by the lack of a consistent ordinary high water mark and normal drainage patterns or scour. Tributaries A1 and A2 are not connected to any other above ground water source. However, due to channel morphology, seasonal aquatic nature, and habitat characteristics the channels are considered to be within the jurisdiction of the U.S. Army Corps of Engineers (ACOE), CDFG and RWQCB.

2.3.1.5 Wildlife Corridors and Habitat Linkages

The project site is on the southern periphery of the San Diego River riparian system, a wildlife corridor and one of the major east-west habitat linkages within the City. The San Diego River consists of a continuous band of riparian habitat and open water with a considerable amount of disturbed habitat adjacent to the riparian vegetation. The corridor links open space in Mission Gorge Regional Park and Miramar Naval Air Station to the west to open space surrounding El Capitan Reservoir and the Cleveland National Forest to the east.

The regional habitat linkage/wildlife corridor includes land with flat topography that is used by wildlife, including large animals such as bobcat (*Lynx rufus*) and mule deer (*Odocoileus hemionus*) as well as a variety of migratory birds. The only portion of the LCDF site that contributes to this wildlife corridor is the undeveloped land occupied by agricultural fields and

disturbed coastal sage scrub, which, although it lacks adequate vegetation to provide cover for use by wildlife, does provide a buffer between riparian and other native habitats along the river and the developed land to the south.

Although the San Diego River consists of generally continuous riparian habitats, it is constrained along its length at several points where urban development, active mining operations, roadway/bridge crossings, and previous habitat disturbance limit the habitat linkage to a narrow band of habitat.

2.3.1.6 Regional Conservation Planning Context

Conservation planning efforts currently approved or in progress in the jurisdictions in San Diego County have the goal of establishing a regional reserve system that will protect natural lands and their associated biota. The ultimate goal of these plans is to establish a regional system of biological reserve areas in conformance with the State of California Natural Communities Conservation Plan Act. The Multiple Species Conservation Plan (MSCP) in southwestern San Diego County is the first of these preserve systems to be established.

The project site is located within the City of Santee's (City) Subarea Planning Area of the MSCP. The City is in the process of developing a draft habitat conservation plan. A functional east-west habitat linkage along the San Diego River would be maintained through the Subarea, with protection of sufficient habitat to support riparian-dependent species and preservation of an adequate riparian buffer area between the core riparian habitats and adjacent land uses.

2.3.2 Analysis of Project Effects and Determination as to Significance

The following significance thresholds for biological resources are based on criteria provided in Appendix G of the State CEQA Guidelines. Standards established in the City of Santee's Municipal Code were used to evaluate impacts and determine appropriate mitigation for impacts on ornamental oak trees located on the site (Threshold #5). A significant impact to biological resources would result if the project would:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game, or U.S. Fish and Wildlife Service.
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

3. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
4. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

2.3.2.1 Special Status Species

Thresholds for the Determination of Significance

A significant biological resources impact would occur if the project would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

Analysis

The proposed project could result in direct (i.e. grading, construction and demolition) or indirect (i.e., noise) impacts to sensitive species as described below.

Direct Impacts

Sensitive Plant Species

A total of four special status plant species have a moderate potential to occur onsite. As described in *Section 2.3.1.3*, none of these species was observed during focused spring and summer rare plant surveys, thus no impacts are anticipated to occur to special status plant species.

Sensitive Wildlife

The project has the potential to directly impact special status wildlife species detected on site or considered to have a moderate to high potential to occur on site, including the black-tailed jackrabbit, orange-throated whiptail, northern red-diamond rattlesnake, San Diego horned lizard, coast patch-nosed snake, Dulzura pocket mouse, northwestern San Diego pocket mouse, and American badger, all CSC/Group 2 species; and special status coastal western whiptail. Due to the small area and poor quality of the habitat onsite, the maximum possible number of individuals of each species that could occur onsite is small. and loss of all onsite individuals would not affect the species' regional long-term survival due to the small numbers that would be lost and the small amount of their suitable habitat that is located on site. Direct impacts to these species, if present, would be less than significant.

The project has the potential to directly impact nesting California Fully Protected/Group 1 white-tailed kite and CSC/Group 1 Cooper's hawk. These species and CSC/Group 2 California horned lark, raptor species, burrowing owl or other nesting bird species are covered by the Migratory Bird Treaty Act, which protects all migratory birds and their parts (including eggs, nests, and feathers), and California Fish and Game Code Sections 3503 – 3513 and 3800 – 3801. Direct impacts to these birds would be significant (Impact BI-1).

Indirect Impacts

Construction (including demolition) is expected to occur over an approximately 36-month period. Noise from construction equipment, including equipment used for demolition, has the potential to impact special status bird species off-site if the noise exceeds the threshold of 60 dB(A) Leq, which has been identified as an impact to special status bird species, such as the federally-endangered least Bell's vireo, based on the theory of masking. Masking of song by construction noise is known to have potential adverse effects on the behavioral activity, including reproduction, of the least Bell's vireo and other bird species. The 60 dBA standard is typically applied by the wildlife agencies in permit conditions, intended to keep nesting birds and raptors from abandoning nests as a result of construction noise.

The 60 dB(A) Leq construction noise contour line has been calculated to be 500 feet from the project boundary (*Figure 2.3-2*). The nearest sensitive habitat area (potentially suitable habitat for the least Bell's vireo) is located approximately 250 feet to the north of the project site and, thus, noise levels within this habitat could exceed the 60 dB(A) Leq threshold. Special status species identified within or potentially occurring within the riparian vegetation north of the project site are federally-listed endangered/Group 1 least Bell's vireo; Fully Protected/Group 1 white-tailed kite; CSC/Group 1 yellow-breasted chat and Cooper's hawk; CSC/Group 2 yellow

warbler; and other raptors (RECON 2005). Thus, special status species that nest within the habitat up to 500 feet from the site would be potentially impacted by construction noise exceeding 60 dB(A) Leq; indirect noise impacts would be significant (Impact BI-2).

The noise levels from construction in noise sensitive habitat areas at a distance of 500 feet or greater are estimated to range between 54 and 59 dB(A) Leq and would not meet the 60 dB(A) Leq threshold. Therefore, impacts would be less than significant for areas beyond 500 feet from the site.

Indirect impacts resulting from lighting occurring within the sensitive habitat along the San Diego River would be minimized since lighting would be directed away from sensitive habitat and the lighting would be shielded to reflect away from the sensitive habitat, which would prevent indirect impacts to the habitat for special status wildlife species, as described in *Section 3.1.1*. Therefore, the indirect impacts of lighting on special status species would be less than significant.

2.3.2.2 Riparian or Sensitive Natural Communities

Thresholds for the Determination of Significance

A significant biological resources impact would occur if the project would:

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

Analysis

Sensitive Natural Communities

The project would result in direct, permanent impacts to all 45 acres within the project site, and 0.5 acres of off-site improvements, consisting of 0.6 acre disturbed coastal sage scrub, 1.8 acres disturbed land, 14.7 acres agriculture, 4.8 acres non-native grassland, 23.6 acres urban/developed land, and 0.037 acre (0.04 acre when rounded) jurisdictional waters (*Table 2.3-1*). Disturbed coastal sage scrub and non-native grassland are considered sensitive habitats. Jurisdictional waters are considered sensitive habitats and are discussed in *Section 2.3.2.4*. Impacts to disturbed land, agriculture, and urban/developed land are not significant. The permanent removal of 0.6 acre of disturbed coastal sage scrub and 4.8 acres of non-native grassland would be a direct, long-term significant impact (Impact BI-3).

2.3.2.3 Wildlife Movement and Nursery Sites

Thresholds for the Determination of Significance

A significant biological resources impact would occur if the project would:

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.

Analysis

As stated in *Section 2.3.1.4*, the project site is on the southern periphery of the riparian system of the San Diego River, one of the major east-west habitat linkages within the City. The San Diego River is located 600 feet to the north of the proposed project and consists of a continuous band of riparian habitat and open water with a considerable amount of disturbed habitat adjacent to the primary riparian corridor. The habitats on site do not function as part of the wildlife corridor since they are along the outside fringe of the San Diego River floodplain and they are degraded by land disturbances and development. The project site is located approximately 600 feet south of the San Diego River. Therefore, the project would not result in significant impacts to wildlife movement through the San Diego River wildlife corridor as it does not encroach into or significantly reduce the existing width of the corridor.

2.3.2.4 Federal Wetlands

Thresholds for the Determination of Significance

A significant biological resources impact would occur if the project would:

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Analysis

The eastern portion of Tributary A1 would be impacted either by being filled or placed underground, resulting in the loss of 0.007 acre (104 linear feet) of ACOE/CDFG/ RWQCB-jurisdictional ephemeral waters (*Table 2.3-1*). The western portion of Tributary A1 would not be affected by the project because it is outside of the area to be constructed. Also, the portion of ACOE-jurisdictional Drainage A within the 100-foot study area, outside of the project boundary, would not be affected.

Tributary A2 would be impacted, either by it being filled or placed underground, resulting in the loss of 0.03 acre (592 linear feet) of ACOE/CDFG/ RWQCB-jurisdictional ephemeral waters (*Table 2.3-1*). The total impact to jurisdictional ephemeral waters would be 0.037 acre (0.04 acre when rounded; 696 linear feet). This would be a direct, long-term significant impact (Impact BI-4).

2.3.2.5 Local Policies, Ordinances, and Adopted Plans

Thresholds for the Determination of Significance

A significant biological resources impact would occur if the project would:

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The City of Santee passed an amendment to Chapter 12.24 of the Santee Municipal Code (September 2007) to designate the coast live oak trees on the County-owned Edgemoor Property as "protected". One Coast Live Oak tree is located on the existing LCDF site west of Cottonwood Avenue and must be removed to construct the replacement LCDF. The oak tree was planted as a part of the landscaping of the Edgemoor property, and is not a constituent of a native oak woodland habitat. Avoidance of impacts on the tree is not possible because the elevation of the site will be raised in order to provide for adequate site drainage. The County would not have to obtain a permit from the City to remove this tree because the proposed County project is exempt from regulation by the City. Nonetheless, the standards established in the City's ordinance are used for purposes of determining if the project would cause a significant impact to oak trees.

Analysis

As stated above in *Section 2.3.1.5*, the property is County-owned land located within the City of Santee and thus is within the boundary of the City's draft Subarea Plan of the MSCP. The proposed project is not subject to the requirements of the City's Subarea Plan, and further, the Subarea Plan is in draft form, and therefore is not applicable. Nonetheless, the project would not impact any plant or wildlife species that would potentially be covered under the Santee Subarea

Plan (*i.e.*, that are currently covered under the MSCP framework plan), nor would it conflict with or preclude assembly of the MSCP Preserve. Therefore, impacts would be less than significant.

As also discussed above, the City passed an amendment to Chapter 12.24 of the Santee Municipal Code (September 2007) to designate certain trees on County-owned property as "protected". As explained above, this ordinance does not apply to the proposed County project. Consequently, the County would not have to obtain a permit from the City to remove the oak tree on the existing LCDF site. However, standards from the ordinance were considered in determining significance of the impact CEQA purposes, and therefore, the removal of the one coast live oak tree on the existing LCDF site would be a significant impact (Impact BI-5). As described in *Section 1.2.1.3*, a 10-inch potable water line would be installed on County-owned property as part of the proposed project. While the precise water line alignment is not known, the alignment would extend from Cottonwood Avenue to Magnolia Avenue, and would be routed to avoid the drip lines of oak trees in this area. Therefore, no significant impacts to oak trees would result from implementation of the water line.

2.3.3 Cumulative Impact Analysis

The cumulative study area for biological resources is the San Diego River Corridor and surrounding upland areas within the Santee area and adjacent unincorporated areas within an approximately 1 mile radius of the project site. This study area was chosen since impacts within this area could cumulatively affect the functions and values of habitats, species, wetlands and riverine systems that comprise important biological resource elements within the region. Potential impacts to biological resources were examined for 12 cumulative projects in the general region of the San Diego River known to contain sensitive biological resources similar to those associated with the proposed LCDF project. *Table 2.3-4* summarizes the biological impacts of cumulative projects that are applicable to the proposed project. From the list of cumulative projects, the mixed use, and retail development associated with the City's Town Center Specific Plan, the Edgemoor Skilled Nursing Facility demolition and relocation project, and other projects with biological resource impacts similar to the proposed project were included in the study area for cumulative biological resource impacts.

The biological impacts anticipated for the cumulative analysis are shown in *Table 2.3-5*. With the exception of projects that have not completed environmental review, all cumulative projects that have identified biological impacts at the project level have been required to fully mitigate identified significant biological impacts. Therefore, when considered in total, the combined projects would not result in a cumulatively significant impact on biological resources.

As summarized in *Table 2.3-6*, the proposed project would impact significant biological resources in the form of 0.6 acre of disturbed coastal sage scrub, 4.8 acre of non-native grassland, and 0.037 acre (0.04 acre when rounded) of waters of the U.S., and would therefore contribute to the cumulative loss of biological resources in the study area. However, these impacts constitute 0.09% of the cumulative loss of coastal sage scrub, 3% of the cumulative loss of non-native grassland, and 0.5% of the cumulative impacts to waters of the U.S. within the cumulative impacts study area. Because of the small loss to the habitats and mitigation provided by the project, in addition to the fact that the cumulative impacts of all of the identified cumulative projects are less than significant, the project's effects on biological resources are not cumulatively considerable.

2.3.4 Significance of Impacts Prior to Mitigation

Direct impacts to nesting birds/raptors could occur and would be significant (Impact BI-1). Indirect noise impacts to offsite nesting birds would be significant (Impact BI-2). Direct impacts to sensitive natural communities (disturbed coastal sage scrub and non-native grassland), and to federal wetlands (0.037 acre of ACOE/CDFG/RWQCB-jurisdictional drainages) would be significant (Impacts BI-3 and BI-4, respectively). Impacts to Local Policies, Ordinances, and Adopted Plans due to removal of one coast live oak tree would also be significant (Impact BI-5). Impacts to other biological resource impacts would be less than significant.

2.3.5 Mitigation Measures

Impact BI-1: Sensitive Wildlife Species

M-BI-1 To avoid any direct impacts to white-tailed kite, Cooper's hawk, California horned lark, raptor species, burrowing owl, or other nesting birds, removal of habitat that may support active nests shall occur outside of the combined breeding season of January 15 to September 15. If removal of habitat must occur during the breeding season, a qualified biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds within the construction area. The pre-construction survey must be conducted within 10 calendar days of the start of construction and the results submitted to the County for review and approval prior to initiating any construction activities. Nests that are detected within the proposed impact areas shall be flagged and avoided until nesting is completed. The nest shall be monitored to ensure that no nest is removed or disturbed until all young have fledged or the nest is no longer active. Construction activities shall be avoided for a distance of 300 feet around active nests identified within the project impact area.

Impact BI-2: Indirect Noise Impacts

M-BI-2a To avoid indirect impacts from demolition and construction noise to breeding or nesting least Bell's vireo, white-tailed kite, yellow-breasted chat, Cooper's hawk, yellow warbler, and raptors within the noise contour greater than 60 dB(A) Leq, which is a distance of up to 500 feet from the project site, grading and other mechanized construction activities that produce noise in excess of 60 dB(A) Leq shall be conducted outside of the combined breeding season of January 15 to September 15 for these species. If construction activities must occur during the breeding season, a qualified biologist shall conduct a pre-construction survey to determine the presence or absence of nesting raptors and special status bird species listed above within areas exposed to noise levels greater than 60 dB(A) Leq. The pre-construction survey must be conducted within 10 calendar days of the start of construction and the results submitted to the County for review and approval prior to initiating any construction activities.

M-BI-2b If nesting birds are detected during the pre-construction/pre-demolition survey, noise attenuating measures, such as noise walls or berms shall be used to reduce the level of noise within the habitat to less than 60 dB(A) Leq. A qualified acoustician shall monitor noise weekly during site clearing and monthly during active construction or as applicable based on construction schedule when excessive noise may be produced in order to document that the noise levels are kept below 60 dB(A) Leq.

Impact BI-3: Sensitive Natural Communities

M-BI-3a Prior to project construction, preserve 1.2 acres (2:1 ratio) of Diegan coastal sage scrub and 2.4 acres (0.5:1 ratio) of non-native grassland off-site (*Table 2.3-1*), in accordance with mitigation ratios generally accepted by the County for impacts to these types of habitat. Proposed mitigation consists of purchasing credits at the Rancho San Diego Mitigation Bank.

M-BI-3b Impacts to coastal sage scrub habitat may be allowed by obtaining a Habitat Loss Permit in accordance with Section 4(d) of the Endangered Species Act. The Section 4(d) Special Rule allows a loss of five percent of coastal sage scrub habitat in any individual subregion during the preparation of a regional NCCP. The wildlife agencies must concur with the Section 4(d) findings prior to allowing the impacts to coastal sage scrub habitat.

Impact BI-4: Federal Wetlands

M-BI-4 Prior to impacts to 0.037 acre (0.04 acre when rounded) of ephemeral drainage under the jurisdiction of ACOE, CDFG and RWQCB, the County shall obtain the following permits: ACOE 404 permit, RWQCB 401 Water Quality Certification, and a CDFG Code 1600 Streambed Alteration Agreement. Impacts shall be mitigated at a 1:1 ratio by creation or purchase of credits for the creation of jurisdictional habitat of similar functions and values. A suitable mitigation site shall be selected and approved by the resource agencies during the permitting process. The site shall be located within the vicinity of the drainage impact or within the watershed of the San Diego River. A conceptual wetland mitigation plan shall be prepared by the County and approved by the resource agencies as required by the applicable permits.

Impact BI-5: Local Policies, Ordinances, and Adopted Plans

M-BI-5 Impacts to one coast live oak tree will be mitigated by planting two replacement coast live oak trees. The replacement trees shall be at least 5-gallon size since trees that are of this size have been shown to be healthier and to grow more quickly than trees that are in larger containers. The trees shall be planted within the landscaped areas of the proposed project where it is suitable to include a relatively large tree and shall be monitored for a period of 5 years. If the trees die during the monitoring period, the trees shall be replaced.

2.3.6 Conclusion

Significant Direct Impact BI-1: Implementation of mitigation measure M-BI-1 would place restrictions on construction activities that would avoid impacts on active nest locations that would ensure that no direct impacts on the species would occur if nesting birds/raptors are detected during pre-construction surveys. The 300-foot distance is commonly requested from resource agencies as the distance intended to keep nesting birds and raptors from abandoning nests as a result of construction noise and activity, and human presence. With implementation of this mitigation measure, significant direct impacts to nesting birds/raptors would be reduced to less than significant.

Significant Indirect Impact BI-2: Mitigation measures M-BI-2a through M-BI-2b would determine whether sensitive bird species are present within areas where demolition and construction noise would reach 60 db(A) Leq, and would implement temporary noise attenuating measures to reduce this temporary impact to less than significant. The measures, such as noise walls or berms, would reduce the level of noise within the habitat to less than 60 dB(A) Leq and

would require monitoring by a qualified acoustician. Significant demolition and construction impacts from noise would therefore be reduced to less than significant.

Significant Direct Impact BI-3: Significant impacts to Diegan coastal sage scrub and non-native grassland would be reduced to less than significant by providing off-site preservation at the Rancho San Diego Mitigation Bank, an approved County mitigation bank, at a 2:1 ratio for Diegan coastal sage scrub, and 0.5:1 ratio for non-native grassland. The mitigation ratios are consistent with guidelines developed by the County for impacts to habitat outside of approved MSCP plans (San Diego 2006b), and are effective in mitigating the impact because preservation within a contiguous, managed preserve system provides a higher biological value to species than can be provided in fragmented habitat that is subject to potential ongoing disturbance.

Significant Direct Impact BI-4: Significant impacts to ACOE/CDFG/RWQCB jurisdictional resources would be reduced to less than significant by the creation of 0.037 acre (0.04 acre when rounded) of a jurisdictional resource (a creation ratio of 1:1), or by purchasing mitigation credits for this impact, to satisfaction of ACOE, CDFG and RWQCB.

Significant Direct Impact BI-5: Significant impacts to one coast live oak tree would be reduced to less than significant by planting two replacement trees on site which over time would replace the value of the individual oak that would be impacted, and ensure survival of oaks on the site.

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Table 2.3-1
Vegetation and Land Covers on the Project Site, Impacts and Mitigation

Vegetation/Land Use	Acreage on site	Direct Impacts (Acres)	Mitigation	
			Ratio/Acreage	
Disturbed coastal sage scrub	0.6	0.6	2:1	1.2
Disturbed Land	1.8	1.8	--	--
Agriculture – Row Crops	14.7	14.7	--	--
Non-native Grassland	4.8	4.8	0.5:1	2.4
Urban/Developed	23.6	23.6	--	--
Jurisdictional Waters* (ACOE/CDFG/ RWQCB)	0.04**	0.04**	1:1	0.04**
Total	45	45	N/A	3.44

* Included in the acreage of non-native grassland on site.

**A small amount of Tributary A1, at the western edge of the property, will not be impacted. Actual impact to jurisdictional waters is 0.037 acre, which rounds up to 0.04 acre.

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Table 2.3-2
Special Status Plant Species that Occur or Potentially Occur Onsite

Scientific Name Common Name	Sensitivity Code & Status (Federal/ State/ MSCP/ CNPS/County List)[1]	Habitat Requirements/ Life Form/Blooming Period	Verified on Site/ Documented off site[2]	Potential to Occur On Site	Factual Basis for Determination
Ambrosia pumila San Diego ambrosia	FE/ None/ MSCP NE/ 1B.1/ List A	Chaparral, coastal sage scrub, valley and foothill grassland, vernal pools, often in disturbed areas, sometimes alkaline / perennial herb/ April – October	No/ No	Low	Moderate potential habitat, but not observed during survey during flowering period, however this species has been found in the San Diego River floodplain in Santee. Focused surveys were negative.
Artemisia palmeri San Diego sagewort	None/ None/ None /4.2	Chaparral, coastal sage scrub, riparian forest and scrub, sandy soils/ shrub/ July-September	No/ No	Low	Moderate potential habitat, but shrub not observed during early blooming period.
Atriplex coulteri Coulter's saltbush	None/ None/ None/ 1B.2/ List A	Coastal bluff scrub, coastal dunes, coastal sage scrub, valley and foothill grassland, alkaline or clay soils/ perennial herb/ March-October	No/ No	Low	Moderate potential habitat; but perennial was not observed during flowering period.
Berberis nevinii Nevin's barberry	FE/ SE/ MSCP NE / 1B.1/ List A	Chaparral, cismontane woodland, coastal sage scrub, riparian scrub, sandy or gravelly soils/ shrub/ March-April	No/ No	Low	Moderate potential habitat, but shrub not observed during survey.
Centromadia [Hemizonia] pungens ssp. *laevis* Smooth tarplant	None/ None/ None/ 1B.1/ List A	Chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grassland/ annual herb/ April-September	No/ Yes	Low	Moderate quality habitat present, but not observed during focused survey during blooming period. About 700 plants observed 0.3 mile south-southwest of nearest natural habitat on site (RECON 2005).
Dichondra occidentalis Western dichondra	None/ None/ None/ 4.2/ List D	Chaparral, cismontane woodland, coastal sage scrub, valley and foothill grassland/ perennial herb/ March-May	No/ No	Low	East of known geographic range (Reiser 2001); habitat marginal.

Table 2.3-2 (Continued)
Special Status Plant Species that Occur or Potentially Occur Onsite

Scientific Name Common Name	Sensitivity Code & Status (Federal/ State/ MSCP/ CNPS/County List)[1]	Habitat Requirements/ Life Form/Blooming Period	Verified on Site/ Documented off site[2]	Potential to Occur On Site	Factual Basis for Determination
Ericameria palmeri ssp. *palmeri* Palmer's goldenbush	None/ None/ MSCP NE/ 2.2/ List B	Coastal sage scrub/ shrub/ September-November	No/ No	Low	Moderate potential habitat, but shrub would have been observed.
Ferocactus viridescens San Diego barrel cactus	None/ None/ MSCP/2.1/ List B	Chaparral, coastal sage scrub, valley and foothill grassland, vernal pools/ shrub/ May-June	No/ No	Low	Moderate potential habitat, but cactus would have been observed.
Githopsis diffusa ssp. *filicaulis* Mission Canyon bluecup	None/ None/ None/ 3.1/ List C	Chaparral (mesic, disturbed areas)/ annual herb/ May	No/ No	Low	No suitable habitat; outside of known elevational range.
Holocarpha virgata ssp. *elongata* Graceful tarplant	None/ None/ None/ 4.2/ List D	Coastal sage scrub, cismontane woodland, chaparral, valley and foothill grassland/ annual herb/ August-November	No/ No	Low	Moderate potential habitat, but not observed during summer survey. Plant in vegetative state would have been recognizable at time of survey.
Isocoma menziesii var. *decumbens* Decumbent goldenbush	None/ None/ None/ 1B.2/ List A	Coastal sage scrub (sandy, often disturbed areas)/ shrub/ April-November	No/ No	Low	Moderate potential habitat, but not observed during summer survey. Even if not in flower, plant would have been recognizable.
Lepidium virginicum var. *robinsonii* Robinson's pepper-grass	None/ None/ None/ 1B.2/ List A	Chaparral, coastal sage scrub/ annual herb/ January-April	No/ No	Moderate potential; surveys were negative	Marginal suitable habitat present; annual plant could have completed life cycle prior to July survey. Survey conducted in March was negative.

Table 2.3-2 (Continued)
Special Status Plant Species that Occur or Potentially Occur Onsite

Scientific Name Common Name	Sensitivity Code & Status (Federal/ State/ MSCP/ CNPS/County List)[1]	Habitat Requirements/ Life Form/Blooming Period	Verified on Site/ Documented off site[2]	Potential to Occur On Site	Factual Basis for Determination
Opuntia californica var. *californica* [= *O. parryi* var. *serpentina*] Snake cholla	None/ None/ MSCP NE/ 1B.1/ List A	Chaparral, coastal sage scrub/ shrub/ April-May	No/ No	Low	Conspicuous plant not observed during surveys.
Pentachaeta aurea Golden-rayed pentachaeta	None/ None/ None/ 4.2/ List D	Chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, riparian woodland, valley and foothill grassland / annual herb/ April – July	No/ No	Moderate potential; surveys were negative	Marginally suitable habitat present. Plant may have completed life cycle prior to July survey. Spring survey was negative
Piperia cooperi Cooper's rein orchid	None/ None/ None/ 4.2/ List D	Chaparral, cismontane woodland, valley and foothill grassland/ perennial herb/ March – June	No/ No	Moderate potential; surveys were negative	Marginal suitable habitat present. Herb may not have emerged or withered prior to July survey. Spring survey was negative.
Quercus dumosa Nuttall's scrub oak	None/ None/ None/ 1B.1/ List A	Chaparral, coastal sage scrub, sandy and clay loam soils/ shrub/ February-March	No/ No	Low	Moderate potential habitat, but shrub would have been observed.
Quercus engelmannii Engelmann oak	None/ None/ None/ 4.2/ List D	Chaparral, cismontane woodland, riparian woodland, valley and foothill grassland/ deciduous tree/ March - June	No/ No	Low	Moderate potential habitat, but tree would have been observed.
Salvia munzii Munz's sage	None/ None/ None/ 2.2/ List B	Chaparral, coastal sage scrub/ shrub/ February-April	No/ No	Low	Moderate potential habitat, but shrub would have been observed.
Viguiera lanciniata San Diego County viguiera	None/ None/ None/ 4.2/ List D	Chaparral, coastal scrub/ shrub/February-June	No/ No	Low	Moderate potential habitat, but shrub would have been observed.

[1]Sensitivity Code & Status Designations:

Federal

FE Federally-listed Endangered
FT Federally-listed as Threatened

State

SE State-listed as Endangered
ST State-listed as Threatened

MSCP:

MSCP Covered Species under MSCP

MSCP NE Narrow endemic species covered under MSCP

CNPS LIST

1A Presumed Extinct in California

1B Rare or Endangered in California and Elsewhere

2 Rare or Endangered in California, More Common Elsewhere

3 Need More Information

4 Plants of Limited Distribution

CNPS List Extensions:

1 Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)

2 Fairly endangered in California (20-80% occurrences threatened)

3 Not very endangered in California (<20% of occurrences threatened or no current threats known)

County List:

List A Plants rare, threatened or endangered in California and elsewhere

List B Plants rare, threatened or endangered in California but more common elsewhere

List C Plants which may be quite rare, but need more information to determine their true rarity status

List D Plants of limited distribution and uncommon, but not presently rare or endangered

[2] Observed on-site in 2007, Observed adjacent to but off site in 2004 (RECON 2005)

Table 2.3-3
Special Sensitive Wildlife Species Detected or Potentially Occurring in Project Area

SCIENTIFIC NAME COMMON NAME	STATUS (FEDERAL/ STATE/ MSCP/ COUNTY GROUP)[1]	HABITAT PREFERENCES / REQUIREMENTS	VERIFIED ON SITE/ DOCUMENTED OFFSITE[2]	POTENTIAL TO OCCUR ON SITE	FACTUAL BASIS FOR DETERMINATION
REPTILES					
Aspidoscelis hyperythra beldingi Orange-throated whiptail	None/ CSC/ MSCP/ Group 2	Coastal sage scrub, chaparral, grassland, juniper and oak woodland	No / No	Moderate potential	Although suitable habitat is present, the coastal sage scrub and grassland area is small.
Aspidoscelis tigris stejnegeri Coastal western whiptail	None/ None/ None/ Group 2	Coastal sage scrub, chaparral	No / No	Moderate potential	Although suitable habitat is present, the coastal sage scrub area and grassland is small.
Charina trivirgata Coastal rosy boa	None/ None/ None/ Group 2	Rocky chaparral, coastal sage scrub, oak woodlands, desert and semi-desert scrub	No / No	Low potential	Although suitable habitat is present, the coastal sage scrub area is small, very open, and lacking rock outcrops.
Crotalus ruber rubber Northern red-diamond rattlesnake	None/ CSC/ None/ Group 2	Variety of shrub habitats where there is heavy brush, large rocks, or boulders	No / No	High potential	Although only a small amount of suitable habitat is present, brush piles that provide potential snake habitat are present near the agriculture fields.
Phrynosoma coronatum (blainvillei population) Coast (San Diego) horned lizard	None/ CSC/ MSCP/ Group 2	Coastal sage scrub, annual grassland, chaparral, oak and riparian woodland, coniferous forest	No / No	Moderate potential	Although suitable habitat is present, the coastal sage scrub and grassland area is small.
Salvadora hexalepis virgultea Coast patch-nosed snake	None/ CSC/ None/ Group 2	Chaparral, washes, sandy flats, rocky areas	No / No	Moderate potential	Although suitable habitat is present, the coastal sage scrub and grassland area is small.
Birds					
Accipiter cooperii Cooper's hawk (nesting)	None/ CSC/ MSCP/Group 1	Riparian and oak woodlands, montane canyons	No / Yes	High potential to forage onsite, may nest in ornamental trees onsite.	Observed flying overhead about 1,000 ft. west of site (RECON 2005); not observed by Dudek in 2007; suitable nesting habitat present in tall trees near Edgemont Hospital and LCDF.

Table 2.3-3 (Continued)
Special Sensitive Wildlife Species Detected or Potentially Occurring in Project Area

SCIENTIFIC NAME COMMON NAME	STATUS (FEDERAL/ STATE/ MSCP/ COUNTY GROUP)[1]	HABITAT PREFERENCES / REQUIREMENTS	VERIFIED ON SITE/ DOCUMENTED OFFSITE[2]	POTENTIAL TO OCCUR ON SITE	FACTUAL BASIS FOR DETERMINATION
Agelaius tricolor Tricolored blackbird	BCC, USBC/ CSC/ MSCP/Group 1	Nests near fresh water, emergent wetland with cattails or tules; forages in grasslands, woodland, agriculture	No / No	No potential	No suitable habitat on site. May winter or breed within the San Diego River area (Unitt 2004).
Aimophila ruficeps canescens Southern California rufous-crowned sparrow	None/ CSC/ None/Group 1	Grass-covered hillsides, coastal sage scrub, chaparral with boulders and outcrops	No / No	Low potential	Although suitable habitat is present, the coastal sage scrub and grassland area is small.
Ammodramus savannarum Grasshopper sparrow	None/ None/ None/Group 1	Restricted to native grassland	No / No	Low potential	Although suitable habitat is present, the grassland area is small.
Amphispiza belli belli Bell's sage sparrow	BCC/ CSC/ None/Group 1	Coastal sage scrub and dry chaparral along coastal lowlands and inland valleys	No / No	Low potential	Although suitable habitat is present, the coastal sage scrub area is small and very disturbed.
Aquila chrysaetos Golden eagle (nesting and wintering)	BCC/ CSC, P/ MSCP/Group 1	Open country, especially hilly and mountainous regions; grassland, coastal sage scrub, chaparral, oak savannas, open coniferous forest	No / No	Low potential to forage onsite, no potential to breed onsite	Some suitable foraging habitat is present onsite. No suitable nesting habitat is present.
Athene cunicularia Burrowing owl (burrow sites)	None/CSC/ MSCP/Group 1	Grassland, lowland scrub, agriculture, coastal dunes and other artificial open areas	No / No	Low potential	Although suitable habitat is present, the coastal sage scrub and grassland area is small. No potential burrowing owl burrows or sign were observed during wildlife surveys of the site.
Buteo regalis Ferruginous hawk (wintering)	BCC/ CSC/ MSCP/Group 1	Open, dry country, grasslands, open fields, agriculture	No / No	Low potential to winter onsite	Although suitable habitat is present, the coastal sage scrub and grassland area is small.
Buteo swainsoni Swainson's hawk (nesting)	BCC, USBC/ ST/ MSCP/Group 1	Open grassland, shrublands, croplands	No / No	Low potential to winter onsite	Although suitable habitat is present, the coastal sage scrub and grassland area is small.
Circus cyaneus Northern harrier(nesting)	None/ CSC/ MSCP/Group 1	Open wetlands (nesting), pasture, old fields, dry uplands, grasslands, rangelands, coastal sage scrub	No / No	Low potential	Although suitable habitat is present, the coastal sage scrub and grassland area is small.

Table 2.3-3 (Continued)
Special Sensitive Wildlife Species Detected or Potentially Occurring in Project Area

SCIENTIFIC NAME COMMON NAME	STATUS (FEDERAL/ STATE/ MSCP/ COUNTY GROUP)[1]	HABITAT PREFERENCES / REQUIREMENTS	VERIFIED ON SITE/ DOCUMENTED OFFSITE[2]	POTENTIAL TO OCCUR ON SITE	FACTUAL BASIS FOR DETERMINATION
Elanus leucurus (nesting) White-tailed kite	MNBMC/ P/Group 1	Open grasslands, savanna-like habitats, agriculture, wetlands, oak woodlands, riparian	No / No	Moderate potential to nest and forage onsite	Suitable nesting habitat present in tall trees near Edgemont Hospital and LCDF.
Eremophila alpestris actia California horned lark	None/ CSC/ Group 2	Open habitats, grassland, rangeland, shortgrass prairie, montane meadows, coastal plains, fallow grain fields	No / No	High potential	Suitable grassland and coastal sage scrub is present onsite, however only a small amount of habitat is present.
Falco mexicanus Prairie falcon (nesting)	BCC/ CSC/Group 1	Grassland, savannas, rangeland, agriculture, desert scrub, alpine meadows; nest on cliffs or bluffs	No / No	Low potential	No suitable cliffs for nesting. May fly over during winter or migration.
Falco peregrinus anatum American peregrine falcon	BCC, (FD)/ SE, P/ MSCP/Group 1	Nests on cliffs, buildings, bridges; forages in wetlands, riparian, meadows, croplands, especially where waterfowl are present	No / No	Low potential	No suitable habitat is present onsite, however, may fly over during winter and migration.
Polioptila californica californica Coastal California gnatcatcher	FT, USBC/ CSC/ MSCP/Group 1	Coastal sage scrub, coastal sage scrub-chaparral mix, coastal sage scrub-grassland ecotone, riparian in late summer	No / No	Low potential	Although a small amount of coastal sage scrub is present, the habitat is not very suitable due to low diversity and cover. Not detected during focused surveys.
Siala mexicana Western bluebird	None/None/ MSCP/ Group 2	Open forests of deciduous, coniferous or mixed trees, savanna, edges of riparian woodland	No / No	Low potential	No suitable habitat on site however could use landscape trees within the facility for foraging during winter
Vireo bellii pusillus Least Bell's vireo (nesting)	FE, BCC, USBC/ SE/ MSCP/Group 1	Nests in southern willow scrub with dense cover within 1-2 meters of the ground; habitat includes willows, cottonwoods, baccharis, wild blackberry or mesquite on desert areas	No / Yes	No potential	No suitable habitat is located onsite. Four territories with 2 nests observed about 1,000 ft. north of site (RECON 2005).
MAMMALS					
Chaetodipus californicus femoralis Dulzura (California) pocket mouse	None/CSC/ None/ Group 2	Coastal sage scrub, chaparral, riparian-scrub ecotone; more mesic areas	No / No	Moderate potential	Although limited amount of habitat is present onsite, the species could occur within the coastal sage scrub and grassland areas.

Table 2.3-3 (Continued)
Special Sensitive Wildlife Species Detected or Potentially Occurring in Project Area

SCIENTIFIC NAME COMMON NAME	STATUS (FEDERAL/ STATE/ MSCP/ COUNTY GROUP)[1]	HABITAT PREFERENCES / REQUIREMENTS	VERIFIED ON SITE/ DOCUMENTED OFFSITE[2]	POTENTIAL TO OCCUR ON SITE	FACTUAL BASIS FOR DETERMINATION
Chaetodipus fallax fallax Northwestern San Diego pocket mouse	None/CSC/ None/ Group 2	Coastal sage scrub, grassland, sage scrub-grassland ecotones, sparse chaparral; rocky substrates, loams and sandy loams	No / No	Moderate potential	Although limited amount of habitat is present onsite, the species could occur within the coastal sage scrub and grassland areas.
Lepus californicus bennettii San Diego black-tailed jackrabbit	None/ CSC/ None/ Group 2	Arid habitats with open ground; grasslands, coastal sage scrub, agriculture, disturbed areas, rangelands	No / Yes	Observed on site in 2007	One individual observed in northern portion of site. Also observed 200 feet west of site by RECON (2005).
Neotoma lepida intermedia San Diego desert woodrat	None/ CSC/ None/ Group 2	Coastal sage scrub, chaparral, pinyon-juniper woodland with rock outcrops, cactus thickets, dense undergrowth	No / No	Low potential.	No middens observed on site.
Odocoileus hemionus Mule deer	None/ None/ MSCP/ Group 2	Coastal sage scrub, chaparral, riparian, woodlands, forest; often browses in open areas adjacent to cover	No / No	Low potential	Although some open areas are present onsite, cover is limited and the site is too small to support the species.
Puma concolor Mountain lion	None/ Regulated/ MSCP/ Group 2	Coastal sage scrub, chaparral, riparian, woodlands, forest; rests in rocky areas, and on cliffs and ledges that provide cover	No / No	Low potential	Although some open areas are present onsite, cover is limited and the site is too small to support the species.
Taxidea taxus American badger	None/ CSC/ MSCP/ Group 2	Dry, open treeless areas, grasslands, coastal sage scrub	No / No	Moderate potential	Soils onsite may be suitable, however no sign of badger activity was observed
INVERTEBRATES					
Euphydryas editha quino Quino checkerspot butterfly	FE/None/None/ Group 1	Sparsely vegetated hilltops, ridgelines, occasionally rocky outcrops; host plant *Plantago erecta* and nectar plants must be present	No / No	No potential.	Although coastal sage scrub is present, no host plant is present and habitat area is very small.

[1] Status Designations:

Federal

- BCC Fish and Wildlife Service: Birds of Conservation Concern
- FC Candidate for federal listing as threatened or endangered
- (FD) Federally-delisted; monitored for five years
- FE Federally-listed Endangered

Table 2.3-3 (Continued)
Special Sensitive Wildlife Species Detected or Potentially Occurring in Project Area

FT	Federally-listed as Threatened
MNBMC	Fish and Wildlife Service Migratory Nongame Birds of Management Concern
USBC	United States Bird Conservation Watch List

State:

CSC	California Special Concern Species
P	California Department of Fish and Game Protected and Fully Protected Species
SE	State-listed as Endangered
ST	State-listed as Threatened

MSCP:

MSCP	Covered Species under MSCP

County Group:

Group 1	from County of San Diego Sensitive Animal List
Group 2	from County of San Diego Sensitive Animal List

[2] Observed on site in 2007, Observed adjacent to but off site in 2004 (Recon 2005)

Table 2.3-4
Biological Cumulative Projects

Project No. (from Table 1-5)	Project Name	Status	Project-Level Biological Impact
4	San Diego River Restoration, Edgemoor Property, P-06-02/AEIS06-20	MND approved by Santee City Council on 7/11/07	Impacts to sensitive species and wetland areas. Potential indirect impacts related to construction noise, inadvertent encroachment into wetland/riparian habitat, habitat degradation. Sensitive species include: least Bell's vireo, coastal California gnatcatcher, yellow warbler, Cooper's hawk, San Diego black-tailed jack rabbit, American white pelican. 35.1 acres of vegetation will be impacted (0.402 acres of freshwater marsh, 0.20 acres of Diegan Coastal Sage Scrub, 0.50 acres of Baccharis Scrub, 23.5 acres of non-native grassland, 5.60 acres of agricultural land, 1.60 acres of disturbed habitat, 3.00 acres of tamarisk scrub, and 0.30 acres of southern cottonwood willow riparian forest).
5	Villages at Fanita, TM05-04/ DR05-06/AEIS05-12	Approved by Santee City Council on 12/5/07	The project would have direct and indirect impacts on candidate, sensitive, or special status plant species. The project would result in direct permanent loss of four sensitive plant species: variegated dudleya (2,427 individuals), San Diego goldenstar (8,756 individuals on 49.1 acres), San Diego barrel cactus (1,948 individuals), and Coulter's saltbush (15 individuals on 0.08 acres). The project would result in direct temporary loss of five individual San Diego barrel cactus plants and 301 individual San Diego goldenstar on 1.8 acres. The project would result in indirect impacts to sensitive vegetation communities both during and after construction as a result of increased human presence, invasive species and fugitive dust. The project would result in indirect impacts to sensitive wildlife species including nesting raptors and other nesting avian species due to increased human presence, invasive plants, exposure to urban pollutants, soil erosion, fire and hydrological change. Direct impacts to suitable habitat for sensitive species, including coastal California gnatcatcher (9 pairs), Bell's sage sparrow (13 point locations), southern California rufous-crowned sparrow (23 point locations), cactus wren (4 locations), grasshopper sparrow (15 locations), western spadefoot toad (19 breeding basins), coast horned lizard, orange-throated whiptail, San Diego black-tailed jackrabbit, San Diego fairy shrimp (36 basins), Quino checkerspot butterfly (991.1 acres), and Hermes copper butterfly (2 locations) would be significant because of their regional status as sensitive biological resources. The project would result in the following direct impacts to habitat: annual grassland (7.6 acres), annual non-native grassland (102.4 acres), coast live oak woodland (2.9 acres), coastal sage scrub (536.5 acres), southern mixed chaparral (263.0 acres), valley needlegrass grassland (84.9 acres), coast live oak riparian forest (0.5 acres), mulefat scrub (0.3 acres), sycamore alluvial woodland (0.2 acres), cismontane alkali marsh (0.1 acres), and ephemeral stream channel (2.4 acres).The project would also interfere with wildlife corridors, conflict with local policies in the MSCP, and contribute to a cumulative regional loss of sensitive plants, animals, and vegetation communities (all mitigated to less than significant, and not cumulatively considerable).

Table 2.3-4 (Continued)
Biological Cumulative Projects

Project No. (from Table 1-5)	Project Name	Status	Project-Level Biological Impact
7	Riverwalk Subdivision	Project under construction	Potential impact to 0.04 acre of open water channel, 1.23 acres of disturbed riparian wetland and 0.18 acres of disturbed freshwater marsh would occur. Potential impacts to least Bell's vireo (1 individual) would occur (all biology impacts mitigated to less than significant).
8	Sky Ranch Development	Project under construction	Potential impacts to candidate, sensitive or special status species, sensitive natural communities, and protected wetlands (mitigated to less than significant). Impacts to California gnatcatchers, San Diego County viguiera, southern California rufous-crowned sparrow, San Diego horned lizard, orange-throated whiptail, red-diamond rattlesnake, San Diego black-tailed jack rabbit, Cooper's hawk, northern harrier, other nesting raptors and Diegan coastal sage scrub habitat. Impacts to 130.5 acres of CSS, 0.2 acres of non-native grassland, 0.14 acres of non-wetland Waters of the US.
13	Hollywood Theatre	Project continued indefinitely	Potential impact to smooth tarplant (7,482 individuals) and burrowing owls (mitigated to less than significant).*
14	Riverview Residential	Project constructed	Potential impact to smooth tarplant (7,482 individuals) and burrowing owls (mitigated to less than significant).*
17	Santee Town Center Specific Plan Amendment	Project approved in January 2006	Sensitive habitat impacts would occur to 9.83 acres of Diegan coastal sage scrub, 0.42 acres of southern willow scrub, 25.01 acres of non-native grassland, and 0.14 acres tamarisk scrub. Sensitive species impacts would occur to 700 smooth tarplant individuals. There is a low to moderate potential for the proposed project to impact the following sensitive wildlife species: gnatcatchers, least Bell's vireo, western burrowing owls, and nesting raptors. Also, 0.50 acres of impacted ACOE jurisdictional areas and 0.97 acres of CDFG jurisdictional areas would be significantly impacted. All biology impacts would be mitigated to less than significant.
18a	Edgemoor Skilled Nursing Facility	Project under construction	Potential direct impact to raptor nests. Potential indirect impacts to two-striped garter snake, turkey vulture, white-tailed kite, Cooper's hawk, southwestern willow flycatcher and least Bell's vireo (not observed onsite) due to construction noise. Inadvertent encroachment into sensitive areas during and after construction, by project lighting and by invasive, non-native species, would also result in significant impacts. Impacts to emergent wetland (0.09 acres), Eucalyptus woodland (0.86 acres), non-native vegetation (0.61 acres).

Table 2.3-4 (Continued)
Biological Cumulative Projects

Project No. (from Table 1-5)	Project Name	Status	Project-Level Biological Impact
18b	Edgemoor Facility Demolition Project	Draft EIR released August 2008	Significant impact. Townsend's big-eared bat, pallid bat, raptors, and Yuma myotis bat.
19	Lakeside Downs	Draft EIR in process	Potential significant impacts.**
20	Ladera	Final Map approved by City Council 12/12/07	Significant impacts to 2.14 acres of coastal sage scrub (mitigated to less than significant)
35	Town Center Community Park Phase 2	Grading underway	Potential direct impact to raptor foraging and nesting habitat. Potential indirect impacts to least Bell's vireo occurring along the San Diego River off-site to the south and potentially off-site to the north along Woodglen Vista Creek (mitigated to less than significant). Sensitive habitat impacts would occur to 0.20 acres of Diegan coastal sage scrub, 0.01 acre of freshwater marsh, 0.27 acre of southern cottonwood-willow riparian forest, 0.31 acre of southern willow scrub, 0.19 acre of mulefat scrub, 0.08 acre of disturbed wetland, 24.79 acres of non-native grassland, and a 0.25-acre seasonal pond (mitigated to less than significant).

* = It should be noted that the City of Santee's CEQA documents for Hollywood Theatre and Riverview Residential project report the exact same biological resource impacts for these two projects even though these projects are located on two distinct sites within the Riverview Corporate Office Park.
** = Specific impacts are not yet known due to preliminary nature of project CEQA documents.

Table 2.3-5
Cumulative Impact Comparison for Biological Resources

Project	DIRECT IMPACTS				INDIRECT IMPACTS
	coastal sage scrub (including disturbed coastal sage scrub) (acres)	annual (non-native) grassland (acres)	ACOE/jurisdictional wetlands (acres)	Nesting birds/raptors	Special status birds (noise)
LCDF	0.6	4.8	0.04 acres	yes	yes
4	0.2	23.5	0.72 acres	yes	
5	536.5	102.4	3.5 acres	yes	yes
7	-	-	1.45 acres	-	-
8	130.5	0.2	0.14 acres	yes	-
13	-	-	-	-	-
14	-	-	-	-	-
17	9.83	25.01	1.47 acres	yes	-
18a	-	-	0.09 acres	yes	-
18b	-	-	-	yes	-
19	Not yet determined	Not yet determined	Not yet determined	Not yet determined	Not yet determined
20	2.14 acres	-	-	-	-
35	0.39	24.79	0.08	yes	yes

Table 2.3-6
Cumulative Impacts Analysis for Biological Resources

Biological Resource	Cumulative Impact	Proposed LCDF Project Impacts (Acres)	Percentage of Total Cumulative Impact Resulting from Proposed LCDF Project
Vegetation Communities – total acreage impacts resulting from projects within cumulative impact analysis area			
Coastal Sage scrub	679.56 acres	0.6	0.09%
Non-native grassland	175.9acres	4.8	3%
Waters of the U.S.	7.45 acres	0.04	0.5%
Special Status Species with Significant Impacts – Number of projects within Cumulative Impact analysis area			
Nesting birds/raptors	8 projects	Potential	unknown
Indirect impacts to birds from noise	3 projects	Potential	unknown

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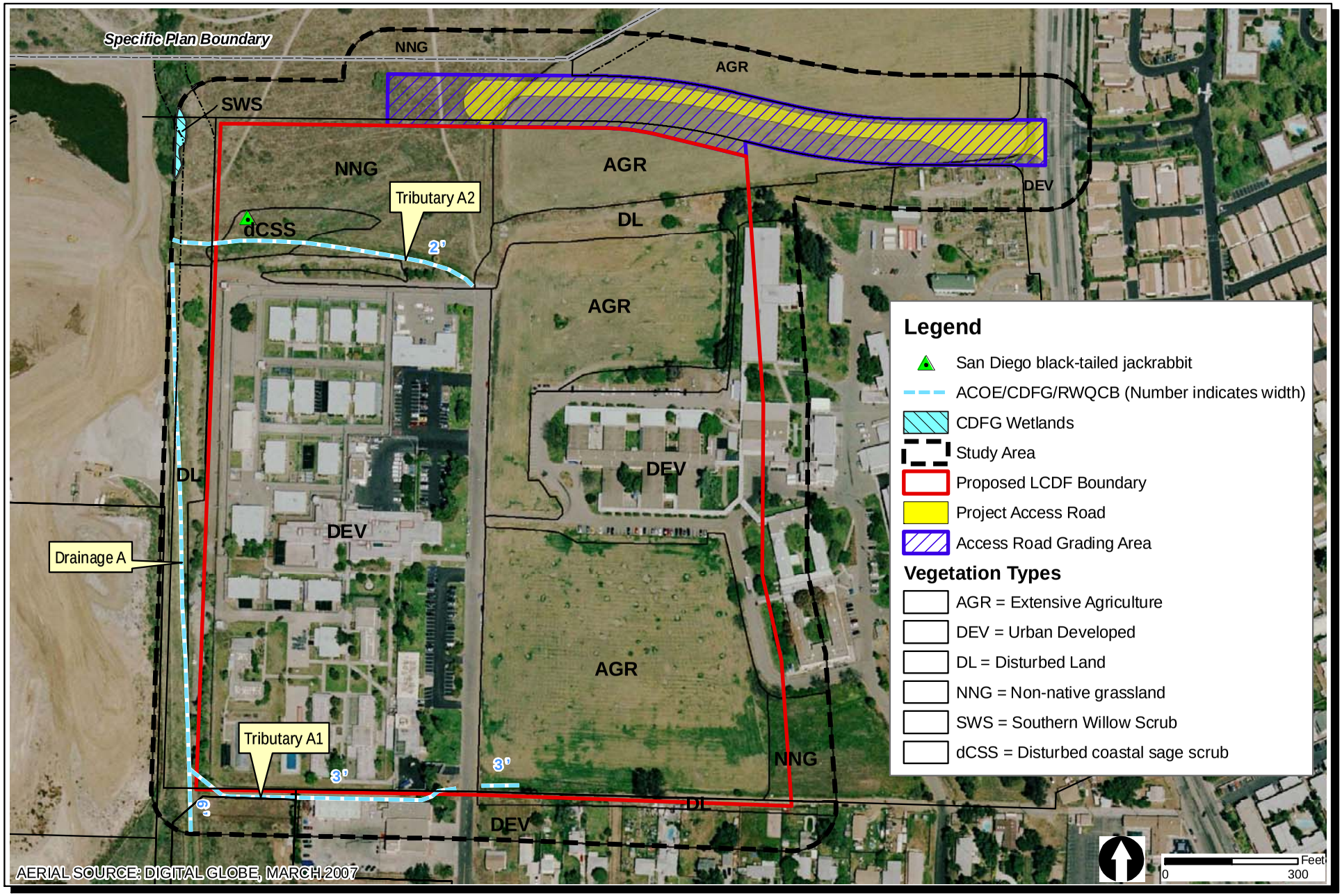

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Las Colinas Detention Facility EIR

Biological Resources

FIGURE 2.3-1

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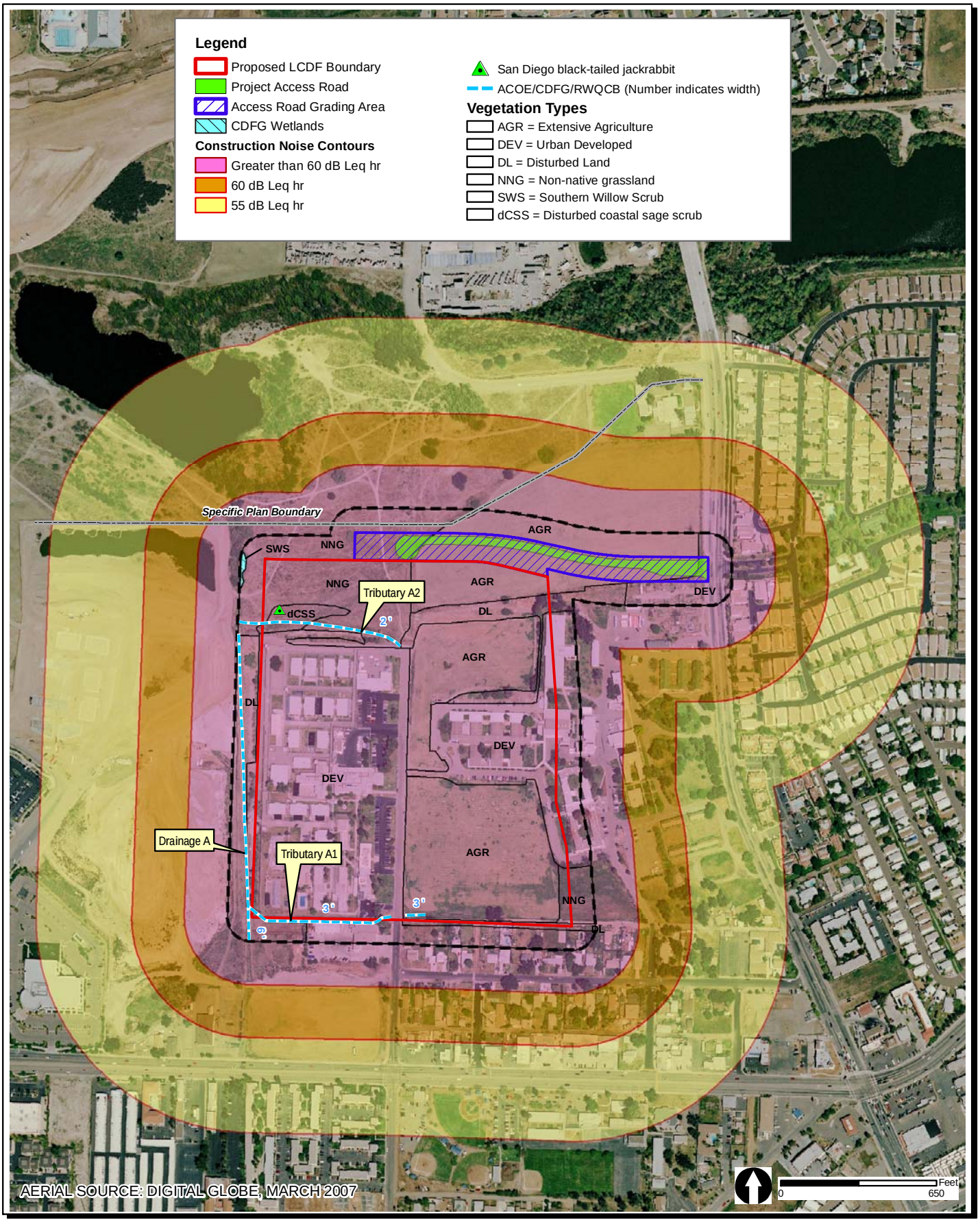

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Las Colinas Detention Facility EIR

Construction Noise Contours - dB Leq hr

FIGURE 2.3-2

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2.4 Geology and Soils

This evaluation of geology and soils impacts incorporates by reference per Section 15150 (c) of the CEQA Guidelines (see *Section 1.2.2)* the results of the Geotechnical Investigation prepared by Geocon Incorporated for the City's Town Center Specific Plan (Geocon 2004). The Geotechnical Investigation included the proposed project site as part of the Town Center Specific Plan MEIR. In particular, this EIR section relies on Geocon's analysis of onsite geologic and soils conditions, including groundwater and liquefaction characteristics, which are further described below.

This section also examines the potential impacts to paleontological resources (i.e., fossils) that may result with development of the proposed project. The analysis of paleontological resources was conducted by first reviewing the geologic and stratigraphic setting of the project area, followed by an assessment of the area's relative paleontological resource sensitivity to determine the likelihood of paleontological resources on the project site. Potential impacts and recommended mitigation measures are based on the likelihood of paleontological resources present in the area of the proposed project development. The analysis is based on a review of the relevant literature, including a 1993 summary of the paleontological resources of San Diego County prepared by T.A. Deméré and S.L. Walsh, which provides relevant information on the paleontology, distribution and resource sensitivity of all local sedimentary formations. These were used in conjunction with the most recent U.S. Geological Society (USGS) geologic map of the area and a technical study prepared by Geocon Incorporated (2004). A records search of the Department of Paleontology at the San Diego Natural History Museum (SDNHM) was also conducted and is included in *Appendix B.*

The analysis of potential impacts to mineral resources is based on information contained in the Department of Conservation (DOC), Division of Mines and Geology Mineral Land Classification (1996).

2.4.1 Existing Conditions

2.4.1.1 Regional Geologic Setting

The proposed project site is located near the junction of a relatively narrow coastal plain and the Peninsular Mountain Ranges of southwestern California and Baja California. The coastal plain is made up of a series of marine terraces, which are deeply incised by canyons and tributaries, including the channel of the San Diego River located to the north of the project site. The project site is located within the San Diego River Valley.

Topography

The site is relatively flat and slopes downward to the north towards the San Diego River. Elevation onsite is approximately 340 feet AMSL.

2.4.1.2 Subsurface Soil and Rock Conditions

The site is underlain by previously placed fill and alluvium. The surficial deposits are underlain by an undifferentiated paleochannel deposit that is not assigned as a formational unit in the geologic literature. These units are described in the following order of increasing age as follows:

Later Quaternary

The term "alluvium" is a general one used for geologically young unconsolidated fine-grained to coarse-grained materials such as clay, silt, sand, and gravel that have been deposited by streams or running water, and usually accumulate in topographic depressions or in the bottoms of canyons or stream beds. Alluvium covers the entire project area to depths of 27 to 38 feet (Geocon 2004).

Younger alluvium materials are poorly consolidated sediments of relatively recent age (i.e. generally younger than 10,000 years old). In the project area younger alluvial deposits are confined to the San Diego River channel located north of the project site, dissecting the older alluvial deposits discussed below. Geologically young alluvial deposits rarely contain fossil material. The records search at the SDNHM found no fossil localities within a one mile radius of the project site occurring in younger alluvial deposits. These deposits are classified as having "low paleontological resource sensitivity" by Deméré and Walsh (1993).

Older Quaternary Alluvium

Older Quaternary alluvial deposits in San Diego County include several depositional settings ranging in age from 10,000 to 700,000 years old. Tan (2002) mapped the older alluvial deposits on the project site as "Late Pleistocene alluvial deposits; moderately consolidated, poorly sorted flood plain deposits consisting of gravelly, sandy silt, and clay". Older alluvium occurs across the project area covering all areas not otherwise covered by the younger alluvial deposits associated with the active river channel.

In other areas of the County, most notably in the San Luis Rey River Valley, older alluvial deposits have yielded scattered vertebrate remains of late Pleistocene age (Deméré and Walsh 1993). Subsequent sampling has found only very few new fossils. The lack of new material is thought to be, in part, due to poor exposures and insufficient sampling and new exposures

created by excavation projects and increased attention will uncover additional fossil material (Deméré and Walsh 1993).

The records search at the SDNHM found no fossil localities within a one-mile radius of the project site. However, there is one important fossil locality in the El Cajon Valley, 3.5 miles south southeast of the project site, in older floodplain deposits similar to those occurring on the project site. This locality (SDSNH Locality 3157) produced a fragmentary tusk of a Pleistocene proboscidean (mastodon or mammoth). The fossil was discovered in 1975 at a depth of 3.5 feet below ground surface during excavation for the civic auditorium in downtown El Cajon.

The above occurrence in a similar depositional setting within the region highlights the potential of older alluvial deposits to yield important fossil discoveries. Within the project site these deposits are assigned moderate paleontological resource sensitivity.

Paleochannel Deposit

The paleochannel deposit formation is designated as “unnamed” in the Geocon study (2004) and is found underlying the alluvium deposits across most of the project area at depths of 27 to greater than 35 feet below ground surface. The description of rocks assigned to this unit did not match described formations in the area. Based on the description provided by Geocon, it is likely these deposits are a part of one of the Eocene aged deposits that are found in the vicinity and not an older alluvium deposit. The description of the paleochannel deposit most closely resembles the Friars Formation found to the north and west of the project, which in this area is assigned high paleontological resource sensitivity by Deméré and Walsh (1993).

The Friars Formation is almost entirely fluvial in origin, but occasional marine facies are present in more western areas. The eastern, non-marine exposures of the Friars Formation have produced rich and diverse assemblages of terrestrial vertebrate fossils, such as opossums, insectivores, primates, rodents, artiodactyls, and perissodactyls. The Friars Formation has also yielded important leaf floras (Deméré and Walsh 1993).

The other formations found in the near vicinity to which the paleochannel deposit might be assigned include the Stadium Conglomerate and the Mission Valley Formation, which have high to moderate paleontological resource sensitivities.

Due to the lack of specific information on the geologic formation, the records search did not include the paleochannel depositional unit. Based on the likely placement within the Friars Formation, which is assigned high paleontological resource sensitivity, the paleochannel deposit is also assigned high paleontological resource sensitivity.

2.4.1.3 Groundwater Conditions

Groundwater is subsurface water that occurs within the void space of soils and geologic formations. Aquifers are groundwater-bearing formations sufficiently permeable to transmit and yield significant quantities of water. In the geotechnical investigations prepared for the Town Center Specific Plan Amendment, groundwater was encountered at depths of 6.5 feet below the ground surface near the San Diego River, approximately 500 feet north of the project site, and 16 feet below the ground surface near the Mission Gorge Road and Cottonwood Avenue intersection, approximately 500 south of the project site (Geocon 2004).

2.4.1.4 Geologic Hazards

Faulting and Seismicity

Based on the commonly accepted definition provided by the California Mining and Geology Board, an active fault is a fault which has had surface displacement within Holocene time (within approximately the last 11,000 years). The State Geologist has defined a potentially active fault as any fault considered to have been active during Quarternary time (within the last 1,600,000 years). These definitions are used in delineating earthquake fault zones as mandated by the Alquist-Priolo Earthquake Faulting Zones Act. The intent of this act is to assure that any urban development planned on or near traces of active faults is planned in accordance with seismic safety considerations.

The project site is located within seismically active Southern California. However, the site is not located within an earthquake fault zone, and there are no active, potentially active, or inactive faults that transect the project site. The nearest known active regional fault is the Rose Canyon Fault Zone. The closest trace for this fault zone is located approximately 13 miles west of the site. Inactive faults in the vicinity of the project site include the Elsinore and San Jacinto faults. The Elsinore fault is located approximately 28 miles to the northeast, and the San Jacinto Fault is located approximately 50 miles to the northeast.

Subsidence/Ground Rupture

Soil rupture refers to the rolling motion of the ground surface by the passage of seismic surface waves. Effects of this nature are likely to be most severe where the thickness of soft sediments varies appreciably under structures. Breaking of the ground because of faulting is not likely to occur onsite due to the absence of known faults on the site.

Liquefaction

Liquefaction can be caused by strong vibratory motion due to earthquakes. Research and historical data indicate that loose, saturated granular soils are susceptible to liquefaction and dynamic settlement. Liquefaction is typified by a loss of shear strength in the affected soil layer, thereby causing the soils to act as a viscous liquid. This effect may be manifested by excessive settlements and sand boils at the ground surface. Layers of alluvium deposits and sandy loam and riverwash soils below the groundwater table could be subject to liquefaction.

The presence of shallow groundwater combined with loose, sandy, alluvial deposits indicates conditions prone to liquefaction. Liquefaction analyses revealed isolated layers within the alluvium are potentially liquefiable (Geocon 2004).

Landslides, Mudflow and Other Erosion Hazards

Landslides are anticipated when severe wet weather results in agglomeration of hillside soils. As a result, heavy, super-saturated soil slips downhill. The project site is not located within a State or County defined landslide hazard zone as identified in the City of Santee General Plan 2020, nor is it located on or below slopes prone to landslides.

Similar to landslides, mudflows occur during severe weather in or adjacent to mountainous terrain. Large boulders and sediment move downhill as a result of sudden onslaught of water. This hazard is prone to occur in areas affected by fire that are relatively void of vegetation. The project is located away from mountainous terrain. This hazard is expected to be minimal at the project site.

2.4.1.5 Mineral Resources

As mandated by the Surface Mining Reclamation Act of 1975, the California State Minerals and Geology Board classifies California mineral resources with the Mineral Resource Zone (MRZ) system. These zones have been established based on the presence or absence of significant sand and gravel deposits and crushed rock source area, (i.e., products used in the production of cement). The classification system emphasizes Portland Cement Concrete (PCC) aggregate, which is subject to a series of specifications to ensure the manufacture of strong durable concrete. The following guidelines are presented in the mineral land classification for the region:

- MRZ-2 – Areas where adequate information indicates that significant mineral deposits are present or where it is judged that there is a high likelihood for their presence.

- MRZ-3 – Areas containing mineral deposits, the significance of which cannot be evaluated from available data.
- MRZ-4 – Areas where available information is inadequate for assignment to any other MRZ zone.

The San Diego River is located to the north of the project site where minerals (soil, gravel and rock) have been classified as MRZ-2. The MRZ-2 zone extends from the San Diego River south to Mission George Road and encompasses the entire 45-acres project site. No other mineral resources occur within the project site.

2.4.2 Analysis of Project Effects and Determination as to Significance

Geologic and soil conditions including paleontology were evaluated with respect to the impacts the project may have on the local geology, as well as the impact specific geologic hazards may have upon the proposed project. The identified significance thresholds for geology and soils including paleontological and mineral resources, are based on criteria provided in Appendix G of the State CEQA Guidelines.

The project would have a significant impact to geology and soils if the project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.
- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.
- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.
- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.
- Result in substantial soil erosion or the loss of topsoil.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

2.4.2.1 Fault Rupture

Thresholds for the Determination of Significance

The project would have a significant geology and soils impact if the project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.

Analysis

No active or potentially active faults are known to exist on or in the immediate vicinity of the project site. In addition, the project site is not located in a hazard zone identified by the Alquist-Priolo Earthquake Fault Zone Map. Therefore, the project would not expose people or structures to substantial adverse effects, and no significant impacts associated with fault rupture would occur.

2.4.2.2 Strong Seismic Ground Shaking

Thresholds for the Determination of Significance

A significant geology and soils impact would occur if the project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

Analysis

The nearest known active regional faults are within Rose Canyon Fault Zone. The closest projected trace for this fault zone is located approximately 13 miles west of the site. Based on the distance from active faults and the requirements of the most recent edition of the California Uniform Building Code, design parameters of the Structural Engineers Association of California,

as well as the County engineering standards, which the project would adhere to, impacts from strong seismic shaking would be less than significant.

2.4.2.3 Seismic Related Ground Failures Including Liquefaction

Thresholds for the Determination of Significance

A significant geology and soils impact would occur if the project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

Analysis

Earthquake generated ground failure, including liquefaction, could impact the proposed project, since the site is located within seismically active southern California. Direct impacts would be less than significant due to the distance of known active fault zones. However, although the site is not located within an active fault zone, the presence of shallow groundwater combined with loose, sandy, alluvial deposits indicates conditions prone to liquefaction that could result in an indirect significant impact to people or structures (Impact GE-1).

2.4.2.4 Landslides

Thresholds for the Determination of Significance

A significant geology and soils impact would occur if the project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

Analysis

The project site is not located within a state or county defined landslide hazard zone (City of Santee 2003). In addition, due to the flat nature of the project site, impacts from landslide hazards are anticipated to be less than significant.

2.4.2.5 Soil Erosion/Unstable Soils

Thresholds for the Determination of Significance

A significant geology and soils impact would occur if the project would:

- Result in substantial soil erosion or the loss of topsoil.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

Analysis

The potential for soil erosion could increase during construction activities, including grading and demolition, as a result of vehicles and heavy equipment exposing soil surfaces to wind or water. A Storm Water Pollution Prevention Plan (SWPPP) is required as part of the General Permit for Stormwater Discharges associated with Construction Activity (General Permit No. CAS00002) administered by the State Water Resources Control Board (SWRCB). A SWPPP will be developed for the proposed project prior to construction that identifies specific BMPs to minimize erosion and control sedimentation. Impacts would therefore be short-term in nature and would be less than significant due to the requirement to incorporate BMPs into the project design for construction.

Following construction, disturbed soils would be stabilized with vegetation and landscaping which would reduce the erosion potential to less than significant. For additional discussions on soil erosion and water quality, see *Section 2.6*.

The site is underlain by previously placed fill and alluvium which are typically unsuitable to support above-grade structures. Unstable and expansive soils could result in damage to facilities and therefore would be a significant direct impact (Impact GE-2).

2.4.2.6 Unstable Soils Which Could Damage Septic Tanks or Alternative Waste Water Disposal Systems

Thresholds for the Determination of Significance

A significant geology and soils impact would occur if the project would:

- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Analysis

The project does not propose the use of septic tanks or alternative waste water disposal systems. All onsite wastewater would be conveyed to PDMWD's system, as described in *Section 1.0,* and analyzed in *Section 3.1.7* of this EIR. Therefore, no impacts would occur.

2.4.2.7 Mineral Resources

Thresholds for the Determination of Significance

The project would have a significant mineral resources impact if the project would:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Analysis

The entire 45-acre project site, plus the 0.5-acre off-site road improvement area contains mineral resources classified as MRZ-2 by the State of California. According to the DOC, the MRZ-2 classification means that significant mineral deposits are present or that there is a high likelihood for their presence (DOC 1996). With implementation of the project, these resources could be permanently eliminated from potential future mineral resources extraction.

While the site has been categorized as containing MRZ-2 resources, the project site and surrounding area is urbanized or urbanizing, and mining activities do not occur in the immediate vicinity, and have not occurred in the recent past. Existing land uses, including the existing LCDF, along with uses being developed pursuant to the 2006-approved City of Santee Town Center Specific Plan Amendment preclude mining or mineral recovery in the project area. In addition, the City's General Plan land use designation for the site includes urban uses which preclude mineral extraction. Due to existing land use regulations and existing and proposed land uses, the availability of mineral resources in this area have been lost. Therefore, the project would not result in impacts due to the loss of a known mineral (in this case sand, rock and gravel), and impacts to mineral resources would not be a significant loss of value to the region and residents of the state.

2.4.2.8 Paleontological Resources

Thresholds for the Determination of Significance

The project would have a significant paleontological resources impact if the project would:

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Analysis

Based on the presence of geologic formations with proven paleontologic resources (i.e. known fossil occurrences), grading associated with the proposed project could potentially impact the following fossiliferous formations: (1) Older Alluvium; and (2) paleochannel deposit.

Because of the moderate sensitivity rating of the older alluvial deposits occurring over most of the site, any grading activities into deep solid rock could result in significant impacts to paleontological resources. The paleochannel deposit has a high sensitivity rating, but occurs only at depths of 27 to 35 feet below ground surface across the project site (Geocon 2004). Grading or excavation activities would not penetrate deep enough to encounter the paleochannel deposit, since grading and excavation would not penetrate lower than 4 feet below the surface. Therefore, the project would not result in significant impacts to paleontological resources. No unique geological features exist on the relatively flat project site, and the underlying rock formations are widespread. Therefore, no significant impacts to unique geological features would result.

2.4.3 Cumulative Impact Analysis

Potential cumulative geologic impacts (considering all proposed and in-progress development in the project area) consist of substantial alteration of the topography, or triggering or acceleration of erosion or slope failures. Seismic impacts (ground shaking or ground failure) are not cumulative. Geotechnical conditions are localized and generally unique to each site. Approved projects and those under review are subject to soils and stability analysis and cannot be constructed unless each project is determined to be geotechnically feasible. The cumulative impact area for geotechnical resources is the San Diego River Valley within the Santee area. The river's position as an incised canyon associated with the confluence of the coastal plain and Peninsular Mountain Ranges of southwestern California and Baja California provides an appropriate, definable geologic study area within which to analyze potential cumulative impacts. All projects within this cumulative impact study area are conditioned through the site plan review and development process to either avoid construction on dangerous geotechnical formations or incorporate design treatments to avoid potential cumulative geotechnical hazards

from impacting other projects. Therefore, adverse cumulative geotechnical conditions resulting from cumulative projects do not exist, and cumulative impacts are less than significant.

Table 2.4-1 summarizes the geology and soils impacts of cumulative projects that are applicable to the proposed project. Additional details for each of these projects are provided in *Table 1-3* and each project is depicted on *Figure 1-9.* Construction of the proposed project would result in potential impacts related to unstable soils and liquefaction, however, the impacts are fully mitigated. The project is not located adjacent to other cumulatively considerable projects, related to geotechnical conditions; therefore, cumulative impacts related to localized site stability would not occur. With regard to seismicity, the projects and any future development could expose additional property and people to earthquake hazards, resulting in a cumulatively considerable condition. However, this impact would be mitigated by compliance with Uniform Building Code seismic requirements on a project-by-project basis. Development throughout the County of San Diego and within the City of Santee would not impact the plate tectonic conditions of the area. Mitigation measures for potential construction-related impacts caused by the proposed project would minimize the project level effects to a less than significant level. Mitigation measures would also reduce potential cumulative effects of these impacts to a level that would be less than cumulatively considerable by ensuring that construction complies with applicable building regulations.

Mineral resources associated with rock and soil extraction operations are located outside of the project site and primarily along the San Diego River. Development of the project would render 45 acres of mineral resources classified as MRZ-2 within the project site inaccessible to mining and recovery. However, because existing land uses, planned land use designations, and land use restrictions preclude the ability to extract mineral resources, development of cumulative projects would not result in the loss of availability of a known mineral resource. Although the resources are present, they are not currently available, and are not likely to become available for extraction. Therefore, the cumulative impact on mineral resource extraction resulting from cumulative projects is less than significant in light of other regulatory constraints to extraction. The project site also contains mineral resources that are precluded from extractive use by regulatory restrictions. Therefore, the project's impacts incremental contribution is not cumulatively considerable.

According to CEQA, the importance of paleontological resources comes from the research value and the information that they contain. Therefore, the issue that must be explored in a cumulative analysis is the cumulative loss of information resulting from impacts to paleontological resources. The potential for paleontological resources is determined based on the presence of geologic formations with proven paleontological resources (i.e. known fossil occurrences). For sites considered less than significant, the paleontological resources are either not impacted or are

preserved through recordation. Therefore, considering all reasonably foreseeable projects, no cumulatively considerable condition exists with respect to paleontological resources. As discussed in *Section 2.4.2.8*, the proposed project would not result in any impacts to known paleontological resources, although in order to reduce potentially significant impacts from occurring to sensitive resources discovered during construction, mitigation measures have been included to reduce any potential impacts to a less than significant level. Therefore, the project's lack of impacts means it would not contribute to the cumulative loss of paleontological resources. No cumulatively significant paleontological resources impacts would result from the implementation of the proposed project.

2.4.4 Significance of Impacts Prior to Mitigation

Construction of the proposed project could result in potential significant indirect geology and soils impacts related to liquefaction effects, since the presence of shallow groundwater combined with loose, sandy alluvial deposits occurs onsite (Impact GE-1). Construction would also result in direct effects from unstable soils that could result in damage to LCDF facilities (Impact GE-2). All other impacts related to geology and soils and mineral resources would be less than significant.

2.4.5 Mitigation Measures

Impact GE-1: Induced Ground Failures Including Liquefaction

M-GE-1 Prior to grading, the County shall ensure that the proposed project's grading plans demonstrate compliance with remediation recommendations in the June 28, 2004 Geotechnical Investigation for the Town Center Specific Plan prepared by Geocon (2004), including but not limited to:

a) Previously placed fill and alluvium within areas of planned new grading or improvements shall be removed and recompacted.

b) To provide uniform bearing conditions for support of planned buildings and improvements, the upper 5 feet of Younger and Older Alluvium shall be removed and recompacted.

c) Finish-grade elevations for building pads shall be designed so that at least 10 feet of properly compacted fill exists above the groundwater to provide a sufficient thickness of non-liquefiable soil.

d) Prior to placing new fill, the base of overexcavations shall be scarified to a depth of at least 12 inches, heavily moisture conditioned, and compacted. This should result in densification of the upper 2 to 3 feet of existing soil at the base of the excavation. Fill soils may then be placed and compacted in layers to the

design finish-grade elevations. The layers shall be no thicker than will allow for adequate bonding and compaction. All fill (including scarified ground surfaces and wall and utility trench backfill) shall be compacted to at least 90 percent of maximum dry density at near-optimum moisture content or slightly above as determined by ASTM D1557-02.

Impact GE-2: Unstable Soils

M-GE-2 Implementation of M-GE-1 described above would reduce impacts due to unstable soils to below a level of significance.

2.4.6 Conclusion

Significant Indirect Impact GE-1 and Significant Direct Impact GE-2: Implementation of mitigation measures M-GE-1a through M-GE-1d would reduce significant indirect liquefaction impacts (Impact GE-1) to less than significant because previously placed fill and alluvium within areas of planned new grading or improvements would be removed and recompacted. Similarly, mitigation measure M-GE-1 would also reduce Impact GE-2 because previously placed fill and alluvium would be removed and recompacted, thereby reducing unstable soils impacts to less than significant. Therefore, all potential geological impacts would be reduced to less than significant through the implementation of the mitigation measures listed above and adherence with the recommendations of the Geotechnical Investigation Reports prepared by Geocon (2004).

Table 2.4-1
Geologic and Paleontological Resources Cumulative Projects

Project No. (from Table 1-3)	Project Name	Status	Project-Level Impacts
5	Villages at Fanita	Approved by City Council on 12/5/07	Exposure to landslides, erosion, soil instability, expansive soils (all mitigated to less than significant).
8	Sky Ranch	Project approved and under construction	Geology: Significant effects related to strong seismic ground shaking, seismic-related ground failure, including liquefaction, and exposure of people or structures to substantial adverse effects related to expansive soils (all mitigated to less than significant). Significant paleontology impacts would be mitigated to less than significant.
17	Santee Town Center Specific Plan Amendment	Approved January 2006	Potential risks associated with compaction, liquefaction, and settlement (all mitigated to less than significant).
19	Lakeside Downs	Draft EIR in process	Potentially significant

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2.5 Hazards and Hazardous Materials

This section presents a discussion of impacts to the public from potential hazards and hazardous materials. A search of available environmental records was conducted by Environmental Data Resources (EDR), Inc. (see *Appendix F)*. The database search identified facilities within a one mile study area of the proposed project that are known to have environmental concerns or are listed as a facility with permits to generate, handle, store or dispose of hazardous materials.

Hazardous materials and wastes are defined and regulated in the United States by federal, state, and local regulations, including those administered by the U.S. Environmental Protection Agency (USEPA), the U.S. Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation. In California, Environmental Protection Agency (Cal EPA) and several regional and local agencies, including the County Department of Environmental Health, have developed regulations and guidelines for the management of hazardous materials and waste, for the purpose of protecting public health and the environment. Hazardous materials have certain chemical, physical or infectious properties that cause them to be hazardous. Hazardous wastes are defined in the Code of Federal Regulations, Title 40, Part 20 and also in the California Code of Regulations (CCR), Title 22, Section 66261.3.

Federal

The Federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976 (RCRA) established a program administered by USEPA to regulate the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the “cradle to grave” system of regulating hazardous wastes.

CERCLA, commonly known as Superfund, was enacted by Congress on December 11, 1980. CERCLA established requirements concerning closed and abandoned hazardous waste sites; provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for clean up when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants or contaminants. The NCP also established the National Priorities List (NPL) which is a list of contaminated sites warranting further investigation by the USEPA. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

State

The California Hazardous Waste Control Law (HWCL) is administered by the Cal EPA to regulate hazardous wastes. While the HWCL is generally more stringent than the federal RCRA, until the USEPA approves the California program, both the state and federal laws apply in California. The HWCL lists 791 chemicals and about 300 common materials that may be hazardous; establishes criteria for identifying, packaging and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal and transportation; and identifies some wastes that cannot be disposed of in landfills.

The CCR, Title 22, Section 66261.10 provides the following definition for hazardous waste:

> *…a waste that exhibits the characteristics may:* ***(1)*** *cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible, illness; or* ***(2)*** *pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed or otherwise managed.*

According to CCR Title 22, substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, or contaminated or is being stored prior to proper disposal.

Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability, or death. For example, toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substance involved). Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances (gasoline, hexane, and natural gas) are hazardous because of their flammable properties. Corrosive substances, including strong acids and bases such as sulfuric (battery) acid or lye are chemically active and can damage other materials or cause severe burns upon contact. Reactive substances may cause explosions or generate gases or fumes. Explosives, pressurized canisters, and pure sodium metal (which react violently with water) are examples of reactive materials.

Other types of hazardous materials include radioactive and biohazardous materials. Radioactive materials and wastes contain radioisotopes, which are atoms with unstable nuclei that emit ionizing radiation to increase their stability. Radioactive waste mixed with chemical hazardous

waste is referred to as "mixed wastes." Biohazardous materials and wastes include anything derived from living organisms. They may be contaminated with disease-causing agents, such as bacteria or viruses.

Hazardous Material Worker Safety

The California Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the work place. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR, Div. 1, Chapter 3.2). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

2.5.1 Existing Conditions

2.5.1.1 Hazardous Materials/Contaminated Sites - Public Agency Records Search Review

The regulatory databases give a listing of sites, within a specified search distance of the proposed project site, which are known to be chemical handlers, hazardous waste generators, or polluters. The search distance varies for each of the databases. For this EIR, the search distance for each database search was extended by 0.25 miles to ensure that a more detailed list of sites was identified. Information in these listings includes the location of the database site relative to the proposed project site, sources of pollution, and the status of the site. The search performed for this assessment was conducted in January 2007 by EDR. The complete database search report is included in *Appendix F*. In addition, GeoTracker, an online database maintained by the RWQCB, was also reviewed for more information on some of the sites listed in the EDR report.

The existing LCDF, located at 9000 Cottonwood Avenue in Santee, was the address used for this search. This address was identified in six of the databases searched by EDR, meaning the existing LCDF is considered a generator of hazardous materials. Twenty-seven other locations were mapped within the search distances in the databases searched by EDR. In addition, due to inadequate address information, an additional twenty-nine locations were cited but were unmapped.

The following sections describe which databases were searched and the facilities that were identified in those databases:

U.S. Environmental Protection Agency (EPA) Federal Sources

Table 2.5-1 lists the federal databases that were searched and the corresponding search distance from the target address.

The radius search returned listings in three federal databases, the Comprehensive Environmental Response, Compensation, and Liability Information System-"No Further Remedial Action Planned" (CERCLIS-NFRAP), Resource Conservation and Recovery Act-Small Generators of Hazardous Waste (RCRA-SQG), and Formerly Used Defense Sites (FUDS) databases. The existing LCDF property was not located in any of the Federal databases searched. Eight of the listings from these three databases were located within 0.5 miles of the proposed project site. One was located within approximately 1.25 miles of the proposed project site.

Dave's Auto, located at 10538 Mission Gorge Road, is less than 0.5 mile southeast of the existing LCDF. It is listed in the CERCLIS-NFRAP database for the presence of lead and cadmium-contaminated soil. It was placed on the list in July 2000. This site is not expected to impact the environmental conditions at the proposed project site because metals found in site soils were adequately remediated.

All of the sites listed on the RCRA-SQG database are located between 0.25 mile and 0.5 mile from the LCDF. The violation status for all of the sites was "No violations found". Based on this information, these sites are not expected to impact the environmental conditions at the proposed project site.

Marine Parachute School, located approximately 1.25 miles south of the proposed project site, is listed in the FUDS database. Information provided for this listing indicates that the property is known or suspected to contain military munitions and explosives of concern. Considering its distance from the proposed project site, it is unlikely that this site has impacted the environmental conditions at the proposed project site.

State and Local Sources

Table 2.5-2 lists the state and local databases that were searched and the corresponding search distance from the target address. The radius search yielded listings in twelve state and local databases. The existing LCDF appeared on seven of these databases.

The existing LCDF is listed on the following databases: HAZNET, LUST, HIST UST, SWEEPS UST, UST, San Diego County HMMD, and CHMIRS databases. The HAZNET listing shows hazardous materials that were shipped off the property for recycling or disposal. There are two leaking underground storage tank (LUST) listings for this property. Both have the same case number, which indicates they are the same case. One is listed as open, the other closed as of April 2001. GeoTracker also showed a LUST listing by the same case number. The status was listed as closed (in April 2001). The other database listings contained information related to underground storage tanks (USTs) and inspections by the San Diego County DEH, which

revealed violations for poor housekeeping practices related to USTs, lack of proper record keeping, and improper storage of hazardous materials. Based on this information, the LUST listing and poor housekeeping practices could have impacted the environmental conditions on the proposed project site.

The City of Santee Fleet Maintenance Facility and the Fire Department are located at 8950 Cottonwood Avenue, which is approximately 0.25 miles west-southwest of the LCDF. The address is listed in five databases. These listings contained information related to hazardous waste disposal, USTs and inspections by the San Diego County DEH Inspections which revealed violations for poor housekeeping practices related to USTs, lack of proper record keeping, and improper storage of hazardous materials. The most recent violation was October 2004. Based on this information, it is unlikely that this site has impacted the environmental conditions at the project site.

Edgemoor Skilled Nursing Facility, located at 9065 Edgemoor Drive, is immediately east of the existing LCDF. It is listed in six databases. A HAZNET listing shows hazardous materials that were shipped off of the property for recycling or disposal. There are two LUST listings for this property. One is listed twice with case listings of open and closed (as of May 2001). The other listing has a status of closed (as of March 1992). GeoTracker has two listings for LUSTs. The status of both is closed. The other database listings contained information related to USTs and inspections by the San Diego County DEH. Inspections revealed violations for poor housekeeping practices related to medical waste, lack of proper record keeping, and improper storage of medical materials. Based on the information reviewed, it is possible that this site could have impacted the environmental conditions at the proposed project site.

Tuneup Masters, located at 10529 Mission Gorge Road, is approximately 0.35 miles southeast of the project site. This site is listed on four databases. A LUST was discovered in May 1988. Unleaded gasoline was released to the drinking water aquifer. The case is currently open according to the EDR report and GeoTracker. San Diego County Hazardous Materials Management Division (HMMD) inspection records revealed violations for poor housekeeping practices and lack of proper record keeping. Considering the distance from the project site, it is unlikely that this site has impacted the environmental conditions at the project site.

Chevron, located at 8888 N. Magnolia Avenue, is approximately 0.4 miles southeast of the LCDF project site. It is listed in seven databases. A LUST was found in July 1987. Gasoline was released to the drinking water aquifer. The case is currently open according to the EDR report and GeoTracker. Considering this site's distance from the project site, and the direction of groundwater flow towards the west based on topographic conditions, it is unlikely that this site has impacted the environmental conditions at the project site.

EDR Proprietary Historical Databases

Table 2.5-3, EDR Proprietary Historical Database Search, lists the databases that were searched and the corresponding search distance from the target address. There were no sites located within the search distances specified for these databases.

Unmapped Sites

Even though a site's address is known, "unmapped" sites can result from inadequate address information required for the federal, state and local databases. Thirty-two sites were listed in the EDR report as unmapped sites. These sites were listed in the HAZNET, SWEEPS UST, HIST UST, LUST, Cortese, CLEANERS, CHMIRS, CA WDS, CDL, EMI and San Diego County HMMD databases. Twenty of the sites were listed in the HAZNET database, which records information from hazardous waste manifests, and is not indicative of a release of hazardous waste/material. Therefore, further investigation of these sites was not deemed necessary. Eight of the sites are located one mile or more from the project site. Due to the distance from the project site, further investigation of these sites was not deemed necessary. The remaining four sites are discussed below.

An unnamed site is listed at Chubb Lane at Cottonwood Avenue, which is approximately 0.3 miles north of the project site. This site is on the CDL database, which is a listing of drug laboratory locations.

Style Dry Cleaners is listed at 9640 Mission Gorge Road, which is approximately 0.75 mile west of the project site. This site is on the CLEANERS database. This database was a listing of drycleaner related facilities that have EPA identification numbers.

Burgeois Inc. is listed at Railroad Avenue, which is approximately 0.5 mile south of project site. This site is on the San Diego County HMMD database. The file is listed on the DEH website as inactive.

C&H Auto Body & Paint is listed at 10996 North Woodside Avenue, which is approximately 1 mile northeast of the project site. The site is listed on the EMI database. This database is a listing of toxics and criteria pollutant emissions data collected by the Air Resources Board and local air pollution agencies.

Based on the information reviewed, including the nature and distance of unmapped sites, it is unlikely that the unmapped sites have impacted the environmental conditions at the project site.

Review of Historical Aerial Photographs

Historical aerial photos from EDR were reviewed. The photographs provided background information needed to assess the possibility of historical activities that could present environmental concerns. Historical aerial photographs for the years 1953, 1963, 1974, 1989, 1994, and 2002 were reviewed (*Appendix F*).

The photographs indicate the following:

- In the 1953 photograph, much of the area associated with this project appears to be used for agriculture. Edgemoor Hospital occupies the eastern-central portion of the project area. The areas to the south and southeast are a mix of residential/commercial and agriculture. The areas to the east and west are occupied by agriculture. The area to the north appears to be mostly undeveloped.

- In the 1963 photograph, Edgemoor Hospital has been further expanded to the east. The areas to the north, south, and west of the hospital are undeveloped. Surrounding areas appear similar to those described in the 1953 photo, and there is more development to the south and southeast.

- In the 1974 photograph, the southwestern portion of the project site has been developed with the juvenile facility that preceded the establishment of LCDF at the existing location. The project site area to the south of the hospital appears to be in use for agriculture. Two large residential developments have been added to the east and southeast. There are small water bodies in the course of the San Diego River north of the project site. There is also a sandpit in use north of the project site.

- In the 1989 photograph, the northwestern portion of the project site has been developed. Residential development has increased to the north, east, and northeast. The area to the west and northwest appears undeveloped. Residential and commercial development to the south has also expanded.

- In the 1994 photograph, the project site is similar to the 1989 photograph. There are unimproved roads leading north from LCDF to the San Diego River. Vegetation has filled in around the banks of the San Diego River. Another residential development is north of the project site on the north side of the San Diego River.

- In the 2002 photograph, the project site is similar to the 1994 photograph. Residential and commercial development is starting to fill in the areas to the west and northwest.

The aerial photographs indicate that the project site was used for agricultural purposes. Typically agriculture is indicative of pesticide use. There is no other visible evidence (such as tanks, drums, or landfill activities) of use or disposal of hazardous substances on the subject property.

Review of Historical Topographic Maps

Historical topographic maps are another source that can be used to document the prior use of the property and surrounding area. Topographic maps from 1901, 1903, 1904, 1939, 1948, 1967, 1975 (1967 photorevised) and 1996 were reviewed (*Appendix F*).

The topographic maps indicate the following:

- In the 1901 topographic map, the San Diego River is depicted north of the site. There is a residence in the vicinity, and the railroad is depicted to the east. There is a roadway to the south, which may have intersected the project site.

- In the 1903 topographic map, a few roads have been added south of the project site. The railroad is depicted east of the site. There is also new residential/commercial development to the east and southeast.

- In the 1904 topographic map, the scale is double that of the 1903 map. Therefore, details of the project site are not apparent. There does not appear to be much change from the 1903 map.

- In the 1939 topographic map, the project site is labeled Edgemoor County Farm. There are buildings depicted in the area now occupied by the hospital. The areas immediately south and southeast have been populated with residential development. Further south more roads have been added, as well as residences. Fanita Ranch is depicted to the west of the subject property. The railroad is depicted to the east. The San Diego River is shown to the north.

- The 1948 topographic map is similar to the 1939 map. The project site is labeled as Edgemoor County Farm. Fanita Ranch is labeled to the west. The San Diego River is depicted to the north and the railroad to the east.

- In the 1967 topographic map, Edgemoor Hospital is depicted. Buildings are shown in the southwestern portion of the project site. Several sandpits are depicted north of the project site, along the San Diego River. The San Vicente Freeway is depicted to the east. There are more residences in the vicinity, to the east and southeast. A fire station is depicted to

the southwest. Carlton Hills School is depicted to the northwest and El Cajon Christian School to the southeast.

- In the 1975 topographic map, there are a few more buildings depicted on the southwestern portion of the project site. A mobile home park is depicted to the east. Residential and commercial development has expanded to the north and south.

- In the 1996 topographic map, the northwestern portion of the project site has been developed. Edgemoor Skilled Nursing Facility appears to have expanded. Residential/commercial development has expanded to the east and west.

The topographic maps indicate that the project site was used for agricultural purposes. Typically agriculture is indicative of pesticide use. As such, there could be residual onsite pesticides in the soil.

Site History

An environmental lien search was conducted pursuant to American Society for Testing and Materials (ASTM) Standard E 1527-05 in order to be covered under the All Appropriate Inquiries Rule for CERCLA liability. An environmental lien search was also requested (*Appendix F*). There were no environmental liens found on project site parcels.

2.5.1.2 Proximity to Schools

As shown in *Figure 3.1-8* in *Section 3.1.4*, the existing and proposed project site is located in an area containing mixed and residential use, including schools and community parks. The closest schools to the project site are Homestead School on Chubb Lane and Sunshine Daycare and Preschool at Magnolia and Park Avenues, both located approximately 700 feet from the proposed project. In addition, as indicated in *Table 1-3* and shown on *Figure 1-9*, a proposed school, Liberty Charter School, is proposed north of future Riverview Parkway and west of Magnolia Avenue within the City's Town Center.

2.5.1.3 Gillespie Field Airport Land Use Plan

Section 3.1.4 of this EIR analyzes the project's compatibility with the Gillespie Field Airport Land Use Compatibility Plan (ALUCP). The project site is located approximately one mile from the airport.

2.5.1.4 Fire Hazards

The site is located in an urbanized area in the City of Santee and is not within or adjacent to a wildfire hazard area.

2.5.2 Analysis of Project Effects and Determination as to Significance

The identified significance thresholds for hazards and hazardous materials impacts are based on criteria provided in Appendix G of the CEQA Guidelines. A significant impact related to hazards and hazardous materials would result if the project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
3. Result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
4. Be located within an airport land use plan or, where such a plan has not been adopted, is located within two miles of a public airport, and would result in a safety hazard for people residing or working in the project area.
5. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas where residences are intermixed with wildlands.

2.5.2.1 Hazardous Materials

<u>Thresholds for the Determination of Significance</u>

The proposed project would have a significant hazards impact if it would do one or more of the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Analysis

Construction

Storage of hazardous substances at the existing LCDF and three Edgemoor buildings would be discontinued and removed prior to demolition. During the demolition and construction phase of the proposed project, gasoline, diesel fuel, lubricating oil, grease, solvents, caulking and paint would be used at the site, which are typical substances used for construction projects. In general, small amounts of these materials would be onsite at any one time. No acutely hazardous materials would be used on site during construction of the project. The materials handled would not pose a significant risk to offsite residents or workers. Unintended accidental spills of hazardous materials during construction activities could potentially cause soil or groundwater contamination, resulting in a significant hazard to the environment. This would result in a significant indirect impact (Impact HZ-1).

Twenty-eight mapped sites and 29 unmapped sites affiliated with hazardous or toxic substances and or waste were identified within 1.5 miles of the project site. As discussed in *Section 2.5.1.1*, with the exception of the existing LCDF and Edgemoor Skilled Nursing Facility, it does not appear that these sites have impacted environmental conditions within the project construction area, and therefore impacts due to movement of hazardous materials associated with these sites would be less than significant.

As discussed in *Section 2.5.1.1*, existing contaminants such as residual pesticides may occur on the proposed project site (including the existing LCDF and Edgemoor Skilled Nursing Facility sites). During demolition and construction, contaminants could be mobilized if contaminated soil is exposed to runoff that could transport hazardous substances outside the work area, which could cause a threat to the public and waters in the vicinity of the project. This could result in a significant indirect impact (Impact HZ-2). In addition, given their age, the existing LCDF and Edgemoor structures may contain hazardous materials such as asbestos and lead paint, and these substances could be released during demolition, also resulting in a significant indirect impact (Impact HZ-3).

Post-Construction/Operations

Federal, state and local regulations control the transportation, use, storage, generation and disposal of hazardous materials to minimize potential health and environmental hazards that could occur through accidental spills or leakage. Pursuant to Health and Safety Code Section 25504, an annual business plan, more commonly referred to as a Business Emergency Plan

(BEP) and Hazardous Materials Inventory, for the LCDF is prepared by the SDSD for submittal to the County of San Diego's DEH.

In addition to identifying hazardous substances, the BEP includes details that facilitate coordination and emergency planning with on- and offsite response officials and facilities in the event of an emergency.

The proposed LCDF would continue to use hazardous materials currently used at the LCDF, such as medical supplies, industrial cleaning agents, petroleum fuels for machinery, and paints. As under existing conditions at the LCDF, the use, transport, and disposal of hazardous materials are conducted in compliance with all applicable federal, state, and local regulations. As discussed above, SDSD has adopted a comprehensive BEP, which discusses the equipment and training provided to its personnel to detect, respond to, mitigate, and abate hazards that could occur during an accidental release. If the BEP document is not updated to account for the additional hazardous materials that could be used, a significant indirect impact could result (Impact HZ-4).

2.5.2.2 Schools

Thresholds for the Determination of Significance

The project would have a significant hazards impact if it would:

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Analysis

Two existing schools, Homestead School and Sunshine Daycare and Preschool are located approximately 700 feet from the proposed project boundary, which is less than one-quarter mile away. In addition, the proposed Liberty Charter School would be located approximately 175 feet to the north of the proposed LCDF boundary. As analyzed in *Section 2.5.2.1* above, the project would result in significant hazardous materials impacts related to demolition, construction and operation of the LCDF project (Impacts HZ-1, HZ-2, HZ-3 and HZ-4). As such, the project has the potential to emit and/or handle hazardous materials within one-quarter mile of these schools, which would result in significant indirect impacts (Impact HZ-5).

2.5.2.3 Airport Land Use Plan

Thresholds for the Determination of Significance

The project is considered to have a significant hazards impact if it is:

- Located within an airport land use planning area, or where such a plan has not been adopted, is located within two miles of a public airport, and would result in a safety hazard for people residing or working in the project area.

Analysis

The project site is located approximately one mile from Gillespie Field. As discussed in *Section 3.1.4*, the project is located outside of the existing Airport Land Use Compatibility Plan (ALUCP) for Gillespie Field. Therefore, impacts would be less than significant. Refer to *Section 3.1.4* of this EIR for additional analysis.

2.5.2.4 Wildland Fires

Thresholds for the Determination of Significance

The project would have a significant hazards impact if it:

- Would expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas where residences are intermixed with wildlands.

Analysis

The site is located in an urbanized area in the City and is not within or adjacent to a wildlands fire hazard area. Some of the surrounding vacant parcels are being currently developed for office/commercial and roadway uses by the City. Refer to *Section 2.3*, the biological resource analysis of this EIR, which identifies the types of vegetation that would be affected by the project. The project would be served by the existing fire station located directly to the south. The likelihood of the project's construction or operation to result in a wildland fire is therefore low, and impacts would be less than significant. Likewise, given the urbanized nature of surrounding land uses, the project itself would not expose people or structures to a significant risk of loss involving wildfires.

2.5.3 Cumulative Impact Analysis

Table 2.5-4 summarizes the hazards impacts of applicable reasonably foreseeable cumulative projects. The hazardous materials cumulative study area is the Santee Town Center Specific Plan Area, and adjacent areas in the unincorporated area. The Market Place at Santee, San Diego River Restoration, Town Center Community Park Phase 2, Sky Ranch Project, Edgemoor Skilled Nursing Facility, Edgemoor Facility Demolition, and Lakeside Downs projects were included in the study area for cumulative hazards impacts. This study area was chosen because these projects have the potential to contribute to a cumulative hazard impacts due to the transport and handling of hazardous materials that would occur during project construction and upon completion. It should be noted that the Final MEIR for the Santee Town Center Specific Plan found that impacts due to hazards and hazardous materials were not significant at the project level, or when considered cumulatively (City of Santee 2006a).

As discussed in *Section 2.4.1.1,* an environmental records study was conducted for the project study area that identified hazardous materials in the study area. However, as required by law, each existing hazard or environmental condition must be mitigated or a plan developed to safely protect the public from such hazard. Therefore, adverse cumulative conditions related to hazardous materials do not currently exist and no significant cumulative impacts would result in the future. Construction of the project, as well as other proposed projects in the study area, could increase the potential and likelihood for exposure of people to hazardous materials or health risks associated with disturbance of hazardous materials. Each project's compliance with applicable laws and regulations identified in *Section 2.4.1.5* would ensure that the cumulative risk of adverse public health effects associated with the use, storage, and transport of hazardous materials would not be significant .

The site is located in an urbanized area and is not within or adjacent to a wildlands fire hazard area. Some of the surrounding vacant parcels are being currently developed for office/commercial and roadway uses by the City. The potential for fires resulting in the loss of life or property are generally unique to each site. A proposed project in a given area cannot be approved unless the project is determined to meet the fire codes and regulations for the fire authority having jurisdiction over the proposed project. Because the proposed project and cumulative projects would comply with the fire related regulations and incorporate fire protection features, the potential cumulative impact from fires would be less than significant.

2.5.4 Significance of Impacts Prior to Mitigation

Indirect hazardous materials impacts related to project construction (including demolition) and operation (Impacts HZ-1, HZ-2, HZ-3 and H-4) would be significant, as would potential indirect hazardous materials impacts to two existing schools and one planned vicinity school (Impact HZ-5). All other hazards impacts would be less than significant.

2.5.5 Mitigation Measures

Impact HZ-1: Risk of Upset During Construction

M-HZ-1a Prior to construction (including demolition), all contractor and subcontractor project personnel shall receive training regarding the appropriate work practices necessary to comply with the applicable environmental laws and regulations, including, without limitation, hazardous materials spill prevention and response measures.

M-HZ-1b The construction contractor shall ensure that no hazardous materials are disposed of or released onto the ground, the underlying groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All potentially hazardous material construction waste shall be removed to a hazardous waste facility permitted or otherwise authorized to treat, store, or dispose of such materials.

M-HZ-1c A hazardous substance management, handling, storage, disposal, and emergency response plan shall be prepared and implemented by the construction contractor. The plan shall include measures that comply with all applicable laws and regulations to ensure that risks of release of materials through use, transport and disposal of the materials are reduced to the maximum extent practicable. The final plan shall be approved by the County Department of General Services.

M-HZ-1d The construction contractor shall ensure that hazardous materials spill kits are maintained onsite for small spills.

Impact HZ-2: Release of Hazardous Materials During Construction

M-HZ-2a If hazardous waste and/or hazardous materials are encountered during demolition of existing facilities, grading, construction, or operation of proposed facilities, the County shall ensure compliance with CCR Title 23 and Title 26 and health

and safety regulations as enforced by the San Diego County DEH. Excavated soils appearing to be impacted by hazardous waste or materials shall be characterized, managed and disposed of in accordance with the San Diego County DEH Site Assessment and Mitigation (SAM) manual. This determination can be made by a visual (i.e., stained soil) and/or odor assessment. The San Diego County DEH and RWQCB shall be contacted regarding the possible reuse of soils contaminated by hydrocarbons for backfill.

M-HZ-2b Due to the potential for residual pesticides to be in the soil on the project site, soil samples shall be collected on the proposed project site prior to construction. Samples shall be analyzed by a certified laboratory for organochlorine pesticides. The sampling program shall be conducted in accordance with the San Diego County SAM manual. If pesticides above permissible exposure limits for residential uses are detected from the site, a program shall be implemented by San Diego County General Services to properly remediate affected soils in accordance with the County DEH's SAM manual standards.

M-HZ-2c Any septic systems and above ground storage tanks located onsite shall be removed and/or closed under permit and approval of County DEH prior to grading.

M-HZ-3a Prior to the start of demolition, an asbestos survey shall be performed by the Department of Environmental Health (DEH), Occupational Health Program (OHP) for all onsite structures that will be disturbed by demolition activities in accordance with County of San Diego Administrative Manual Asbestos Policy 0050-01-9. The survey shall cover the entire building to be demolished, document the location and types of asbestos found, and determine whether any on-site abatement of asbestos containing materials is necessary. If asbestos is located during the survey, an abatement work plan shall be prepared by County DEH in compliance with local, state, and federal regulations for removal of such materials. The work plan shall include specifications for the proper removal and disposal of asbestos. County DEH, OHP, or designee will provide project surveillance of the asbestos work activities to ensure that proper controls are implemented and to ensure compliance with the work plan requirements and abatement contractor specifications. Any necessary asbestos sampling and abatement shall be done by a Cal/OSHA certified asbestos consultant/contractor.

In addition, the Air Pollution Control District (APCD) and the California Occupational Safety and Health Administration (Cal/OSHA) have notification requirements pertaining to the disturbance of asbestos containing materials (ACMs). When applicable, these notifications shall be made prior to the activity as follows:

a. 10-day notification to APCD for renovation/demolition activities (Note: These are 10 working days; asbestos activities can start on the 11th day. Working days means Monday through Friday including holidays that fall on these days.

b. 24-hour notification to Cal/OSHA.

M-HZ-3b Prior to the start of demolition, a lead based paint survey shall be performed by a Certified Lead Inspector/Assessor as defined in Title 17, CCR Section 35005 for all onsite structures that will be disturbed by demolition activities in accordance with local, state and federal regulations. The survey shall cover the entire building to be demolished, document the location and types of lead based paint found, and determine whether any on-site abatement of lead based paint is necessary. If lead based paint is located during the survey, an abatement work plan shall be prepared by County DEH in compliance with local, state, and federal regulations for any necessary removal of such materials. The work plan shall include specifications for the proper removal and disposal of lead based paint. County DEH, OHP, or designee will provide project surveillance of the lead based paint work activities to ensure that proper controls are implemented and to ensure compliance with the work plan requirements and abatement contractor specifications.

Impact HZ-4: Release of Hazardous Materials Post-Construction and HZ-5: Impacts to Schools

The following mitigation measure would reduce operational impacts (Impacts HZ-4 and HZ-5) to below a level of significance:

M-HZ-4 & 5 Prior to opening Las Colinas, SDSD shall update its BEP to include the transport, storage, use, and disposal of hazardous materials during operation of the proposed project. These updates shall include the use of chemicals currently used at the LCDF, as well as any new chemicals to be used at the new facility. The updated BEP shall be submitted to the San Diego County DEH for review and approval. All chemicals shall be managed in accordance with the California Hazardous Waste Control Law (Health and Safety Code Division 20, Chapter 6.5) and the

Hazardous Waste Control Regulations (CCR, Title 22, Division 4.5). Also, prior to construction, the State Department of Toxic Substances Control (DTSC) shall be contacted to determine if a DTSC permit is required.

2.5.6 Conclusion

Significant Indirect Impact HZ-1: Implementation of mitigation measures M-HZ-1a through M-HZ-1d would reduce significant indirect impacts to less than significant by requiring appropriate training and practices for construction contractors and subcontractors related to risk of upset during construction.

Significant Indirect Impacts HZ-2 and HZ-3: Implementation of mitigation measures M-HZ-2a through M-HZ-2c would ensure that impacts related to release of hazardous materials during demolition and/or construction would be reduced to less than significant by specifying protocols for properly surveying and remediating these materials, if hazardous waste or hazardous materials are encountered. Also, soil samples would be submitted to DEH for review, and remediation implemented if necessary. Asbestos and lead based paint surveys required in mitigation measures M-HZ-3a and M-HZ-3b identify protocols for properly surveying and remediating these materials in accordance with hazardous materials laws designed to preclude impacts.

Significant Indirect Impact HZ-4 and Significant Indirect Impact HZ-5: Mitigation measures M-HZ-4 and M-HZ-5 require that SDSD update its BEP to account for hazardous materials that would be stored onsite. Coordination with the County DEH is also required to ensure that the BEP is prepared in compliance with applicable regulations. By implementing these measures, the proper equipment and training would be provided to SDSD personnel to detect, respond to, mitigate, and abate hazards that occur during an accidental release, and impacts would be reduced to less than significant levels.

Table 2.5-1
Federal Database Search

ACRONYM	DATABASE	SEARCH DISTANCE
NPL	National Priorities List (including proposed NPL sites)	1.25 miles
CORRACTS	Resource Conservation and Recovery Act (RCRA) Corrective Action	1.25 miles
PROPOSED NPL	Proposed National Priority List Sites	1.25 miles
CERCLIS NFRAP	CERCLIS No Further Remedial Action Planned	0.75 miles
RCRA TSD	Resource Conservation and Recovery Act Information	0.75 miles
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)	0.75 miles
TRIS	Toxic Release Inventory Database	0.25 miles
RCRA - SQG	RCRA registered small generators of hazardous waste	0.5 miles
RCRA - LQG	RCRA registered large generators of hazardous waste	0. 5 miles
ERNS	Emergency Response Notification System of spills	0.25 miles
CONSENT	Superfund (CERCLA) Consent Decrees	1.25 miles
ROD	Record of Decision	1.25 miles
FINDS	Facility Index System/Facility Identification Initiative Program Summary Report	0.25 miles
HMIRS	Hazardous Materials Information Reporting System	0.25 miles
MLTS	Material Licensing Tracking System	0.25 miles
MINES	Mines Master Index File	0.5 miles
NPL Recovery	Federal Superfund Liens	0.25 miles
PADS	PCB Activity Database System	0.25 miles
DOD	Department of Defense Sites	1.25 miles
US BROWNFIELDS	A Listing of Brownfields Sites	0.75 miles
RAATS	RCRA Administrative Action Tracking System	0.25 miles
TSCA	Toxic Substance Control Act	0.25 miles
Delisted NPL	National Priority List Deletions	1.25 miles
UMTRA	Uranium Mill Tailings Sites	0.75 miles
FUDS	Formerly Used Defense Sites	1.25 miles
SSTS	Section 7 Tracking Systems	0.25 miles
ODI	Open Dump Inventory	0.75 miles
FTTS	Federal Insecticide, Fungicide, & Rodenticide Act/TSCA Tracking System	0.25 miles
US INST CONTROLS	Sites with Institutional Controls	0.75 miles
US ENG CONTROLS	Sites with Engineering Controls	0.75 miles
ICIS	Integrated Compliance Information System	0.25 miles

Table 2.5-2
State and Local Database Search

ACRONYM	DATABASE	SEARCH DISTANCE
Hist Cal-Sites	Cal-EPA, Department Of Toxic Substances Control	1.25 miles
CA BOND	Bond Expenditure Plan	1.25 miles
SCH	Proposed And Existing School Sites Being Evaluated By DTSC	0.5 miles
TOXIC PITS	Toxic Pits Cleanup Facilities	1.25 miles
State Landfill	State Landfill	0.75 miles
CA WDS	Sites Issued Waste Discharge Requirements	0.25 miles
WMUDS/SWAT	Waste Management Unit Database/Solid Waste Assessment Test	0.75 miles
CORTESE	State Index Of Properties With Hazardous Waste	0.75 miles
SWRCY	Recycler Database	0.75 miles
LUST	Leaking Underground Storage Tank	0.75 miles
CA FID UST	Facility Inventory Database	0.5 miles
SLIC	Statewide Spills, Leaks, Investigations, and Cleanups Cases	0.75 miles
UST	Registered Underground Storage Tanks, Including Tanks On Indian Land And Historic USTs	0.5 miles
HIST UST	Historic Underground Storage Tanks	0.5 miles
AST	Registered Aboveground Storage Tanks	0.5 miles
SWEEPS UST	UST listing maintained by RWQCB in the 1980s	0.5 miles
CHMIRS	California Hazardous Material Incident Report System	0.25 miles
Notify 65	Proposition 65	1.25 miles
DEED RSTR	Department Of Health Services – Land Use And Air Assessment	0.75 miles
VCP	Brownfields Voluntary Cleanup Program	1.125 miles
CLEANERS	Dry Cleaner Facilities	0.75 miles
WIP	Well Investigation Program Case List	0.5 miles
CDL	Clandestine Drug Labs	0.25 miles
San Diego Co. HMMD	San Diego County Hazardous Material Management Division Database	0.25 miles
RESPONSE	State Response Sites	1.25 miles
HAZNET	Hazardous Waste Information System	0.25 miles
EMI	Emissions Inventory Data	0.25 miles
ENVIROSTOR	Envirostor Database	1.25 miles
INDIAN RESERV	Indian Reservations	1.25 miles
INDIAN LUST	Leaking Underground Storage Tanks on Indian Land	0.75 miles
INDIAN UST	Underground Storage Tanks on Indian Land	0.5 miles

Table 2.5-3
EDR Proprietary Historical Database Search

ACRONYM	DATABASE	SEARCH DISTANCE
Manufactured Gas Plants	EDR Proprietary Manufactured Gas Plants	1.25 miles
EDR Historical Auto Stations	EDR Proprietary Historic Gas Stations	0.5 miles
EDR Historical Cleaners	EDR Proprietary Historic Dry Cleaners	0.5 miles

Table 2.5-4
Hazards and Hazardous Materials Cumulative Projects

Project No. (from Table 1-3)	Project Name	Status	Project-Level Hazards and Hazardous Materials Impacts
2	Market Place at Santee	MND prepared March 2007; Approved May 2007; demolition completed and grading commenced	Less than Significant
4	San Diego River Restoration, Edgemoor Property	Pending review; MND prepared October 2006	Less than Significant
8	Sky Ranch Development	Under construction	Transport of hazardous materials, release of materials into the environment, and wildland fires (all mitigated to less than significant).
18a	Edgemoor Skilled Nursing Facility Relocation Project	Project approved and under construction.	Less than Significant
18b	Edgemoor Facility Demolition	Draft EIR released august 2008.	Significant effects related to disposal of hazardous materials, including asbestos and lead-based paint.
19	Lakeside Downs	Draft EIR in process	Potentially significant effects
35	Town Center Community Park Phase 2	Grading underway	Potential impacts through accidental discharges of fuel associated with storage, vehicle operation and maintenance activities (avoided or mitigated to less than significant).

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2.6 Hydrology and Water Quality

This section presents a discussion of surface water, drainage, flooding, water quality, and water resources in the project area. A Hydrology and Water Quality Technical Report was prepared in December 2007 to analyze potential impacts to water quality and estimate changes to drainage characteristics from construction and operation of the LCDF project. A complete copy of the report is included as *Appendix G*. As part of the technical report, peak flow rates for the conceptual design were calculated following the methods outlined in the San Diego County Hydrology Manual. Best Management Practices (BMPs) suggested in the technical report were based on the City's Standard Urban Storm Water Mitigation Plan (SUSMP), the Jurisdictional Urban Runoff Management Program (JURMP), and the San Diego River Watershed Urban Runoff Management Plan. The following baseline hydrologic conditions and impact analysis are based on the Hydrology and Water Quality Technical Report, the Santee Town Center Specific Plan Final MEIR (January 2006), and from maps, aerial photos, and other relevant documents from regional, county, and state water agencies.

Per the State CEQA Guidelines Section 15150(c) and as discussed in *Section 1.2.2*, this section of the EIR incorporates by reference Section 4.5 of the Santee Town Center Specific Plan Final MEIR (January 2006). This EIR section relies on the data presented in that MEIR related to existing drainage facilities in the project vicinity.

2.6.1 Existing Conditions

2.6.1.1 General Hydrology and Drainage

The proposed project is located within the City of Santee (City) in San Diego County. The City is located approximately 18 miles inland from the coast with a climate characterized as mild. Winters are mild and sometimes cool, springs can be rainy, and the summer and fall are hot and dry. The Santee area has relatively low rainfall. Annual precipitation averages about 13 inches, with over 70 percent of that falling between December and March. Average monthly temperatures range from a high of 89 degrees Fahrenheit (^{o}F) in August to a low of 42 ^{o}F in December (SanGIS, accessed January 5, 2007).

The project site is located within the Santee Hydrologic Subarea of the Lower San Diego Hydrologic Area within the San Diego Hydrologic Unit. The San Diego Hydrologic Unit is one of 11 drainage areas designated in the 1994 San Diego RWQCB Water Quality Control Plan for the San Diego Basin Plan. The San Diego Basin encompasses approximately 3,900 square miles, including most of the County and portions of southwestern Riverside and Orange Counties. The San Diego Hydrologic Unit is a long, triangular-shaped area of approximately 440 square miles

that drains to the San Diego River, which begins near the community of Julian and extends to the Pacific Ocean. The San Diego Hydrologic Unit is comprised of the following four hydrologic areas; Lower San Diego, San Vicente, El Capitan and Boulder Creek Hydrologic Areas.

Runoff from the project site generally flows westward and northward and ultimately reaches the San Diego River through existing storm water conveyance systems. An improved drainage swale is located to the north of the existing LCDF that connects to the San Diego River. A graded channel is also located to the west of the existing detention facility running north-south that connects with the San Diego River. Existing drainage improvements in the project vicinity include storm drains and drainage pipes located in Mission Gorge Road, Town Center Parkway, Transit Way, Civic Center Drive, Cottonwood Avenue and Magnolia Avenue as discussed in the Santee Town Center Specific Plan Final MEIR (January 2006).

2.6.1.2 Regulatory Environment

Several local, state, and federal regulations govern discharges associated with construction and post-construction storm water runoff to protect water quality of receiving waters. The following is a summary of the regulatory framework that has been established to protect water resources.

Federal

Federal Clean Water Act. Increasing public awareness and concern for controlling water pollution led to enactment of the Federal Water Pollution Control Act of 1972. As amended in 1977, this law became commonly known as the Clean Water Act. The Act established guidelines for regulating discharges of pollutants into the waters of the United States. The Clean Water Act requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the Act.

- ***Section 401.*** Section 401 of the Clean Water Act requires an applicant for a federal permit, such as the construction or operation of a facility that may result in the discharge of a pollutant, to obtain certification of those activities from the state in which the discharge originates. This process is known as the Water Quality Certification for the project. For projects in the County, the San Diego RWQCB (Region 9) issues Section 401 certifications.

- ***Section 402.*** Section 402 of the Clean Water Act established the Natural Pollution Discharge Elimination System (NPDES) to control water pollution by regulating point sources that discharge pollutants into waters of the United States. In the State of California, the Environmental Protection Agency (EPA) has authorized the State Water

Resource Control Board (SWRCB) to implement the NPDES program. In general, the SWRCB issues two baseline general permits: one for industrial discharges and one for construction activities. The Phase II Rule that became final on December 8, 1999, expanded the existing NPDES program to address storm water discharges from construction sites that disturb land equal to or greater than one acre.

- ***Section 404.*** Section 404 of the Clean Water Act established a permitting program to regulate the discharge of dredged or filled material into waters of the United States. The definition of waters of the United States includes wetlands adjacent to national waters. This permitting program is administered by the ACOE and is enforced by the EPA.

- ***Section 303(d).*** Under Section 303(d) of the Clean Water Act, the SWRCB is required to develop a list of water quality limited segments for jurisdictional waters of the United States. The waters on the list do not meet water quality standards, and therefore the RWQCB was required to establish priority rankings and develop action plans, referred to as total maximum daily loads, to improve water quality. The EPA approved the San Diego RWQCB's 303(d) list of water quality limited segments in July 2003. The list includes pollutants causing impairment to receiving waters or, in some cases, the condition leading to impairment.

State

Porter-Cologne Water Quality Control Act. The Porter-Cologne Act, Division 7 of the California Water Code, is the basic water quality control law for California. The goal of the Porter-Cologne Act is to create a regulatory program to protect water quality and beneficial uses of the state's waters. As such, the state and regional boards were established to implement and enforce the Clean Water Act and state-adopted water quality control plans.

The SWRCB is responsible for issuing storm-water permits in accordance with the NPDES program. For projects disturbing one or more acres of land, the applicant must file a Notice of Intent for coverage under the General Permit for Storm Water Discharges Associated with Construction Activity (General Permit) and prepare a Storm Water Pollution Prevention Plan (SWPPP) that specifies BMPs to prevent pollutants from contacting storm water and procedures to control erosion and sedimentation.

The County is within the jurisdiction of the RWQCB (Region 9). Each RWQCB is responsible for water quality control planning within its region, often in the form of a Basin Plan. A major purpose of the Basin Plan is to define beneficial uses of surface water and groundwater. Beneficial uses are defined as "the uses of water necessary for the survival or well being of man,

plants, and wildlife. Examples include drinking, swimming, industrial and agricultural water supply and the support of fresh and saline aquatic habitats" (State of California, 1995). Water quality objectives seek to protect the most sensitive of the beneficial uses designated for a specific water body.

The RWQCB is also responsible for implementing the provisions of the General Permit, including reviewing SWPPPs and monitoring reports, conducting compliance inspections, and taking enforcement actions.

Local

Municipal Storm Water Permit. - The County and 20 other cities or jurisdictions in the region were issued a NPDES Municipal Storm Water Permit on January 24, 2007 by the San Diego RWQCB (Order No. R9-2007-0001). The recently issued permit renews Permit No. CAS0108758, which was first issued on July 16, 1990 (Order No. 90-42) and later renewed on February 21, 2001. The permit requires the development and implementation of Best Management Practices (BMPs) in development planning and construction of private and public development projects. Development projects are also required to include BMPs in the permanent design to reduce pollutant discharges from the project site. BMPs associated with the final design are described in the Model Standard Urban Storm Water Mitigation Plan (SUSMP). In addition, the County requires a Storm Water Management Plan (SWMP) to describe potential construction and post-construction pollutants and identify BMPs to protect water resources. The Low Impact Development Handbook, Stormwater Management Strategies (County of San Diego 2007) has been prepared to provide a comprehensive list of low impact development (LID) planning and stormwater management techniques to assist development in complying with the municipal permit.

2.6.1.3 Water Resources

Surface Water

The nearest surface water is the San Diego River located to the north of the project site. Beneficial uses have been identified for the San Diego River including municipal and domestic supply; agricultural supply; industrial services supply; contact recreation; non-contact recreation; warm freshwater habitat; wildlife habitat; preservation of biological habitats of special significance; estuarine habitat; rare, threatened or endangered species; marine habitat; and migration of aquatic organisms.

Groundwater

Groundwater is subsurface water that occurs within the void space of soils and geologic formations. Aquifers are groundwater-bearing formations sufficiently permeable to transmit and yield significant quantities of water. In the geotechnical investigations prepared for the Town Center Specific Plan, groundwater was encountered at depths of 6.5 feet below ground surface (bgs) near the San Diego River and 16 feet bgs near the Mission Gorge Road and Cottonwood Avenue intersection, just south of the existing LCDF (Geocon 2004). Groundwater occurring within the San Diego Hydrologic Unit has existing beneficial use designations for municipal and domestic supply and agricultural supply.

Water Quality

Water quality refers to the effect of natural and human activities on the composition of water. Water quality is expressed in terms of measurable physical and chemical qualities that can be degraded by urban runoff, illicit discharges, and planned water use. Urban runoff transported by municipal storm water conveyance systems is one of the principal causes of water quality problems in most urban areas. Storm water that accumulates on impervious surfaces, such as parking lots, rooftops, and streets, drains directly and indirectly to waters of the United States.

The site is located within the City's Municipal Separate Storm Sewer System (MS4). The City's storm water conveyance system is separate from the sanitary sewer system, and therefore does not receive any treatment prior to being discharged into streams, bays, and the ocean. The primary pollutants of concern in urban runoff are sediments, nutrients, heavy metals, organic compounds, trash and debris, oils, bacteria, and pesticides. Construction-related pollutants include sediment, concrete, paints and solvents, and hazardous materials associated with operation and maintenance of heavy equipment.

According to the California 2002 303(d) list published by the San Diego RWQCB, the San Diego River (lower) is an impaired water body. The pollutant stressors for the segment between the river mouth and approximately 12 miles upstream include fecal coliforms, low dissolved oxygen, phosphorus, and total dissolved solids.

2.6.1.4 Flooding

A 100-year flood event is a flood that has a one percent chance of being equaled or exceeded in any given year. The 100-year flood is the standard used by most federal and state agencies and the National Flood Insurance Program as the standard for floodplain management. The northern portion of the proposed project site is located within a FEMA 100-year flood zone, as shown on *Figure 2.6-1*. The City of Santee has in place a Flood Drainage Prevention Ordinance (Santee Municipal Code Section 15.52), which identifies a 100-year flood plain separately from the

FEMA-mapped flood plain for the San Diego River. The City's "special flood hazards inundated by 100-year flood" designation extends farther into the project site than the FEMA-mapped floodplain. As described in *Section 1.5.1*, a county project located in a city generally is not subject to regulation by the city, and the City's Municipal Code provisions related to flood hazards do not apply to the project. However, the City's flood hazard designation is used to evaluate the significance of physical environmental effects of the project, as noted in *Section 2.6.2*, pursuant to Appendix G of the State CEQA Guidelines.

2.6.1.5 Dam Inundation Areas

The City's General Plan 2020 includes areas within the City of Santee where inundation from a potential dam failure could occur. The inundation maps for the El Capitan Dam and San Vicente Dam were prepared in 1974 for the City of San Diego. The inundation map for the Chet Harritt (Lake Jennings) Dam was prepared in 1975 for the Helix Water District. The project site is located within the El Capitan Reservoir, Chet Harritt (Lake Jennings), and San Vicente Reservoir inundation areas, as described below. Failure of any of these dams would release water into the San Diego River watershed.

El Capitan Dam: The El Capitan Dam on the San Diego River is roughly ten miles upstream from the project site. The dam was constructed in 1935 by hydraulic fill methods, which includes rock-fill with a clay core. The dam has a storage capacity of 112,807 acre-feet of water at the spillway elevation of 750 feet ASML.

Chet Harritt Dam (Lake Jennings): The earth-fill dam, on a tributary to the San Diego River, is located approximately three miles east of the project site. Lake Jennings, which is retained by the dam, has approximately 10,700 acre-feet of capacity. The dam was constructed in 1962 by modern methods aimed to reduce potential impacts from seismic damage.

San Vicente Dam: The San Vicente Dam on San Vicente Creek, a tributary to the San Diego River, consists of a concrete gravity structure located approximately 3.5 miles northeast of the project site. The dam was constructed in 1943 and has a capacity of 90,230 acre-feet of water. Studies completed in 1981 concluded the dam was capable of resisting seismic damage under the regional seismic regime. The San Diego County Water Authority is proposing to raise San Vicente Dam by 63 feet to provide room for additional water. Modeling done as part of the dam raise project's EIR estimated that the downstream dam break flood zone would not change significantly with the expanded reservoir. The addition of 63 feet may actually reduce the risk of dam failure as a result of the new dam structure, which would be attached to the downstream face of the existing dam.

2.6.1.6 Tsunamis and Seiches

A tsunami is a sea wave generated by submarine earthquakes, landslides, or volcanic activity, which displace a relatively large volume of water in a very short period of time. Seiches are defined as oscillations in a semi-confined body of water due to seismic shaking. The proposed project site is located approximately 18 miles from the Pacific Ocean. There are no confined bodies of water in the vicinity of the site.

2.6.2 Analysis of Project Effects and Determination as to Significance

The identified significance thresholds for hydrology and water quality impacts are based on criteria provided in Appendix G of the State CEQA Guidelines. In addition, because the City of Santee maintains flood hazard designation mapping, and within the project area, the mapped 100-year floodplain is more extensive than the FEMA mapped floodplain, the City's flood hazard designation is used to evaluate the significance of impacts related to flood hazards. These thresholds are intended to ensure conformance with existing regulatory standards, as well as to protect public health and safety and private property from hydrology and water quality related hazards. A significant impact to hydrology and water quality would result if the project would:

1. Violate any water quality standards or waste discharge requirements.
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite.
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase rate or amount of surface runoff in a manner which would result in flooding on-or offsite.
5. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.
6. Otherwise substantially degrade water quality.
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
8. Place within 100-year flood hazard area structures which would impede or redirect flood flows.

9. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
10. Result in inundation by seiche, tsunami, or mudflow.

Relative to Threshold 7, the City of Santee's "special flood hazards inundated by 100-year flood" as designated in the Flood Drainage Prevention Ordinance (Santee Municipal Code Section 15.52), is included as an "other flood hazard delineation map".

2.6.2.1 Water Quality Standards

Thresholds for the Determination of Significance

A significant hydrology and water quality impact would occur if the project would:

- Violate any water quality standards or waste discharge requirements.
- Otherwise substantially degrade water quality.

Analysis

Construction and demolition activities could result in erosion leading to sediment-laden discharges to nearby water resources. Sediment transport to drainages and the nearby San Diego River to the north of the project area could result in degradation to water quality. Similarly, fuels, oils, lubricants, and other hazardous substances used during construction could be released and impact surface and groundwater. Following the completion of project construction, runoff from impervious surfaces could carry pollutants to the San Diego River through the City's MS4 storm drain facility. The City's SUSMP Manual identifies: oils, grease, pesticides, fertilizers, nutrients, heavy metals, organic compounds, oxygen demanding substances, bacteria, and trash as pollutants that could potentially be generated by implementation of the proposed project.

As described in *Section 2.6.1.3*, the Lower San Diego River is classified as a 303(d) listed water body for fecal coliforms, low dissolved oxygen, phosphorus, and total dissolved solids. Transport of nutrients (i.e., sediment, pesticides, fertilizers) during either the construction or post-construction phase of the project to the San Diego River could reduce dissolved oxygen, increase phosphorous concentrations, and increase total dissolved solids. The release of sediment and other deleterious substances from the project site can be controlled through the use of appropriately selected erosion and sediment control devices, as required by the regulations summarized in *Section 2.6.1.2*. Without proper management of sediment and pollutants, the project could violate water quality standards. However, project design features, as identified in *Section 1.2.1.6*, would reduce the potential for violations to water quality standards. These

features include preparation of a SWPPP and identification of site-specific BMPs during and post construction, implementation schedule, and a monitoring program and reporting requirements. With these project design features in place, the project would not violate water quality standards or waste discharge requirements, or substantially degrade water quality, and impacts would be less than significant.

2.6.2.2 Groundwater Disturbance and Water Quality Degradation

Thresholds for the Determination of Significance

A significant hydrology and water quality impact would occur if the project would:

- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
- Otherwise substantially degrade water quality.

Analysis

The project would obtain its water from the PDMWD, which obtains water from imported water sources. The project would not use groundwater for any purposes.

Demolition of the existing LCDF and construction of the proposed project would reduce the amount of pervious surfaces by replacing land that is currently undeveloped with impervious surfaces such as roadways, sidewalks, and rooftops. These features would intercept rainfall and prevent localized groundwater recharge. Runoff from the project site would be directed to pervious surfaces to the extent possible, including grass lined swales where it would either permeate into the ground or be conveyed as storm water to existing storm water conveyance systems. While localized groundwater recharge rates within the project area could change from pre-construction conditions, regional groundwater depths and characteristics are expected to remain unchanged. The project would not directly affect groundwater volumes because groundwater would not be used as a water source. As such, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge, and impacts would be less than significant.

The potential for groundwater to become contaminated during demolition, construction or operation of the project is directly related to the misuse of hazardous materials, such as fuels and oils, that if released and not cleaned up, could migrate to the water table. Compliance with the

General Permit for Storm Water Discharges Associated with Construction Activity (General Permit) and the County's Municipal Storm Water Permit for handling and storage of hazardous substances would ensure that potential impacts to groundwater quality would be less than significant.

2.6.2.3 Existing or Planned Drainage System

Thresholds for the Determination of Significance

A significant hydrology and water quality impact would occur if the project would:

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
- Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

Analysis

The proposed project would introduce impervious surfaces consisting of sidewalks, rooftops, asphalt driveways, and parking in an area that was previously partly permeable ground. Impervious surfaces, such as those mentioned above, intercept rainfall and convey flow that would otherwise naturally infiltrate into the soil. Within the existing 16-acre LCDF site limits, existing impervious surfaces would be replaced with a similar quantity and quality of impervious surfaces associated with the new facility. Therefore, there would be no net change in infiltration on the existing 16-acre portion of the project site. The net effect of the project on infiltration is associated with the 29-acre expansion area of the LCDF, and the 0.5 acre access road. Of the 29.5 acres, approximately 22.4 of those acres are currently undeveloped and therefore currently pervious, and of those 22.4 acres, approximately 14.5 acres of permeable surface would be made impervious, much of it with the hardscape described above.

Peak runoff rates from the project site would increase with implementation of the project by approximately 19 percent due to the increase in impervious surfaces when compared to pre-construction rates. *Table 2.6-1* provides a summary of runoff characteristics for the existing conditions and the conceptual design for the proposed project. Peak flow rates were estimated using the method outlined in the County of San Diego Hydrology Manual and the requirements

of the Santee SUSMP (see *Appendix G* for additional data and calculations). With implementation of the project, drainage would continue to flow east to west through the site, and then northward. As such, existing onsite drainage patterns within the project limits would not be substantially altered by construction of the project, and would not result in substantial erosion or siltation off-site. Therefore, onsite and offsite siltation and erosion impacts would be less than significant.

Also, since existing onsite drainage patterns would not be substantially altered by project implementation, and since the project incorporates site-specific BMPs as part of the project design (refer to *Section 1.2.1.6*), the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite. Onsite impacts would be less than significant.

Runoff from the project would flow into an existing adjacent unimproved channel on the west side of the project site at three primary discharge points. Based on the conceptual design and the estimated peak discharge rates shown in *Table 2.6-1*, the project would result in a 19.1 percent increase in peak discharge rates to the existing channel (Dudek 2007). Given this increase, the project would contribute runoff water which could result in flooding offsite and/or exceed the capacity of the existing storm water drainage system, and direct impacts would be potentially significant (Impact HY-1). The proposed project would not provide substantial additional sources of polluted runoff.

2.6.2.4 Encroachment into a Floodplain or Watercourse

Thresholds for the Determination of Significance

The following significance thresholds for hydrology and water quality impacts are based on criteria provided in Appendix G of the CEQA Guidelines. A significant impact to hydrology or water quality would result if the project would:
:

- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- Place within 100-year flood hazard area structures which would impede or redirect flood flows.
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

Analysis

The project limits would encroach into the FEMA 100-year floodplain for the San Diego River along the north side of the site (refer to *Figure 2.6-1*). In addition, the project footprint would be partially located within the City of Santee's special flood hazards inundated by 100-year flood zone as identified in the City's Flood Drainage Prevention Ordinance. Based on review of the San Diego River Flood Study maps, the proposed project's northern parking lot would be partially located within this special flood hazards zone. The City's Municipal Code provisions related to flood hazards do not apply to the project (see *Section 1.5.1*), however, the City's flood hazard designation is used to evaluate the significance of physical environmental effects of the project, as noted in *Section 2.6.2*, pursuant to Appendix G of the State CEQA Guidelines.

As described in *Sections 1.2.1.2 and 1.2.1.6*, a two-lane access road along the alignment of future Riverview Parkway would be built to provide access to the project from Magnolia Avenue, along the northern LCDF boundary. If construction of the four-lane Riverview Parkway is completed within a time frame that accommodates the proposed LCDF project, the LCDF would rely on the four-lane road instead. As described in *Section 1.1.1.2*, the alignment and grading necessary for the access road would be consistent with design of the future road per the Riverview Office Park Tentative Parcel Map (TPM 2005-04, recorded December 21, 2006). Future Riverview Parkway has been designed so that all grading for the road will be outside of the mapped Floodway of the San Diego River. The modeled flood elevation increase resulting from construction of the road would be 0.7 foot, which is below the FEMA standard of not raising the flood elevation more than 1 foot. Therefore, flood water displacement would be within acceptable limits of FEMA standards, and the project would not substantially impede or redirect flood flows.

The northern section of the LCDF site is planned to be raised to match the grade of the proposed two-lane access road (or future Riverview Parkway, if completed in a time frame that suits the project's needs). With fill and grading completed to match the access road/future Riverview Parkway grade, the elevation of the LCDF site would be raised above the 100-year flood zones. No LCDF structures would be located within a FEMA or City flood zone. Therefore, the project would not place housing or other structures within a 100-year flood hazard area, and would not place within 100-year flood hazard areas structures which would impede or redirect flood flows, and impacts would be less than significant.

The proposed project site is located downstream of San Vicente Reservoir, El Capitan Reservoir and Lake Jennings Reservoir within a dam inundation zone (City of Santee General Plan 2020, Safety Element, 2003). The safety of these dams is reviewed annually by the California Department of Water Resources, Division of Dam Safety.

The proposed project would replace the existing LCDF at the same location, and would raise the elevation of the site approximately three feet, thereby lessening the possible threats associated with inundation from a dam failure. Further, The existing LCDF has an Evacuation Plan. The plan includes evacuation procedures for dam failure and other natural disasters as required by State law. An Evacuation Plan would also be developed for the proposed project. California Code of Regulations (CCR), Title 24, dictates the design requirements for ensuring inmate safety at local detention facilities and requires plans to be submitted to the State Fire Marshal at the schematic design, design development and construction document phases. CCR, Title 15, Subchapter 4, Minimum Standards for Local Detention Facilities, provides the operational regulations for adult detention facilities. Specifically, Section 1029, Policy and Procedures Manual, requires each facility to develop and publish a manual of policies and procedures to address various issues, including emergency procedures for natural disasters, such as dam failures. The existing plan, "Emergency Procedures Manual Inundation Maps and Flood Evacuation Plan, Las Colinas Detention Facility," identifies actions to be taken to evacuate the facility in the event of a flood. The plan identifies Stages A, B, and C, with attendant requirements of staff at each stage. The stages correspond to various levels of threat of water inundation, and identify the appropriate SDSD staff in charge of each situation. The initial stages involve moving inmates and staff to the housing units farthest away from the river, with subsequent stages involving total transfer of inmates to the VDF via buses. Security, medical, food and counseling services, and other services are also addressed in the plan. The new Policies and Procedures Manual, including an emergency evacuation plan, will be prepared by SDSD and approved by the State before the new facility begins operations. With the proposed elevation of the project site and the required evacuation plan in place, the project would not expose people or structures to significant risk of loss or injury in the event of a dam failure, and impacts would be less than significant.

2.6.2.5 Seiche, Tsunami, Mudflow

Thresholds for the Determination of Significance

A significant impact would occur if the project would result in inundation by seiche, tsunami, or mudflow.

Analysis

Due to the distance of the project from the Pacific Ocean, a tsunami would not likely affect the project area. Similarly, there are no confined waterbodies where seiches would be expected and the proposed project is not situated near any steep hillsides or soils subject to mudslides. Therefore, no impacts from tsunamis, seiches, or mudflows are anticipated.

2.6.3 Cumulative Impact Analysis

The cumulative impact study area for water quality and hydrology is the San Diego River floodplain and surrounding upland areas within the Santee area within approximately one mile of the project site. Because the project is located near the southern bank of the San Diego River, it is appropriate to consider other projects within the general river system within the Santee area for this cumulative impacts analysis. *Table 2.6-2* summarizes the hydrology and water quality impacts of cumulative projects within the cumulative study area. The location of these projects is shown in *Figure 1-9,* and additional project details are provided in *Table 1-3.* Future and proposed construction projects close to the proposed project could result in cumulatively considerable impacts to hydrology and water quality, including the buildout phases of the City's Town Center Specific Plan Amendment area, Villages at Fanita, Sky Ranch, Edgemoor Facility Demolition and Lakeside Down projects. Urbanization and the associated increase in impervious surfaces associated with these projects could result in an increase in storm water runoff, decreased infiltration, and an increase in pollutant transport. Without effective control, these changes, can in turn, result in cumulatively considerable impacts to water quality and drainage.

Each individual project is required to address construction and post-construction runoff in order to comply with the federal Clean Water Act and the State's Porter-Cologne Water Quality Control Act. The purpose of these laws is to prevent impacts to hydrology and water quality. Adherence to the regulations substantially reduces the potential for cumulative impacts of multiple projects on water quality, including potential violations to water quality standards and waste discharge requirements. Therefore, due to individual project controls, cumulative impacts to water quality would be less than significant.

Also, each of the cumulative projects considered in this analysis will be required to prepare a SWPPP per the NPDES under the National Clean Water Act. These SWPPPs will ensure that adequate BMPs are used for each of the projects to minimize water quality impacts. Given current regulations, each project would be constructed and managed in accordance with regional requirements which typically require acquisition of discharge permits and the use of BMPs to limit erosion, control sedimentation, and reduce pollutants in runoff.

Similar to the effects increased runoff can have to water quality, hydrological changes such as increased runoff rates and volumes from increase in impervious surfaces, can overwhelm existing storm water conveyance systems. The project's contribution to regional water quality degradation and increased runoff would be a significant indirect cumulative impact (Impact HY-2).

Since the proposed project would not use groundwater as a water source, it would not contribute to a cumulative condition related to depletion of groundwater supplies; impacts would be less than significant.

Lastly, the project would not result in a project-level effect related to placing housing or structures within a flood hazard area. Projects within flood hazard areas, including those related to the Santee Town Center Specific Plan Amendment, would be required to mitigate for potential flood hazard effects on a project by project basis, and the LCDF project would not contribute to a cumulative condition related to flooding. Flood hazard impacts would therefore be less than significant.

2.6.4 Significance of Impacts Prior to Mitigation

Significant direct impacts could occur to existing storm water conveyance systems from increases in impervious surfaces and the associated increases in runoff rates and volumes (Impact HY-1). Also, increased runoff from the site, if left unmitigated, would contribute to localized and regional surface flows which would be considered cumulatively significant (Impact HY-2).

2.6.5 Mitigation Measures

The following mitigation measures would reduce potentially significant water quality and hydrology impacts (Impacts HY-1 and HY-2) to a less than significant level:

Recent LID requirements require that projects not increase stormwater runoff rates and duration as a result of development. Therefore, the projected 19.1 percent increase in runoff rate from the site will require mitigation to achieve no net increase in flow quantities and rates discharged from the site, as indicated in M-HY-1 below.

M-HY-1 The County shall implement Low Impact Development Integrated Management Practices (LID IMPs) to reduce stormwater runoff rates and duration. The LID IMPs shall provide at least a 19.1 percent reduction in stormwater runoff rates to achieve no net increase in flow quantities and rates discharged from the project site. This reduction shall be accomplished by strategic placement of LID IMPs uniformly throughout the project site to mimic the natural flow regime and capture any net increase in runoff through increased infiltration. The following specific LID IMPs shall be considered in the project's final design to meet the 19.1 percent reduction in stormwater runoff:

- Vegetated roof systems
- Infiltration trench/islands/beds
- Vegetated or rock swales/filter strips
- Rain water harvesting (cisterns/rain barrels)
- Bioretention
- Permeable pavement and materials

In addition, to reduce cumulative impacts to existing and planned drainage systems (Impact HY-2), the following measure shall be implemented:

M-HY-2 The City of Santee has established drainage fees, which are typically collected upon issuance of a building permit for projects within City limits. While the County is not required to obtain a building permit from the City, the County shall pay a fee based on City's development impact fee worksheet. The County shall pay the fee before the start of construction.

2.6.6 Conclusion

Significant Direct Water Quality Impact HY-1: Mitigation measure M-HY-1 would ensure that runoff from the project site does not exceed the capacity of existing storm water conveyance systems. Mitigation measure M-HY-1 would reduce runoff by LID IMPs to achieve no increase in discharge in stormwater runoff rates and quantities. These measures would reduce significant direct and cumulative impacts to hydrology and water quality to a level that would be less than significant.

Significant Indirect Water Quality Impact HY-2: Mitigation measure M-HY-2 would ensure that applicable drainage impact fees are paid by the County to offset contributions to the regional drainage system. This measure would help offset City costs of maintaining City drainage facilities, and would reduce the project's incremental contribution to the cumulative impacts to hydrology and water quality to a level that would be less than significant.

Table 2.6-1
Peak Flow Summary

Storm Event	Existing Peak Rate of Discharge (cfs)[1]	Proposed Peak Rate of Discharge (cfs)[2]	Change in Peak Rate of Discharge (cfs)	Percent Change[3]
2-Year	39.56	47.89	8.33	19.1
10-Year	59.52	72.05	12.53	19.1
100-Year	101.45	122.81	21.36	19.1

1) See *Appendix G, Hydrology and Water Quality Technical Report*, Appendix A (storm water runoff flow calculations) for additional data.
2) Proposed peak runoff rates are based on conceptual project design.
3) Percent change equals the proposed rate minus the existing rate, divided by the average of the proposed and existing rates (example 47.89-39.56/(47.89+39.56)/2)

Table 2.6-2
Hydrology and Water Quality Cumulative Projects

Project No. (from Table 1-3)	Project Name	Status	Project-Level Impacts
4	San Diego River Restoration, Edgemoor Property	Pending review; MND prepared October 2006	Less than Significant
5	Villages at Fanita	Approved by City Council on 12/5/07	Potential impacts on water quality standards, mud flows (mitigated to less than significant).
7	Riverwalk Subdivision	Under construction	Less than Significant
8	Sky Ranch	Project approved and under construction	Impacts to water quality, drainage, runoff (all mitigated to less than significant).
13	Hollywood Theater	Continued indefinitely- project is not active; however, files have not been closed	Less than Significant
17	Santee Town Center Specific Plan Amendment	Approved January 2006	Potential water quality impacts (mitigated to less than significant)
18a	Edgemoor Skilled Nursing Facility Relocation Project	Project approved and under construction.	Less than Significant
18b	Edgemoor Facility Demolition Project	Draft EIR released August 2008.	Less than Significant
19	Lakeside Downs Subdivision	Draft EIR in process	Potentially significant

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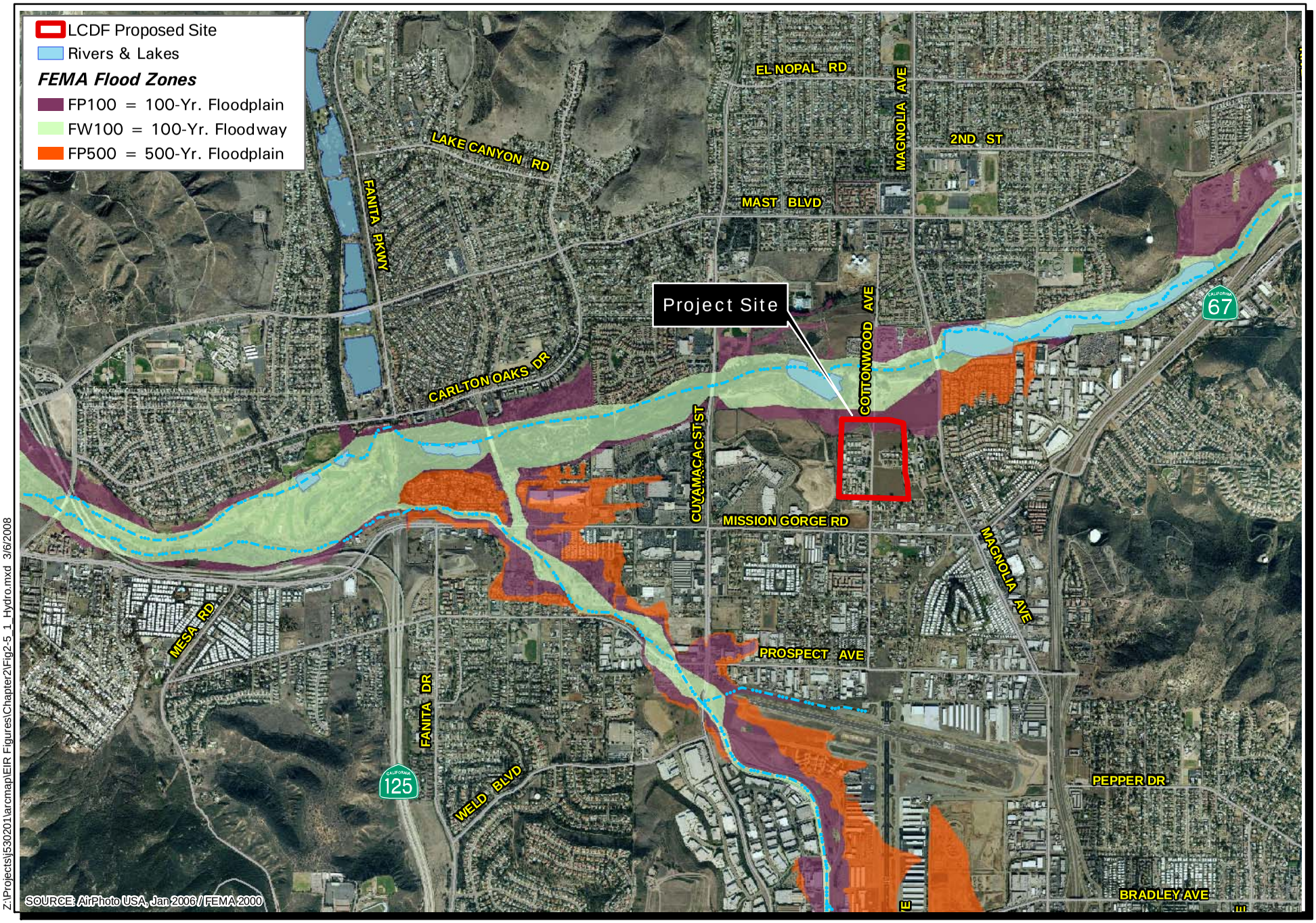

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Feet
0 3,000

Las Colinas Detention Facility EIR

Vicinity Surface Waters

FIGURE 2.6-1

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CHAPTER 3.0
EFFECTS FOUND NOT TO BE SIGNIFICANT

3.1 Effects Found Not Significant as Part of the EIR Process

3.1.1 Aesthetics

The information in this section considers impacts to visual resources and potential effects to the visual character of the community upon project implementation. The information and analysis in this section have been compiled based on site visits and photos of the project area, and based on review of the Santee General Plan 2020, the Santee Town Center Specific Plan, and the Scenic Highways Element of the San Diego County General Plan. Five visual simulations were prepared to represent future views of the proposed project (refer to *Figures 3.1-1* through *3.1-6*); however, it should be noted that these visual simulations are not intended to be architectural renderings of the proposed project as it would be built.

3.1.1.1 Existing Conditions

Scenic Resources

Public agencies and planning policies establish visual resource management objectives in order to protect and enhance public scenic resources. Goals, objectives, policies, implementation strategies, and guidance are typically contained in General Plans, resource management plans, comprehensive plans and elements, and local specific plans. The City's General Plan 2020 (City of Santee 2003) and the City's Town Center Specific Plan (City of Santee 1986 as amended 2006) include information relative to identification of scenic resources and were consulted in the assessment of project impacts. These two planning documents were used only as a guide for two reasons. First, the proposed project is the replacement of a women's detention facility, intended to modernize and expand the existing LCDF, and as such, the project would not change the type of use or overall land use character of the site. Second, as described in *Section 1.5.1*, because the proposed project is a County project, it is exempt from the City of Santee's ordinances, General Plan, Specific Plan, and other regulations.

City of Santee General Plan

The General Plan 2020 contains goals and objectives that relate to the design and aesthetic character of the project site and surrounding Town Center. These goals and policies regarding architectural design standards, site planning and aesthetics are described in detail in the Community Enhancement section of the General Plan 2020, and more specifically in the Town Center Specific Plan. The goal of the Community Enhancement Element is to respect and

integrate the natural and man-made environments of Santee to enhance the quality of life, revitalize older neighborhoods and community places, and sustain a beautiful, distinctive, and well-organized community for the citizens for Santee.

According to the City's Community Enhancement Element, the City does not have any officially designated State Scenic Highways within its boundaries (City of Santee 2003). The City may pursue an official State designation for SR-67 and SR-52, requiring the City to first adopt a scenic corridor protection program and then apply to the California Department of Transportation for scenic highway approval. SR-52, in the vicinity of Santee, has been designated by the State as an unconstructed state highway eligible for designation as a State Scenic Highway. The City's Community Enhancement Element also acknowledges that SR-67 and SR-52 eastward from Mission Trails Regional Park to its junction with State Route 125 merit consideration for a State Scenic Highway designation, although these segments are not officially designated at this time.

Mission Gorge Road is designated in the City's General Plan as a local scenic road from the western City boundary to SR-67, and the City has adopted design standards for this roadway.

The General Plan 2020 identifies the San Diego River Corridor trail as a High Priority trail. The San Diego River trail serves as an open space linear corridor extending from the City of San Diego to Lakeside through Santee. The trail functions as a primary east-west regional corridor that includes a bicycle path. The General Plan 2020 identifies the San Diego River Corridor as a significant visual resource in the City. The General Plan 2020 does not designate any other scenic vistas or scenic resources in the LCDF project vicinity.

City of Santee Town Center Specific Plan

The Town Center Specific Plan delineates a system of visual gateways to allow and enhance visual access to the San Diego River. The LCDF expansion area is included in the Town Center Specific Plan area. As noted above, the specific provisions of the Town Center Specific Plan are not applicable to, and have no regulatory effect on the proposed project. However, for the purpose of establishing significance thresholds for environmental effects of the project, design guidelines in the Specific Plan Amendment, including architectural and landscaping guidelines and the protection of natural features were considered for this analysis.

Visual Character

Setting

The project site includes the existing LCDF facility, vacant land and three structures that are part of the Edgemoor Skilled Nursing Facility, all located within the City of Santee (see *Figure 1-4).* The existing LCDF is located on approximately 16 acres of the proposed 45-acre project site. The project site is situated on flat terrain along the southern portion of the San Diego River with an approximate elevation of 340 feet AMSL. No prominent landforms are located on the project site.

The west side of the project site is adjacent to developing and existing commercial development associated with the Town Center Specific Plan. Directly to the east of the project site is the Edgemoor facility and approximately 635 feet east of the project site is Magnolia Avenue, with residential and commercial uses occurring east of Magnolia. To the south are the City fire station, vacant land, and single-family residential development, with commercial and residential uses occurring farther south of Mission Gorge Road. North of the site is a mix of natural and disturbed habitats associated with the San Diego River. Residential, commercial, and park/open space uses are located north of the river.

Existing lighting sources include outdoor lighting for the LCDF, Edgemoor Skilled Nursing Facility, and streetlights located along roadways adjacent to the project site.

Viewer Groups

Sensitive viewpoints include surrounding residences, recreational areas and a designated scenic road\ (Mission Gorge Road). The following description identifies viewer groups within the study area. Viewer responses to visual changes were inferred from a variety of factors, including view exposures, type of viewer, number of viewers, duration of view, and viewer activities. Viewer exposure includes distance and viewing angle.

Stationary viewers within the study area include adjacent residents and employees and patrons of commercial uses.

- **Commercial Uses:** Various commercial uses are located along Mission Gorge Road and Magnolia Avenue. Future commercial uses are also proposed within the Santee Town Center. Employees and patrons of these facilities would have views of the project site.
- **Residential Uses:** Residential uses are located along the eastern side of Magnolia Avenue (approximately 635 feet east of the project site), to the south along the northern

side of Park Avenue, and to the north of the San Diego River. Depending on the precise location and viewing angle, existing views of the project site consist of vacant land and structures associated with the existing LCDF and Edgemoor Skilled Nursing Facility. Views of the project site are direct for some of the residents located along Magnolia Avenue, and along the southern perimeter of the project site. Views of the project site by residents located to the north of the San Diego River are obscured due to distance (approximately 1,500 feet or 0.3 mile), intervening mature stands of riparian vegetation along the river, and by the RCP Block and Brick commercial operation.

Mobile viewers are observers on a road/highway or recreational/hiking trails. The project site is generally visible by mobile viewers (including motorists, pedestrians, and bicyclists) from five viewpoints: (1) both northbound and southbound lanes along Magnolia Avenue (2) both northbound and southbound Cottonwood Avenue, (3) both eastbound and westbound lanes along Chubb Lane, (4) both northbound and southbound Edgemoor Drive, and (5) both eastbound and westbound Park Avenue.

Key Observation Points

Five key observation points (KOPs) have been identified to represent the range of visual conditions and sensitive views that occur in the project area. KOPs were identified based on the viewshed from which the proposed project is likely to be seen. Based on the topographic and land use patterns, few immediate vantage points of the project site are available because the existing site is set back from major roadways and public viewing areas. Views of the project site from greater distances are generally blocked or limited by existing development and vegetation. The KOPs, including a key to the photo locations and viewsheds, are illustrated in *Figures 3.1-1* through *3.1-6*. The existing viewing conditions at each of the KOPs are described below.

KOP No. 1 - Magnolia Avenue. Magnolia Avenue represents the closest public views of the existing LCDF and project site from the east, and represents views of travelers along Magnolia Avenue, as shown in *Figure 3.1-2*. Views from this KOP are approximately 1,200 feet away due to the presence of intervening vacant land. From this location, the existing LCDF can be seen, although the facility is distant, low-lying, and nearly surrounded by mature trees and landscaping. As a result, the LCDF structures do not stand out visually. Farther west, construction and grading for the City's Riverview Office Park can be seen. The eastern part of the project site (agricultural area) can also be seen from this KOP. The predominant view is of the more distant mountains and hillsides.

KOP No. 2- Mission Gorge Road. As seen in *Figure 3.1-3*, this KOP along Mission Gorge Road (a City-designated local scenic road) provides limited views of the existing LCDF for

travelers along this roadway. The view looking to the north from Mission Gorge Road includes views of the existing LCDF, intervening vacant land, and the adjacent City of Santee Fire Station No. 4. In general, from this KOP, only a small portion of the existing LCDF can be seen. The LCDF is setback approximately 500 feet from Mission Gorge Road. The existing LCDF buildings are low, and they are visually compatible, with the adjacent fire station. In addition, the speed of motorists makes their views brief. Walkers and cyclists have views of longer duration.

KOP No. 3 - Chubb Lane/San Diego River Corridor. *Figure 3.1-4* displays an existing view from Chubb Lane, a public roadway representing the closest public views from the north of the project site. It also represents the views of recreational users of the San Diego River Corridor and trails. The San Diego River Corridor is considered a visually significant resource in the City of Santee General Plan 2020 (City of Santee 2003). The closest viewers along the river would be approximately 800 feet away from LCDF. Views of the existing LCDF include structures, fencing, landscaping, and lighting. The facility is low-lying and depending on the viewer's precise location and viewing angle, intervening stands of riparian vegetation may block or partially block views of the existing LCDF.

KOP No. 4 - Edgemoor Drive. *Figure 3.1-5* shows views from Edgemoor Drive located to the southeast of the existing LCDF. This KOP represents views to the project site from private residences along Park Avenue. These residential uses are located within the City's Town Center Specific Plan area. While this KOP is located approximately 1,000 feet from the existing LCDF, closer views of the project site are afforded by residents along Park Avenue. As shown in the figure, the existing LCDF appears as a low-lying public institutional facility with multiple buildings in earthen tones, associated vehicles, signage, landscaping, and lighting. In some locations, the facility's chain link fences and concertina wire can be seen.

KOP No. 5 - Future Office Use. *Figure 3.1-6* shows views from the developing Riverview Office Park located to the immediate west of the existing LCDF. Riverview Office Park is part of Phase 1 of the City's Santee Town Center Specific Plan. KOP No. 5 represents views from future commercial/office developments associated with the office park. These views are the closest and most direct views of the existing LCDF. From this vantage point the existing LCDF's buildings, fencing, and associated facilities can be clearly seen, although mature trees partially block views.

<u>Lighting and Glare</u>

Sources of existing lighting in the project area include the Santee Fire Station, the Santee Transit Center, a shopping center, Edgemoor and the existing LCDF. Surrounding areas currently have lighting associated with nighttime commercial, residential, and school uses. Additional lighting in the area would occur as new uses in the Town Center are developed. Surrounding outdoor

lighting sources include street lighting, building lights, lighting of recreational and business/industrial areas, and illuminated signs.

3.1.1.2 Analysis of Project Effects and Determination as to Significance

The following significance thresholds for aesthetic impacts are based on criteria provided in Appendix G of the CEQA Guidelines. A significant impact to aesthetics would result if the project would:

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

<u>Scenic Vistas/Visual Character</u>

Thresholds for the Determination of Significance

The project would have a significant aesthetic impact if the project would:

- Have a substantial adverse effect on a scenic vista.
- Substantially degrade the existing visual character or quality of the site and its surroundings.

Analysis

As identified above, there are no recognized scenic vistas in the project vicinity, although the City designates the San Diego River corridor as a scenic resource. The impact analysis below is described for each of the five KOPs identified in *Section 3.1.1.1*. The visual simulations of the proposed structures are conceptual in nature, but the location, footprint, and overall dimensions (height, bulk and massing) of the buildings shown in the simulations are based on the proposed site plan (*Figure 1-5*). The visual simulations are not intended to represent the precise architectural detail (such as building articulation, fenestration, etc.) that would ultimately be developed for the project. However, they are sufficiently detailed to show the overall worst case mass and scale of the project for purposes of analyzing effects on views and visual character.

As discussed in *Section 1.2.1.1*, the tallest structures for the proposed LCDF would be two stories ranging in total height from 20 to 35 feet. Perimeter fencing would be 15 feet tall (like the existing fence), and landscape trees would reach approximately 25 feet high or more.

As described in *Chapter 1*, the project includes a conceptual landscape design for all four sides of the perimeter that provides an aesthetically pleasing design that would screen the facility from the surrounding community. Plant material in the landscaped perimeter will be arranged in three zones (A, B, and C), as shown in *Figure 1-6*. Zone A is 10 feet wide, consists of shrubs that will reach 8 to 10 feet in height at maturity, and begins just outside the perimeter patrol zone, which extends approximately 20 feet from the facility's security fence. Trees would be placed in "drifts" (i.e., not aligned in rows) parallel to the security fence within zone B. These drifts would consist of staggered plantings of single species of 8 to 12 trees. Shrubs in this zone would be placed in similar drifts of single species of 18 to 24 plants. In zone C, lower shrubs and groundcovers (12 to 24 inches in height at maturity) would be planted up to a low fence that defines the property boundary.

For the LCDF, a landscape palette will be used that includes evergreen plants from the Town Center Specific Plan Guidelines that would result in year round vegetative screening of the LCDF. Under the proposed landscape plan, trees in 36-inch boxes and approximately 10 feet high would be planted along the entire eastern, western, and northern boundaries outside of the security fence, and along south side perimeter from Cottonwood Avenue to the eastern boundary of the project site. These trees would provide substantial screening at initial planting. This size container is consistent with the Riverview Parkway streetscape and drive entry standards of the Town Center Specific Plan Amendment. Additionally, the trees are expected to reach a height of 25 feet or more within five-years.

KOP No. 1*:* With implementation of the proposed project, travelers along Magnolia Avenue would be able to more clearly see the LCDF since the facility would be closer to the roadway than the existing facility (*Figure 3.1-2*). The project site would be approximately 635 feet from Magnolia Avenue, which would be approximately 625 feet closer than the existing facility. The proposed LCDF would continue to have the appearance of a public institutional facility with multiple buildings in earthen tones, associated vehicles, signage, landscaping, and lighting. Since the project proposes two-story structures, it would be more prominent to viewers from this KOP. However, the project's landscaping would screen views of LCDF structures and fencing. Future planned development of commercial/office uses per the Santee Town Center Specific Plan south of Chubb Lane would block some of the views of the project from Magnolia Avenue, especially from areas farther south along Magnolia Avenue. When compared to existing views of the project site, including views of the existing LCDF, the proposed project's overall visual

character would not change substantially because the project is an expansion of an existing use, would be limited in height and scale, and would be screened by landscaping. Therefore, the project would not adversely affect a scenic vista from KOP No. 1, and the project would not substantially degrade the existing visual character or quality of the site or surroundings. For these reasons, scenic vista and visual character impacts from KOP No.1 would be less than significant. It should also be noted that development of the intervening commercial/office uses associated with the Santee Town Center would further obscure views of the project.

KOP No. 2: As shown in *Figure 3.1-3*, once the proposed project is constructed, travelers along Mission Gorge Road would be able to see the project, more so than under existing conditions. Prior to development of the City's Town Center Specific Plan commercial uses, the view looking to the north from Mission Gorge Road would still include the existing intervening vacant land, and the adjacent City of Santee Fire Station No. 4. Only a portion of the proposed LCDF would be visible from this KOP. The proposed LCDF would continue to have the overall visual character of a public institutional facility with multiple buildings in earthen tones, associated vehicles, signage, landscaping, and lighting. The project would be set back from Mission Gorge Road (approximately 600 feet), and would largely be visually compatible with the adjacent fire station. The speed of motorists would allow only quick views of project. Perimeter landscaping of the project would be provided, which would screen the proposed buildings, and blend with existing surrounding landscaping, thereby reducing the net visual effect of the project. Consequently, the project would not substantially degrade the existing visual character or quality of the site or surroundings, and impacts would be less than significant. It should also be noted that once the commercial uses are built in accordance with the Town Center Specific Plan, the LCDF would not be visible from this KOP.

KOP No. 3: Views of the proposed project and project site would be more prominent from this KOP, since the project would extend the detention facility to the north and east (*Figure 3.1-4*). Views from this KOP would include views of future Riverview Parkway and the LCDF facility to the south of Riverview Parkway. However, the proposed LCDF would continue to have the overall visual character of a public institutional facility with multiple buildings in earthen tones, associated vehicles, signage, landscaping, and lighting. Travelers on Chubb Lane and users of the San Diego River Corridor and trails would have views of the proposed project, although project landscaping would screen the buildings and structures.

The City's Town Center Specific Plan Amendment requires landscaping (including trees) along Riverview Parkway. Landscaping will be planted along one side of Riverview Parkway in conjunction with the County's construction of the two-lane cul-de-sac west from Magnolia Avenue. This landscaping would provide additional screening of views of the LCDF from this KOP.

Therefore, the project would not substantially degrade the existing visual character or adversely affect a scenic vista, and the impact on views from KOP No. 3 would be less than significant.

It should also be noted that buildout of the City's Town Center Specific Plan would substantially reduce the visibility of the project for some viewers along Chubb Lane and the river corridor. The commercial/office uses proposed under the City's Specific Plan Amendment would partially block the view of the project. Also, as noted above the City's Town Center Specific Plan Amendment requires landscaping (including trees) along both sides of Riverview Parkway. This landscaping would provide additional screening of views of the LCDF from this KOP.

KOP No. 4: Private residences along Park Avenue would have much closer views of the proposed project given their proximity to the site (*Figure 3.1-6*). The undeveloped lands to the east of the existing LCDF would be developed with the proposed project, and hence no intervening undeveloped land would remain between some of the residences along Park Avenue and the project site. However, the proposed project would retain the overall visual character of a public institutional facility, with multiple buildings in earthen tones, associated vehicles, signage, landscaping, and lighting. In addition, project landscaping would screen the proposed buildings. Therefore, while the project would be visible to viewers from this location, the overall visual character or quality of the site would not be substantially degraded because the type of use would not change and project landscaping would screen views of the proposed structures. The project would not substantially degrade the existing visual character or adversely affect a scenic vista, and impacts of views from KOP No. 4 would be less than significant.

KOP No. 5: Once the Riverview Office Park and LCDF project are constructed, the office development would have views of the new LCDF (*Figure 3.1-6*). However, the proposed project would retain the overall visual character of a public institutional facility with multiple buildings in earthen tones, associated vehicles, signage, landscaping, and lighting. In addition, the proposed LCDF would be surrounded by perimeter security fencing and substantial landscaping to screen the project. Therefore, while the project would visible to viewers from this location, the overall visual character or quality of the site would not be substantially degraded because the type of use would not change and the project landscaping would screen views of the proposed structures. The project would not substantially degrade the existing visual character or adversely affect a scenic vista and impact of views from KOP No. 5 would be less than significant.

Overall, the project would not adversely affect a scenic vista and would be screened with substantial landscaping. Impacts would therefore be less than significant.

<u>Scenic Resources</u>

Thresholds for the Determination of Significance

The project would have a significant aesthetic impact if the project would substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Analysis

As identified above in *Section 3.1.1.1*, no state scenic highways have views to the site, although Mission Gorge Road is a local scenic road designated by the City. The LCDF project site includes the existing LCDF and vacant land. No scenic resources are onsite, and none have been identified by the Santee General Plan 2020 or City Town Center Specific Plan as occurring in the vicinity. As such, implementation of the proposed project would not cause substantial damage to scenic resources, and therefore no impacts would result. Also refer to the above analysis for KOP No. 2 (from Mission Gorge Road).

Lighting and Glare

Thresholds for the Determination of Significance

The project would have a significant aesthetic impact if the project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Analysis

As with the existing LCDF, the proposed project would have different areas requiring different light levels for security purposes. These areas would include the parking lots, housing clusters and court yards. Lighting for security purposes is described in *Section 1.2.1.4.* Expansion of the LCDF would not change the character or intensity of lighting from what is used for existing LCDF buildings and facilities, but the new facility would be larger.

Santee Municipal Code section 17.24.030(A) and (B) regulates outdoor lighting for parking areas. These code sections read as follows:

> "Lights provided to illuminate any parking facility or paved area shall be designed to reflect away from residential uses and motorists. It is the intent to maintain light standards in a low-profile design and to be compatible with the architectural design. Light standards shall not exceed fifteen feet in overall height from the finished grade of the parking facility except that light standards up to

> twenty-five feet in height may be permitted if it is determined by the Director that the size of the parking area and site design warrant a taller light standard. Illumination onto adjacent properties shall comply with the Performance Standards contained in Chapter 17.30 of this Title."
>
> "All public parking areas shall be adequately lighted. All lighting shall be designed and adjusted to reflect away from any road or street, and away from any adjoining premises. All lights and illuminated signs shall be shielded or directed so as to not cause glare on adjacent properties or to motorists."

While the City's code does not apply to the proposed project, the lighting in the proposed project's parking lots will be consistent with the standards in the code.

Lighting throughout the project would emit a white light (e.g., Metal Halide) that provides good color rendition. Color rendition is important for effective monitoring and recording of individual inmates and their actions in the outdoor areas. The recordings can be used as evidence in the prosecution of crimes that occur inside the facility. Also, it is easier to control the light distribution of white lighting because the fixtures are typically smaller than those used for other types of lighting.

As stated in *Section 1.2.1.4*, the proposed fixtures would be vandal-proof and would have pole heights similar to those in the existing LCDF. Two main fixture types are proposed. The first is a horizontally mounted, heavy gauge aluminum rectilinear pole mounted fixture with a maximum height of 23 feet above finished grade, which is similar to the height of the poles at the existing LCDF. The second is a horizontal fixture mounted on the buildings at a maximum height of 15 feet above finished grade. This height will help to minimize light spill onto adjacent properties. All outdoor fixtures would be fully shielded to further reduce light spill onto adjacent properties. Fully shielded means a light fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a defusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal as determined by photometric test or certified by the manufacturer. Any structural part of the light fixture providing this shielding will be permanently affixed. Fixtures will be mounted such that no light is emitted above the horizontal plane.

Because the parking lot lighting would comply with the standards of the City's Municipal Code, and all outdoor lighting would be fully shielded, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, impacts would be less than significant.

3.1.1.3 Cumulative Impact Analysis

The land uses in the vicinity are generally single family-residential development and large areas of developing commercial associated with the Santee Town Center with some pockets of open space along the San Diego River. Projects in the vicinity of the proposed project considered for the analysis of cumulative aesthetics impacts are mapped on *Figure 1-8* and listed in *Section 1.7*. From the list of cumulative projects, the mixed use and office/commercial development associated with the City of Santee's Town Center Specific Plan were included as the study area for cumulative aesthetics impacts. These projects include Riverview Office Park and other development associated with the Santee Town Center Specific Plan Amendment. Also, the San Diego River Restoration project and the Town Center Community Park Phase 2 project were included in the study area. This study area was chosen because these projects have the potential to contribute to cumulative aesthetics impacts given their proximity to the proposed LCDF project, especially within the City's Town Center Specific Plan area. However, the proposed project combined with other projects in the cumulative study area would not substantially change the visual environment. It would continue to be mainly urban development and undeveloped land adjacent to the San Diego River. The project would contribute additional urban development in the area. The project's aesthetic appearance would be similar to adjacent land uses in terms of building character, size, height and color (refer to *Section 3.1.1.2*). Cumulative development would not cause a substantial cumulative degradation in visual quality or a substantial impediment to scenic views because it would not result in a substantial change to the visual character of the surrounding area. Therefore, cumulative impacts related to visual quality are not substantially adverse.

3.1.1.4 Significance of Impacts

As identified above in *Section 3.1.1.2*, aesthetics impacts would be less than significant.

3.1.1.5 Conclusion

No significant aesthetics impacts were identified and no mitigation measures are warranted.

3.1.2 Agricultural Resources

This section presents a discussion of agricultural resources that would be affected by the proposed project. Impacts to farmland were analyzed using the Local Agricultural Resource Assessment (LARA) Model, which is the County's basis for rating the relative quality of agricultural land resources based upon specific measurable features. Additional information regarding the LARA model is provided in *Appendix H*.

3.1.2.1 Existing Conditions

Prime Farmland and Soil Suitability

The California Department of Conservation (CDC), Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to provide consistent, timely, and accurate data for identifying California's agricultural land resources. According to the FMMP, the project site is designated as grazing lands and urban and built up lands, which are categories of "Important Farmlands" designated by the CDC (CDC 1994; see *Figure 3.1-7*).

California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965, also known as the Williamson Act, gave the authority to local governments to sign contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive lower property tax assessments because they are based upon farming and open space uses as opposed to full market value. Based on a review of Williamson Act data, there are no Williamson Act contract lands located within the project site, its zone of influence or its surrounding area (CDC 2004).

Onsite Agriculture

Agriculture and grading/discing for weed control has impacted most of the undeveloped portions of the project site. The Future Farmer's of America (FFA) program at El Capitan High School currently grows oat and hay and seasonally discs areas to the east and northeast of the existing LCDF. The El Capitan FFA program provides agricultural educational activities for students. The areas used by the FFA program are mapped as agriculture in the Biological Resources discussion of this EIR, (*Section 2.3, Figure 2.3-1*). The FFA lease with the County is expired, however the property is currently being used without a lease. Portions of the center of the property have been disced or scraped in the past, and are currently covered by weeds.

Surrounding Agricultural Uses

As mentioned above there are no CDC-designated important farmlands or agricultural uses in the surrounding vicinity of the project site (CDC 1994). The only known existing agricultural uses are those areas described above that are farmed by the FFA for oat and hay. No other existing agricultural uses are known to occur within the project's surrounding vicinity.

3.1.2.2 Analysis of Project Effects and Determination as to Significance

The significance thresholds for agricultural impacts are based on criteria provided in Appendix G of the State CEQA Guidelines, and the County's LARA Model. These thresholds are intended to ensure conformance with existing regulatory standards, as well as to provide both adequate evaluation of potential impacts to agricultural resources, and protection of such resources where appropriate. A significant impact to agricultural resources would result if any of the following are met:

1. The project site has important agricultural resources as defined by the LARA Model and the project would result in the conversion of agricultural resources that meet the soil quality criteria for Prime Farmland or Farmland of Statewide Importance, as defined by the FMMP; and as a result, the project would substantially impair the ongoing viability of the site for agricultural use.
2. The project proposes a non-agricultural land use within one-quarter mile of an active agricultural operation or land under a Williamson Act Contract (Contract) and as a result of the project, land use conflicts between the agricultural operation or Contract land and the proposed project would likely occur and could result in conversion of agricultural resources to a non-agricultural use;
3. The project proposes a school, church, day care or other use that involves a concentration of people at certain times within one mile of an agricultural operation or land under Contract and as a result of the project, land use conflicts between the agricultural operation or Contract land and the proposed project would likely occur and could result in conversion of agricultural resources to a non-agricultural use;
4. The project would involve other changes to the existing environment, which due to their location or nature, could result in the conversion of offsite agricultural resources to a non-agricultural use or could adversely impact the viability of agriculture on land under a Williamson Act Contract.
5. The project conflict(s) with a Williamson Act Contract or the provisions of the California Land Conservation Act of 1965 (Williamson Act).

Impacts to Important Onsite Agricultural Resources

Thresholds for the Determination of Significance

The project would have a significant impact on agricultural resources if the project site has important agricultural resources as defined by the LARA Model, and the project would result in the conversion of agricultural resources that meet the soil quality criteria for Prime Farmland or Farmland of Statewide Importance, as defined by the FMMP; and as a result, the project would substantially impair the ongoing viability of the site for agricultural use.

Analysis

An analysis using the LARA model has been performed for the proposed project and is provided as *Appendix H* to this EIR. The LARA model takes into account three required factors (water availability, climate, and soil quality) and three complementary factors (surrounding land uses, land use consistency and topography) and rates each value independently and cumulatively. *Table 3.1.2-1* provides a summary of the LARA model results for each of the six factors.

Table 3.1.2-2 identifies six "scenarios" of various combinations of ratings for the six factors evaluated in the LARA model. These scenarios are then used for determining importance of an agricultural resource. According to the results of the analysis, the project site falls under Scenario 6, and is not an important agricultural resource. It should also be noted that the project site does not contain soils that meet the soil quality criteria for Prime Farmland or Farmland of Statewide Importance. Because the site does not meet any of the identified criteria for determining a significant agricultural resource, impacts would be less than significant.

Indirect Impacts to Agricultural Resources

Thresholds for the Determination of Significance

The project would have a significant impact on agricultural resources if:

- The project proposes a non-agricultural land use within one-quarter mile of an active agricultural operation or land under a Williamson Act Contract (Contract) and as a result of the project, land use conflicts between the agricultural operation or Contract land and the proposed project would likely occur and could result in conversion of agricultural resources to a non-agricultural use;
- The project proposes a school, church, day care or other use that involves a concentration of people at certain times within one mile of an agricultural operation or land under

Contract and as a result of the project, land use conflicts between the agricultural operation or Contract land and the proposed project would likely occur and could result in conversion of agricultural resources to a non-agricultural use; or

- The project would involve other changes to the existing environment, which due to their location or nature, could result in the conversion of offsite agricultural resources to a non-agricultural use or could adversely impact the viability of agriculture on land under a Williamson Act Contract.

Analysis

The onsite agricultural uses consist of planting and tilling conducted by the El Capitan High School FFA. The FFA lease with the County expired, and the property is being used without a lease. The project proposes uses that would involve a concentration of people within one mile of an agricultural operation. However, since the lands containing agricultural operations are used for temporary educational purposes, and there are no important farmlands, or land use or zoning designations for agricultural uses, impacts from the conversion of this use are less than significant.

The project site and its surrounding land have not been classified or designated as sites that consist of important agricultural resources. The agricultural activities known to occur onsite are performed for educational purposes and do not constitute an economically viable agricultural resource. No offsite agricultural uses or Williamson Act Contracts would be affected. Therefore, impacts would be less than significant.

<u>Conflict with Agricultural Zoning and Williamson Act Contracts</u>

Thresholds for the Determination of Significance

The project would have a significant impact on agricultural resources if it conflict(s) with a Williamson Act Contract (Contract) or the provisions of the California Land Conservation Act of 1965 (Williamson Act).

Analysis

The project site is currently zoned for Town Center Specific Plan uses (City of Santee 2006a). In addition, the land surrounding the project site is either designated for Town Center development or park and open space uses. There are no agriculturally zoned lands located within the project site or its surrounding vicinity. In addition, there are no Williamson Act Contract lands located

within the project site or within the vicinity of the site. Therefore, no impacts would result from the implementation of the proposed project.

3.1.2.3 Cumulative Impact Analysis

The proposed project would not result in any impacts to important agricultural lands and therefore would not contribute to the loss of important farmlands. Because cumulative impacts to agricultural resources are related to both local (i.e., City of Santee area) as well as regional and statewide economic factors (i.e., presence on land designated for agriculture under the Williamson Act), the LARA model incorporates these factors to determine the project's ultimate cumulative impact to agricultural resources. The LARA model analysis also includes consideration of surrounding land uses and compatibility of the project with surrounding agriculture and farmland. Based on the conclusions of the LARA model provided in *Appendix H*, the project site falls under Scenario 6, which indicates that at the project and cumulative levels, the project site does not consist of an important agricultural resource. The continuing urbanization of the Santee area, San Diego County and the state of California is resulting in a cumulative reduction in agricultural land. However, because the project would not impact agricultural resources, no cumulatively significant impacts would result from cumulative projects.

3.1.2.4 Significance of Impacts

The proposed project would not result in any significant impacts to agricultural resources.

3.1.2.5 Conclusion

The proposed project would not result in significant impacts to agricultural resources, and no mitigation measures would be required.

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3.1.3 Air Quality

This section evaluates impacts to air quality which would potentially occur as a result of implementation of the proposed project. Air emissions calculations performed by Scientific Resources Associated (SRA) are included in *Appendix I* of this EIR.

3.1.3.1 Existing Conditions

Climate and Meteorology

The project site is located in the San Diego Air Basin (SDAB). The climate of the SDAB is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. The high pressure cell also creates two types of temperature inversions that may act to degrade local air quality.

Subsidence inversions occur during the warmer months as descending air associated with the Pacific high pressure cell comes into contact with cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. The other type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions produce ozone, commonly known as smog.

Regulatory Setting

Under the authority of the Clean Air Act (CAA) and its amendments, the United States Environmental Protection Agency (USEPA) regulates air quality of specific pollutants as defined by ambient air concentrations through the National Ambient Air Quality Standards (NAAQS). EPA established the NAAQS for certain concentrations of six criteria pollutants in the ambient air. The criteria pollutants are nitrogen dioxides, sulfur oxides, lead, ozone (O_3), carbon monoxide, and particulate matter. The USEPA has established both primary and secondary standards for these criteria pollutants. Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere.

The CAA allows states to adopt ambient air quality standards (AAQS) and other regulations provided they are at least as stringent as federal standards. The California Air Resources Board (CARB) has established the more stringent California Ambient Air Quality Standards (CAAQS)

for the six criteria pollutants through the California Clean Air Act of 1988, and also has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. Areas that do not meet the NAAQS or the CAAQS for a particular pollutant are considered to be "nonattainment areas" for that pollutant. *Table 3.1.3-1* presents a summary of the AAQS adopted by the federal and California Clean Air Acts. *Table 3.1.3-2* provides a summary of health effects from the major criteria air pollutants.

CARB is the state regulatory agency with authority to enforce regulations to both achieve and maintain the NAAQS and CAAQS. CARB reviews operations and programs of the local air districts, and requires each air district with jurisdiction over a nonattainment area to develop a strategy for achieving the NAAQS and CAAQS. The local air districts have the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources, development of air quality management plans, and adoption and enforcement of air pollution regulations.

In the SDAB, the San Diego Association of Governments (SANDAG) and the San Diego Air Pollution Control District (APCD) are responsible for developing and implementing the clean air plan for attainment and maintenance of the AAQS. The San Diego County Regional Air Quality Standards (RAQS) was initially adopted in 1991, and is updated on a triennial basis. The RAQS was most recently updated in 2004, and there are no pending updates. The RAQS outlines APCD's plans and control measures designed to attain the state air quality standards for O_3. The APCD has also developed the air basin's input to the State Implementation Plan (SIP), which is required under the Federal Clean Air Act for areas that are out of attainment with air quality standards. In 2003, the SDAB was redesignated as an O_3 attainment area for the one-hour NAAQS for ozone. The APCD has developed a plan to attain and maintain the NAAQS for ozone in its *Eight Hour Ozone Attainment Plan for San Diego County* (APCD 2007), which presents emission inventories, emission control measures, and an attainment demonstration conducted for the SDAB. The SDAB is in attainment for the NAAQS for all other criteria pollutants. The SDAB is currently classified as a nonattainment area under the CAAQS for O_3 and fugitive dust, particulates of matter smaller than 10 microns (PM_{10}).

The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County as part of the development of the County's General Plan. As such, projects that propose development that is consistent with the growth anticipated by the general plans and SANDAG's growth forecasts would be consistent with the RAQS and the SIP. In the

event that a project would propose development which is less dense than anticipated with regional growth forecasts, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than that anticipated in SANDAG's growth projections, the project might be in conflict with the RAQS and SIP, and might have a potentially significant impact on air quality. The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin.

Existing Air Quality/Attainment Status

The CARB designates those portions of the State where federal or state ambient air quality standards are not met as nonattainment areas. *Table 3.1.3-3* summarizes the air quality attainment status for the SDAB. As discussed above, where a pollutant exceeds standards, the federal and State Clean Air Acts require air quality management plans that demonstrate how the standards will be achieved. These laws also provide the basis for the implementing agencies to develop mobile and stationary source performance standards.

Historically, violations of federal and state ambient air quality standards for ozone, particulate matter, and CO have occurred throughout San Diego County. Since the early 1970s, substantial progress has been made toward controlling these pollutants. Although some air quality improvements have occurred, violations of ambient air quality standards for particulate matter and ozone are persistent.

Toxic Air Contaminants

Toxic air contaminants (TACs) refer to a category of air pollutants that pose a present or potential hazard to human health, but which tend to have more localized impacts than criteria pollutants. The CARB recently identified diesel particulate matter as the predominant TAC in California. Diesel particulate matter is emitted into the air via mobile vehicles that are diesel powered. Such vehicles include heavy-duty diesel trucks, construction equipment, and passenger cars. Certain reactive organic gasses (ROGs) may also qualify as TACs. Because no safe level of emissions can be established for TACs region wide, the regulation of toxic air pollutants is based on the levels of cancer risk.

In its annual *Almanac*, the CARB publishes information on ambient concentrations of TACs measured in each major air basin. Excluding diesel particulates, the CARB has measured a decrease in overall excess cancer risks in the SDAB of approximately 50 percent over the ten-year period from 1994 through 2003, with the average excess cancer risk in the SDAB estimated

at 148 in a million. Diesel particulate risks were estimated at 420 in a million for the year 2000 (CARB 2005).

Global Climate Change

According to CEQA Guidelines Section 15002(a)(1), one of the basic purposes of CEQA is to, "inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities." Although a discussion of global warming impacts is not currently required by the CEQA Statutes or Guidelines, it is the view of the State Legislature (as expressed in its adoption of AB 32, the California Global Warming Solutions Act of 2006) that global warming poses significant adverse effects to the environment of the state of California and the entire world. In addition, the global scientific community has expressed very high confidence (i.e., at least 90%) that global warming is anthropogenic, i.e., caused by humans, and that global warming will lead to adverse climate change effects around the globe (IPCC 2007a). Consequently, the potential global warming impacts that may occur during implementation of the proposed project are analyzed below.

Global climate change is a problem caused by combined worldwide greenhouse gas (GHG) emissions, and mitigating global climate change will require worldwide solutions. GHGs play a critical role in the Earth's radiation budget by trapping infrared radiation emitted from the Earth's surface, which could have otherwise escaped to space. Prominent GHGs contributing to this process include water vapor, carbon dioxide (CO_2), nitrous oxide (N_2O), methane (CH_4), ozone, and certain hydroflurocarbons. This phenomenon, known as the "greenhouse effect" keeps the Earth's atmosphere near the surface warmer than it would be otherwise and allows for successful habitation by humans and other forms of life. Increases in these gases lead to more absorption of radiation and warm the lower atmosphere further, thereby increasing evaporation rates and temperatures near the surfaces. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement of the greenhouse effect and to contribute to what is termed "global warming," a trend of unnatural warming of the Earth's natural climate. Climate change is a global problem, and GHGs are global pollutants, unlike criteria air pollutants (such as ozone precursors) and toxic air contaminants (TACs), which are pollutants of regional and local concern.

The Intergovernmental Panel on Climate Change (IPCC) has been established by the World Meteorological Organization and United Nations Environment Programme to assess scientific, technical, and socio-economic information relevant to understand climate change, its potential impacts and options for adaptation and mitigation. The IPCC predicts substantial increases in temperatures globally of between 1.1 and 6.4 degrees Celsius (depending on scenarios) (IPCC 2007a).

Climate change could impact the natural environment in California in, among others, the following ways:

- rising sea levels along the California coastline, particularly in the lagoon and bay areas in San Diego County due to ocean expansion;
- extreme-heat conditions, such as heat waves and very high temperatures, which could last longer and become more frequent;
- an increase in heat-related human deaths, infectious diseases and a higher risk of respiratory problems caused by deteriorating air quality;
- reduced snowpack and streamflow in the Sierra Nevada mountains, affecting winter recreation and water supplies;
- potential increase in the severity of winter storms, affecting peak stream flows and flooding;
- changes in growing season conditions that could affect California agriculture, causing variations in crop quality and yield; and
- redistribution of plant and wildlife species due to changes in temperature, competition from colonizing species, changes in hydrologic cycles, changes in sea levels, and other climate-related effects.

These changes in California's climate and ecosystems are occurring at a time when California's population is expected to increase from 34 million to 59 million by 2040 (CEC 2005).

As such, the number of people potentially affected by climate change as well as the amount of anthropogenic GHG emissions expected under a "business as usual" scenario are expected to increase. Similar changes as those noted for California would also occur in other parts of the world with regional variations in resources affected and vulnerability to adverse effects.

GHG emissions in California are attributable to human activities associated with industrial/manufacturing, utilities, transportation, residential, and agricultural sectors (CEC 2006), as well as natural processes.

Federal Climate Change Policy

Twelve U.S. cities and states (including California), in conjunction with several environmental organizations, have filed a lawsuit to force USEPA to regulate GHGs as a pollutant pursuant to the Clean Air Act (CAA) (Massachusetts vs. Environmental Protection Agency et al., argued November 29, 2006—decided April 2, 2007). The court ruled that the plaintiffs had standing to sue, that GHGs fit within the CAA's definition of a pollutant, and that USEPA's reasons for not

regulating GHGs were insufficiently grounded in the CAA. Despite the Supreme Court ruling, no federal regulations have been promulgated to date limiting GHG emissions.

The United States has opted for a voluntary and incentive-based approach toward emissions reduction in lieu of the Kyoto Protocol's mandatory framework. The Climate Change Technology Program (CCTP) is a multi-agency research and development coordination effort (which is led by the Secretary of Energy and Commerce) that is charged with carrying out the President's National Climate Change Initiative (CCTP, 2006).

There is a general scientific consensus that global climate change is occurring, caused in whole or in part by increased GHG emissions that keep the earth's surface warm by trapping heat within the atmosphere (USEPA 2000), in much the same way as glass does in a greenhouse. While many studies show evidence of warming over the last century and predict future global warming, the causes of such warming and its potential effects are far less than certain.[1] In its "natural" condition, the greenhouse effect is responsible for maintaining a habitable climate on Earth, but human activity has caused increased concentrations of these gases in the atmosphere, thereby contributing to an increase in global temperatures.

USEPA has recently concluded that scientists know with virtual certainty that:

- Human activities are changing the composition of Earth's atmosphere. Increasing levels of GHGs like CO_2 in the atmosphere since pre-industrial times are well documented and understood;
- The atmospheric buildup of CO_2 and other GHGs is largely the result of human activities such as the burning of fossil fuels;
- A warming trend of approximately 0.7 to 1.5 degrees Fahrenheit occurred during the 20th century. Warming occurred in both the northern and southern hemispheres and over the oceans; and
- The major GHGs emitted by human activities remain in the atmosphere for periods ranging from decades to centuries. It is therefore virtually certain that atmospheric concentrations of GHGs will continue to rise over the next few decades.

At the same time, there is much uncertainty concerning the magnitude and rate of the warming. Specifically, USEPA notes that important scientific questions remain about how much warming will occur, how fast it will occur, and how the warming will affect the rest of the climate system,

[1] "Global climate change" is a broader term used to describe any worldwide, long-term change in the earth's climate. "Global warming" is more specific and refers to a general increase in temperatures across the earth, although it can cause other climatic changes, such as a shift in frequency and intensity of weather events and cooler temperatures even though the world, on average, is warmer.

including precipitation patterns and storms. Answering these questions will require advances in scientific knowledge in a number of areas, including the following:

- Improving understanding of natural climatic variations, changes in the sun's energy, land use changes, the warming or cooling effects of pollutant aerosols, and the impacts of changing humidity and cloud cover;
- Determining the relative contribution to climate change of human activities and natural causes;
- Projecting future GHG emissions and how the climate system will respond within a narrow range;
- Improving understanding of the potential for rapid or abrupt climate change (USEPA 2000); and
- GHGs.

Carbon dioxide, methane (CH_4), nitrous oxide (N_20), O_3, and water vapor (H_20) are the principal GHGs, and when concentrations of these gases exceed the natural concentrations in the atmosphere, the greenhouse effect may be enhanced. Without these GHGs, Earth's temperature would be too cold for life to exist. CO_2, CH_4, and N_2O occur naturally as well as through human activity. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, with much greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6), which are by-products of certain industrial processes (CEC 2005).

State Climate Change Policy

Global Warming Solutions Act of 2006 (AB 32)

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this executive order is to reduce California's GHG emissions to 1) 2000 levels by 2010, 2) 1990 levels by the 2020, and 3) 80 percent below the 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), also known as the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emission reduction goals while further mandating that the California Air Resources Board (CARB) create a plan that includes market mechanisms and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

CARB identified the early actions listed below in its April 20, 2007, report (CARB 2007):

Group 1—Three new GHG-only regulations are proposed to meet the narrow legal definition of "discrete early action greenhouse gas reduction measures" in Section 38560.5 of the Health and Safety Code. These include the governor's low-carbon fuel standard, a reduction in refrigerant losses from motor vehicle air-conditioning maintenance, and increased methane capture from landfills. These actions would eliminate 13 to 26 million metric tons of carbon dioxide equivalent (CO_2e) annually by 2020 relative to projected levels.[2] If approved for listing by the governing board, these measures would be brought to a hearing in the next 12 to 18 months and take legal effect by January 1, 2010. These actions would influence GHG emissions associated with vehicle fuel combustion and air-conditioning maintenance but would not affect project site design or implementation otherwise.

Group 2—CARB is initiating work on 23 GHG reduction measures for the 2008–2009 timeframe, with rulemaking to occur as soon as possible, where applicable. These GHG measures relate to the following sectors: agriculture, commerce, education, energy efficiency, fire suppression, forestry, oil and gas, and transportation.

Group 3—CARB has identified 10 conventional air pollution control measures that are scheduled for rulemaking in the 2008–2009 timeframe. These control measures are aimed at criteria and toxic air pollutants but will have concurrent climate co-benefits through reductions in carbon dioxide (CO_2) or non-Kyoto pollutants (i.e., diesel particulate matter, other light-absorbing compounds, and/or ozone precursors) that contribute to global warming.

With the exception of the low-carbon fuel standard, none of the Group 1 measures relate specifically to construction or operation of the proposed project. The measures set forth in proposed Groups 2 and 3 could become effective during implementation of this project and could pertain to construction-related equipment operations or specific facility design. The following measures from Groups 2 and 3 could be implemented:

- CARB Measure 2-6—Education: Guidance/protocols for local governments to facilitate GHG emissions reductions;
- CARB Measure 2-9—Energy Efficiency: Light-colored paving, cool roofs, and shade trees;

[2] Greenhouse gas emissions other than carbon dioxide are commonly converted into carbon dioxide equivalents, which take into account the different global warming potentials of different gases. This allows for the summation of different greenhouse gas emissions into a single total.

However, these measures have not yet been adopted. While some proposed measures have already been developed, some will require additional effort to evaluate and quantify, some will require new legislation to implement, and some will require subsidies.

The California Energy Commission (CEC), in consultation with CARB and the California Public Utilities Commission, is currently establishing a GHG emission performance standard for local, publicly owned electric utilities (pursuant to Senate Bill No. 1368). On August 31, 2006, the California Senate passed SB 1368 (signed into law on September 29, 2006), which requires the Public Utilities Commission (PUC) to develop and adopt a "greenhouse gasses emission performance standard" by February 1, 2007, for the private electric facilities under its regulation. The PUC adopted an interim standard on January 25, 2007 for the local publicly-owned electric facilities under its regulation. These standards apply to all long-term financial commitments entered into by electric utilities (California SB 2006). The California Energy Commission (CEC) was required to adopt a consistent standard by June 20, 2007. However, this date was missed, and CEC will address the concerns of the Office of Administrative Law (OAL) and resubmit the rulemaking as soon as possible. The rulemaking then must be approved by the OAL before it can take effect. This standard will limit the rate of GHG emissions to a level that is no higher than the rate of GHG emissions for combined-cycle natural gas baseload generation.

Assembly Bill 1493

On July 1, 2002, the California Assembly passed Assembly Bill (AB) 1493 (signed into law on July 22, 2002), requiring CARB to "adopt regulations that achieve the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." The regulations were to be adopted by January 1, 2005, and apply to 2009 and later model-year vehicles. In September 2004, CARB responded by adopting "CO_2e fleet average emission" standards. The standards will be phased in from 2009 to 2016, reducing emissions by 22 percent in the "near term" (2009–2012) and 30 percent in the "mid-term" (2013–2016), as compared to 2002 model-year fleets.

Senate Bill 97

Senate Bill 97, signed in August 2007, directs the State Office of Planning and Research (OPR) to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, by July 1, 2009. The Resources Agency is required to certify and adopt those guidelines by January 1, 2010.

3.1.3.2 Analysis of Project Effects and Determination as to Significance

The following significance thresholds for air quality impacts are based on criteria provided in Appendix G of the CEQA Guidelines. A significant impact to air quality would result if the project would:

1. Conflict or obstruct the implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the SIP.
2. Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation.
3. Result in a cumulatively considerable net increase of PM_{10} or exceed quantitative thresholds for O_3 precursors, oxides of nitrogen (NO_X) and volatile organic compounds (VOCs).
4. Expose sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations.
5. Create objectionable odors affecting a substantial number of people.
6. Conflict with the state goal of reducing GHG emissions in California 30% below "business as usual" by the year 2020 as set forth by the timetable established in AB 32, California Global Warming Solutions Act of 2006.

<u>Obstruct or Conflict with Applicable Air Quality Plan</u>

Thresholds for the Determination of Significance

The project would have a significant air quality impact if it would conflict or obstruct the implementation of the San Diego RAQS or applicable portions of the SIP.

Analysis

The proposed LCDF project includes both construction (including demolition of the existing LCDF facilities) and operational impacts. During project construction, dust control measures (such as watering during grading, stabilization of dirt storage piles, use of sweepers, termination of grading when winds reach 25 mph, and hydroseeding) which are in compliance with strategies in the RAQS and SIP for attaining and maintaining air quality standards, would be applied. Therefore, project construction activities would not conflict or obstruct the implementation of the RAQS or applicable portions of the SIP.

The LCDF project is designed to replace the existing facility and accommodate the County's needs for a new women's detention facility. As discussed in *Section 3.1.4*, the proposed project

is exempt from the City of Santee's General Plan, Specific Plan, Zoning Code and other regulations. Therefore, the proposed project would not conflict with the City's land use plans and regulations; the project also would not substantially alter or introduce new land uses. The project does not include development of new homes or businesses and therefore, as further discussed in *Section 3.1.6* and *Section 1.8,* would not induce population growth in the SDAB. The project would not conflict with SANDAG growth projections or conflict with or obstruct implementation of the RAQS or SIP; therefore, impacts would be less than significant.

Violate an Existing Air Quality Standard

Thresholds for the Determination of Significance

Air quality impacts would be potentially significant if the project would:

- Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation; or
- Result in a cumulatively considerable net increase of PM10 or exceed quantitative thresholds for O3 precursors, oxides of nitrogen (NOX) and VOCs as shown in Table 3.1.3-4.

Analysis

To determine whether a project would (a) result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation; or (b) result in a cumulatively considerable net increase of PM_{10} or exceed quantitative thresholds for O_3 precursors, oxides of nitrogen (NO_X) and VOCs, project emissions are evaluated based on the quantitative emission thresholds established by the San Diego APCD. As part of its air quality permitting process, the APCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIA). The County of San Diego has also adopted the South Coast Air Quality Management District's (SCAQMD's) screening threshold of 55 pounds per day or 10 tons per year as a significance threshold for $PM_{2.5}$.

For CEQA purposes, these screening criteria can be used as numeric methods to demonstrate that a project's total emissions would not result in a significant impact to air quality. The screening thresholds are included in *Table 3.1.3-4*.

In the event that emissions exceed these screening-level thresholds, modeling would be required to demonstrate that the project's total air quality impacts result in ground-level concentrations that are below the State and Federal Ambient Air Quality Standards, including appropriate background levels. For nonattainment pollutants (ozone, with ozone precursors NO_x and VOCs, $PM_{2.5}$ and PM_{10}), if emissions exceed the thresholds shown in *Table 3.1.3-4*, the project could

have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality.

Construction Emissions

Based on the general type and size of the proposed facilities, construction activities were estimated to occur over a period of 36 months. These activities would be short-term and temporary. Construction emissions would come from heavy equipment exhaust, construction-related trips by workers, material-hauling trucks, and associated fugitive dust generations from clearing, grading, and trenching activities.

Air pollutant emissions during construction would principally consist of fugitive particulate matter (dust) generated from demolition, site preparation and grading, travel on unpaved surfaces and material handling; and exhaust emissions from mobile diesel and gasoline-powered construction equipment. Although some pieces of equipment could be powered electrically, each piece of heavy equipment would be a source of exhaust emission and much of the equipment would be operating simultaneously. *Section 1.2.1.6* describes the various equipment that would be used during construction. Peak day construction estimates for project construction are presented in *Table 3.1.3-5*.

The principal pollutants of concern would be nonattainment pollutants, which include particulate matter (PM_{10} and $PM_{2.5}$), and ozone precursor emissions reactive organic gases (ROG) and NO_x. As shown in *Table 3.1.3-5*, total daily peak construction emissions are not anticipated to exceed identified significance thresholds, and would not violate air quality standards. Therefore, impacts due to construction emissions would be less than significant.

Operational Emissions

For any non-industrial land use, the greatest operational project-related air quality concern derives from the mobile source (vehicular) emissions that would be generated. For the LCDF project, vehicular emissions would be generated by LCDF project employees, service vehicles, inmate trips to court sites, and prison visitors. The project traffic study estimates that a net increase in 616 beds (from 600 existing beds at the current LCDF, to 1,216 beds proposed as part of the proposed project) would result in a net increase in daily trips of 1,312. Using a typical trip length of approximately 7.4 miles per trip, as estimated by the URBEMIS model, the project may add approximately 9,700 vehicle miles traveled (VMT) to regional traffic.

The regional air emissions resulting from project implementation can be calculated by utilizing the current emissions model for development projects, URBEMIS Model Version 9.2.2 (Rimpo

and Associates 2007). The model was run based on the default vehicle mix for San Diego County, assuming a mix of commuting and visitor vehicles, and also accounting for delivery trucks and transport vans. Emissions associated with energy use were estimated based on the proposed square footage of the project as summarized in *Section 1.0*. These calculations are summarized in *Table 3.1.3-6*. Project operation would result in approximately 118.48 pounds per day of carbon monoxide (CO), 21.12 pounds of nitrogen oxides (NO_x), 16.32 pounds per day ROG, 16.78 pounds per day of PM_{10}, and 3.28 pounds per day of $PM_{2.5}$ to the basinwide pollution burden. These emission estimates represent net emissions increases above emissions associated with operation of the existing LCDF. Continued emissions reduction from the retirement of older, polluting cars will slightly reduce the overall project regional emissions impact over time, but substantial reductions will not occur until gasoline/diesel powered vehicles are replaced by low- or zero-emitting vehicles.

As mentioned above, operation emissions generated by the proposed project would be primarily associated with vehicle trips generated by the project. As shown in *Table 3.1.3-6*, projected emissions would not exceed the screening thresholds and therefore project operation would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would therefore be less than significant for operational impacts.

Sensitive Receptors

Thresholds for the Determination of Significance

The project would result in a significant air quality impact if it exposes sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations.

Air quality regulators typically define sensitive receptors as schools, hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. However, for the purpose of CEQA analysis, the County of San Diego definition of “sensitive receptors” includes residences (County of San Diego 2007). The two primary emissions of concern for impacts to sensitive receptors are CO and diesel particulate matter.

In addition, project impacts may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or Hazardous Air Pollutants (HAPs). In San Diego County, the County Department of Planning and Land Use identifies an excess cancer risk level of 1 in 1 million or less for projects that do not implement Toxics Best Available Control Technology (T-BACT), and an excess cancer risk level of 10 in 1 million or less for projects that do implement T-BACT. The significance threshold for non-cancer health effects is a

health hazard index of one or less. These significance thresholds are consistent with the San Diego Air Pollution Control District's Rule 1210 requirements for stationary sources. If a project has the potential to result in emissions of any TAC or HAP which result in a cancer risk of greater than 1 in 1 million without T-BACT, 10 in 1 million with T-BACT, or health hazard index of one or more, the project would be deemed to have a potentially significant impact. Also, any project which has the potential to directly impact a sensitive receptor located within 1 mile and results in a health risk greater than the significance thresholds discussed above would be deemed to have a potentially significant impact.

Analysis

Carbon Monoxide (CO) Hot Spots

Sensitive receptors located near the project site include residential and school uses. Existing residential land uses within the vicinity of the proposed project include low-medium density residential, and medium density residential uses east of Cottonwood Avenue, medium-high density residential uses along Mission Gorge Road, and residential use east of Mission Gorge Road. Existing schools are located along Mission Gorge Road and Magnolia Avenue. If the increase of project-related traffic around the project area results in slowing of traffic, as evidenced by intersections or street segments operating at unacceptable levels of service, the project could create localized violations of ambient health standards.

According to the Traffic Impact Analysis (*Appendix D* to this EIR; see also *Section 2.2*), the addition of project-related traffic would result in a cumulatively significant impact on the roadway segment along Magnolia Avenue between Riverview Parkway and Mission Gorge Road.

To test for possible localized violations of CO standards, the CALINE4 model was used to estimate receptor exposure along the Magnolia Avenue roadway segment. This model was initialized with maximum traffic and minimum dispersion conditions for the future with project traffic conditions in order to generate a worst-case impact assessment. CO emissions were conservatively estimated using the EMFAC 2007 model for current (2008) conditions, and a speed of 1 mile per hour, which results in the maximum CO emissions. CO was used as the indicator pollutant to determine if there was any air pollution hot spot potential. The CARB uses the ambient air quality standard as a significance threshold, which is 20 ppm for the 1-hour CO concentration, and 9 ppm for the 8-hour CO concentration.

The CALINE4 model predicts 1-hour concentrations at receptors in the vicinity of the intersections modeled. CO exposures over and 8-hour period were calculated by using a

persistence factor of 0.7 between 1- to 8-hour microscale concentrations. CO concentrations predicted by the model were added to the maximum 1-hour and 8-hour background concentration measured at the San Diego monitoring station (the closest monitoring station to the site that measures CO). These background concentrations are 5.3 ppm and 4.71 ppm, respectively. The results of the modeling exercise are summarized in *Table 3.1.3-7*. As shown in the table, the modeling exercise shows that for both the 1-hour and 8-hour CO concentrations, the project would not result in an exceedance of ambient air quality standards. Therefore, the project would not result in exposure of sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Air Toxics

Diesel exhaust particulate matter would be emitted from heavy equipment used in the construction process. Because diesel exhaust particulate matter is considered to be carcinogenic, long-term exposure to diesel exhaust emissions could result in adverse health impacts. Implementation of the proposed project would result in short-term, temporary emissions of diesel exhaust from construction equipment. The emissions would not occur 24 hours per day, seven days per week, but would be more likely to occur during working hours, and emissions would vary based on the type of equipment or vehicles. Because of the temporary short-term nature and frequency of construction emissions, diesel exhaust particulate matter would not expose sensitive receptors to substantial pollutant concentrations because health effects are related to long-term exposure and emissions from heavy equipment are well below the significance criteria.

To demonstrate that health risks would be less than significant, a screening modeling analysis was conducted using the off-road construction equipment particulate emissions associated with the maximum construction scenario, and estimating potential downwind concentrations with the ISCST3 model. Emissions of PM_{10} from heavy construction equipment during the demolition phase of construction were calculated at 2.29 lbs/day. Emissions of PM_{10} from heavy construction equipment during the grading phase of construction were calculated at 4.54 lbs/day. Emissions of PM_{10} from heavy construction equipment during the building construction phase were calculated at 2.23 lbs/day, and emissions of PM_{10} from heavy construction equipment during simultaneous building construction and paving were calculated at 3.39 lbs/day. The dispersion model was used to estimate potential diesel particulate concentrations downwind of the construction site. The ISCST3 model provides an estimate of impacts downwind over an annual average period. The risk calculations are provided in *Table 3.1.3-8*. The excess cancer risks predicted for the maximally exposed individual were 0.268 in a million, which is below the County of San Diego's significance threshold of 1 in 1 million without T-BACT.

Impacts from emissions of diesel particulate during construction would result in a less than significant impact. No identifiable impacts associated with diesel exhaust particulate matter would result due to the type and frequency of general operations activities.

Odors

Thresholds for the Determination of Significance

The project would have a significant air quality impact if it creates objectionable odors affecting a substantial number of people.

APCD Rule 51 (Public Nuisance) prohibits emission of any material which causes nuisance to a considerable number of persons or endangers the comfort, health or safety of any person.

Analysis

Construction Impacts

During construction, diesel equipment operating at the site may generate some nuisance odors; however, since the construction equipment would be operating at various locations throughout the construction site and because any operation near existing sensitive receptors would be temporary and intermittent in nature, impacts associated with odors during project construction would be less than significant.

Operational Impacts

The project involves activities that could produce objectionable odors such as vehicle and operating equipment emissions; however, they would only be in trace amounts and localized to the immediate surrounding area. There are no significant air emissions anticipated from normal operations of the proposed LCDF development. Impacts would therefore be less than significant.

GHG Emissions

Thresholds for the Determination of Significance

AB 32 requires the state's global warming emissions to be reduced 30% below "business as usual" by the year 2020. For the purpose of evaluating the significance of greenhouse gas emissions, the project is evaluated to determine if it conflicts with or obstruct the goals of reduction of GHGs contained in AB 32. The baseline for the analysis is "business as usual" as

characterized in the State of California's GHG reduction goals and strategies. For the proposed project, "business as usual" is defined as the current operations at the existing LCDF.

Energy efficiency improvements reduce per capita greenhouse gases; therefore, project impacts for CEQA purposes should be assessed in terms of the efficient use of energy derived from hydrocarbons through the implementation of current strategies being developed to meet California's greenhouse gas emission reduction goals defined in AB 32. Compliance with state Building Code regulations (California Code of Regulations, title 24) ensures progress toward attainment of AB 32 goals. Projects that exceed Title 24 requirements will help to achieve these goals faster. However, measures used to reach AB 32 goals cannot conflict with efforts to achieve and maintain federal and state air quality standards or to reduce toxic air pollution emissions.

Analysis

Project-related impacts relative to GHG emissions during construction and operations are provided below. GHG emissions were estimated using the following methodology: 1) the URBEMIS 2007 software was utilized to calculate project-related CO_2 emissions, and 2) CH_4, and N_2O emissions were compiled using the calculation formulas provided in *California Climate Action Registry, General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, version 2.2* (CCAR 2007).

Construction Emissions

Construction of the proposed project would result in the generation of GHG emissions, as shown in *Table 3.1.3-9*. GHG emissions would originate from the tailpipe exhaust emissions from construction equipment, employee vehicles, and delivery trucks. Construction-related GHG emissions associated with off-road mobile equipment was estimated using the URBEMIS 2007 model, which includes the CARB's OFFROAD 2007 air quality model. Emissions were estimated from equipment activity data provided by the URBEMIS model based on the land use data for the various construction phases. Because the OFFROAD 2007 model does not provide sufficient data to estimate emissions for CH_4 and N_2O, these supplemental GHG emissions were estimated using the heavy-duty truck data in Table C.4 of the General Reporting Protocol from the California Climate Action Registry (CCAR 2007). The proposed project's worst-case GHG emissions during construction would be approximately 12,859 CO_2 pounds per day. This amount represents approximately 0.0004 percent of the statewide total of daily GHG emissions.

Existing CARB regulations (Title 13 of the California Code of Regulations, Sections 2480 and 2485), which limit idling of diesel-fueled commercial motor vehicles, would help to limit GHG emissions associated with project-related construction vehicles. In addition, CARB's proposed Early Action Measures (pursuant to the California Global Warming Solutions Act of 2006) include other emission-reduction measures for diesel trucks and diesel off-road equipment. CARB will review and adopt Early Action Measures by January 1, 2010, and equipment used for construction of the project after 2010 could be subject to these requirements. Once such measures go into effect, construction contractors would be subject to these requirements. In addition, project-specific measures to further reduce GHG emissions during construction are proposed in *Section 1.2.1.1* and would help reduce the emissions caused by short term construction.

Operations Emissions

Project operational GHG emissions were estimated for the increase in vehicle traffic and building energy use, which would constitute the large majority of project emissions. Emissions from on-road mobile equipment associated with the delivery trucks and employee worker commute trips were estimated using emission factor data from CARB's Emissions Factors (EMFAC) 2007 air quality model. Supplemental emission factors from the CCAR protocols were utilized because EMFAC does not provide sufficient data, such as data on CH_4 and N_2O, to estimate the total CO_2e GHG emissions.

Traffic CO_2 emissions were estimated based on the ADT for the proposed project as presented in *Section 2.2* of the EIR. Modeled average traffic speeds were calculated based on daily vehicle miles traveled (VMT) data.

Vehicular trip generation and energy demands related to the proposed project would result in direct and indirect emissions of GHG emissions. As shown in *Table 3.1.3-9*, GHG emissions during long-term operations would total approximately 343,828 CO_2e pounds per day. This amount represents approximately 0.01 percent of the statewide total of daily GHG emissions.

New buildings would also result in GHG emissions due to electricity demand and use of natural gas, as shown under stationary source in *Table 3.1.3-9*. Electricity and natural gas consumption factors are based on the U.S. Department of Energy, 2003 Commercial Building Energy Consumption Survey, for overall consumption averages per square foot for enclosed commercial buildings. Use of these factors likely overstates electricity and natural gas use since California buildings are in general more efficient than national averages due to energy efficiency requirements in the state Building Code. The electricity and natural gas consumption factors

were then combined with GHG emission factors from the CCAR concerning electricity and natural gas use.

The project's required compliance with the latest Title 24 standards would reduce greenhouse gases emissions from "business as usual" as the older existing LCDF buildings would be replaced. As discussed in *Chapter 1*, the LCDF complex originally opened in 1965 and was converted to an adult female detention facility in 1977. Over time several modular buildings have been added. Buildings constructed in accordance with Title 24 standards will reduce on-site energy demand. The impact of these standards is seen in the CEC inventory for the years 1990 through 2004 which indicates there has been an overall decrease of 9.7% in greenhouse gases attributed to residential and commercial sources. In addition, the 2005 Building Energy Efficiency Standards for residential and nonresidential buildings further reduce energy consumption (and resulting greenhouse gas emissions) in new construction. The CEC estimates that the nonresidential electricity reduction due to the 2005 standards is 8.3% compared to the 2001 standards (CEC 2006). Therefore the new facility would be more energy efficient than the existing LCDF.

It is also important to note that future state actions taken pursuant to AB 32 including requirements for lower carbon-content in motor vehicle fuels, improved vehicle mileage standards (provided California is not barred from adopting improved mileage standards), and an increased share of renewable energy in electricity generation will also serve, in time, to further reduce GHG emissions related to this project.

As shown in *Table 3.1.3-9*, the relative quantity of project-related GHG emissions during short-term construction and long-term operations are negligible in comparison to statewide and worldwide daily emissions. *Table 3.1.3-9* presents an estimate of project-related GHG emissions of CO_2, CH_4, N_2O, and CO_2e. Given the relatively small amount of GHG emissions that would be emitted from this project during short-term construction and long-term operations, the implementation of project design features (*Section 1.2.1.1*), and the application of the AB 32 mandates over time, the proposed project would not conflict with the state's goal to reduce GHG emissions by 30% from "business as usual" by the year 2020 and impacts would therefore be less than significant.

3.1.3.3 Cumulative Impact Analysis

Because air quality is defined by geographic formations (i.e., a coastal plain surrounded by mountains) and bears little relationship to jurisdictional boundaries, the cumulative impact analysis study area for air quality consists of the San Diego Air Basin. As discussed in more detail in *Section 1.7*, the projects known to be planned or approved, or in construction during the preparation of this EIR are summarized in *Table 1-3* and depicted in *Figure 1-9.* All of these projects, as well as factors representing general increased urbanization throughout the San Diego Air Basin, were considered in the air quality cumulative analysis for purposes of evaluating long-term operational cumulative impacts. While the overall cumulative impact analysis study area consists of the San Diego Air Basin, because construction air quality impacts can tend to have a noticeable localized effect in addition to their contribution to the overall regional air basin, projects in close proximity to the proposed project site (i.e., within the Santee area) were evaluated for short-term construction-related impacts, as further discussed below.

Cumulative Construction Impacts

For short-term construction-related impacts, future and proposed construction projects in close proximity to the proposed project were evaluated for their potential to result in cumulative short-term air quality impacts in the localized air quality study area. Construction of the proposed project may occur at the same time as other construction projects, including those associated with the City of Santee Town Center Specific Plan. Due to their location within the immediate vicinity of the project area, specific projects considered in this analysis consist of Villages at Fanita and Riverwalk Subdivision. The pollutants generated from construction of these projects could result in an impact on ambient air quality that would overlap with those of the proposed project if the construction work occurs in close proximity and at the same time. Dust control measures identified for the proposed project would remain applicable, and other cumulative projects would also need to comply with the RAQS and SIP (see *Section 3.1.3.1*) and with local ordinances prohibiting nuisances or requiring dust control. Compliance with the measures identified in the RAQS and SIP would reduce the cumulative projects' construction impacts to a level that would be less than significant.

Cumulative Operational Impacts

SANDAG and the APCD prepared a regional air quality analysis as part of the 2030 Regional Transportation Plan (RTP). That analysis serves as a cumulative analysis of project impacts to regional air quality, because it incorporates all past, present and future planned development within the region. Currently the San Diego Air Basin is in non-attainment for ozone (state and federal threshold) and PM_{10} (state threshold), therefore an existing cumulative ozone and PM_{10}

air pollution issue exists within the San Diego Air Basin. The projects listed in *Table 1-3* are consistent with the City of Santee's General Plan and applicable Specific Plans, and as such, the land uses proposed within those developments have been included in SANDAG population projections and the 2030 RTP. The APCD has also conducted an attainment demonstration for the SDAB in its *Eight Hour Ozone Attainment Plan for San Diego County* (APCD 2007), which takes into account growth in emissions projected by the ARB. A project may be deemed inconsistent with applicable air quality plans if it would result in stationary sources that would not comply with APCD rules and regulations or if it would induce population and/or employment growth exceeding the growth estimates included in the RTP and ARB emission projections. The proposed project itself would generate emissions from vehicle trips which would not exceed thresholds and would not include any permanent stationary sources. As discussed in *Section 1.8*, the proposed project would not induce population and/or employment growth and would conform to the RTP. Therefore, the proposed project would not contribute in a cumulatively considerable manner to cumulative air quality impacts, and impacts would be less than significant.

Cumulative GHG Emissions

California has set goals of returning to 1990 GHG emissions levels which means 30% below "business-as-usual" (existing LCDF) in 2020. The design features incorporated in the project would reduce its contribution to GHG emissions compared to a project that does not adopt such reduction strategies. Of particular efficacy, the requirements for energy-efficient buildings are likely to be the largest source of GHG emissions reductions. On a cumulative basis, a forecast for GHG emissions in the San Diego Air Basin or in California is not currently available. It is estimated that California produces about 7% of U.S. GHG emissions, with about 41% related to transportation and about 22% related to electricity. AB 32 required CARB to have a statewide emissions inventory completed by January 1, 2008. The statewide inventory may be considered helpful in establishing a baseline forecast for comparative analysis of GHG emissions. However, the statewide inventory is not sufficiently detailed to allow evaluation of the significance of GHG contributions from individual development projects.

The amount of GHG emissions that would result from construction and operation of the proposed project would be negligible. When compared to the existing facility, the new facility would be more energy efficient thus resulting in a decrease in emissions from "business as usual". With implementation of project design features, the proposed project would be consistent with the state's goal of reducing GHG emissions. Therefore, the project's contribution of GHG emissions would not be cumulatively considerable (i.e., would be less than significant).

3.1.3.4 Significance of Impacts

As analyzed in this section, air quality impacts would be less than significant.

3.1.3.5 Conclusion

Air quality impacts would be less than significant and no mitigation measures would be required.

3.1.4 Land Use & Planning

This section considers the potential effects of the proposed project related to land use and planning**.** Information has been obtained through site visits, review of 2006 aerial photography, and from various land use plans and ordinances of the City of Santee. Excerpts from the various planning documents and ordinances are presented below, and complete copies of the documents are available at the City.

As described in *Section 1.5.1,* a county project located in a city generally is not subject to regulation by the city. For example, a city's zoning and building ordinances do not apply to a county project located in the city. A city's general plan does not apply to a county project located in the city. Other city ordinances, even though enacted specifically to regulate a county, have also been found not to apply to a county project located in the city.

3.1.4.1 Existing Conditions

Existing Land Uses

Onsite

The existing LCDF is located on Cottonwood Avenue, north of Mission Gorge Road on County of San Diego-owned land that lies within the boundaries of the City of Santee (*Figure 3.1-8*). The existing facility is located on a 15.98-acre site. The location for the proposed project includes the existing LCDF site and adjacent land totaling 45 acres.

Surrounding Land Uses

- The project site is located within, and surrounded by land uses within the City's Town Center Specific Plan area. The City's Town Center (TC) land use designation is intended to provide the City with a mixed-use activity center that is oriented toward and enhances the San Diego River (City of Santee 1986). Existing land uses within the vicinity of the proposed project are depicted on *Figure 3.1-8* and include the following:
  - Park/open space along the San Diego River to the north.
  - A combination of commercial, low-medium density residential, and medium density residential uses east of Cottonwood Avenue.
  - Edgemoor Skilled Nursing Facility to the east
  - Commercial, neighborhood commercial, park/open space, and medium-high density residential uses along Mission Gorge Road, and residential uses south of the road.
  - Developing office/commercial uses on formerly vacant land to the immediate west.

Outside of the City's Town Center Specific Plan boundary and approximately 650 feet east of the project site is Magnolia Avenue, with residential and commercial uses occurring east of the road. To the south are the City fire station, vacant land, and single-family residential development, with commercial, and residential uses occurring farther south of Mission Gorge Road. North of the site is a mix of natural and disturbed habitats associated with the San Diego River. North of the river are residential, commercial, and park/open space uses.

Planning Context

Planning documents pertaining to the project site include the City of Santee's General Plan 2020, the City's Zoning Ordinance, Santee Town Center Specific Plan and Amendments, the MSCP, and the Gillespie Field ALUCP.

City of Santee General Plan 2020

The City's General Plan most recently updated in 2003, is the main planning document for the City and provides the goals, objectives and policies to achieve desired community goals through a coordinated implementation program. The project site is designated as Town Center (TC) in the City's General Plan (*Figure 3.1-9*), which is intended to provide a mixed-use activity center oriented towards the San Diego River.

City of Santee Zoning Ordinance

The City of Santee Zoning Ordinance provides the land use planning criteria for development in the City. The Town Center zone is intended to provide the City with a mixed use activity center which is oriented towards and enhances the San Diego River. Chapter 17.18 of the City of Santee Municipal Code, entitled "Town Center District" establishes a Master Plan as a tool to provide the City with a conceptual plan, detailed land uses and appropriate development regulations that are consistent with the General Plan.

Figure 3.1-9 depicts the existing City General Plan land use designations for the proposed project site and surrounding areas. The land surrounding the project site is zoned Town Center, as well as park/open space to the north; R2 (low-medium density residential), R7 (medium-density residential), and GC (General Commercial) to the east of Magnolia Avenue; and GC, park/open space, and R14 (medium-high density residential) south of Mission Gorge Road.

Santee Town Center Specific Plan and Master Plan Amendment

The Town Center Specific Plan was adopted by the City in 1986 for 706 acres located north of Mission Gorge Road, south of Mast Boulevard, east of Mast Park, and west of Magnolia Avenue. The Specific Plan includes retail commercial, office/professional, civic center, recreational and other uses to establish a focal point for the City (City of Santee 1986).

The City adopted a Specific Plan Amendment ("Master Plan") in 2006, enabling 154 acres of the Specific Plan, including the LCDF project site, to be developed according to a broad concept that envisions the Town Center as a vital composite of compatible and complementary land uses. A principal goal of the Specific Plan Amendment is to establish overall guidelines for development while simultaneously allowing for flexible response to future business market opportunities that are consistent with the overall theme of the development (City of Santee 2006a).

Figure 3.1-10 depicts the City's Town Center Specific Plan Amendment land use designations for the site and surrounding areas. As shown, the project site has designations labeled "Commercial/Office", "Las Colinas North", "Las Colinas West", and "Edgemoor". Land use designations surrounding the site include "Commercial/Office" and "Mixed Use". Also, as shown in *Figure 3.1-11*, the Specific Plan Amendment included an office park overlay land use designation for the portion of the Town Center south of the San Diego River, excluding the Santee Transit Center, and including the existing LCDF and project site. However, the Specific Plan Amendment shows a 45-acre LCDF expansion area with no "Planning Area" designation.

Multiple Species Conservation Program (MSCP)

As described in *Section 2.3.1.5* of this EIR, in conformance with the State of California Natural Communities Conservation Plan Act, the MSCP was developed to establish a regional system of biological reserve areas. The project site is located within the City MSCP Subarea Planning Area, and the City is in the process of developing a draft Habitat Conservation Plan for the Subarea Planning Area.

ALUCP for Gillespie Field

Situated in the eastern portion of the greater San Diego metropolitan area, Gillespie Field provides general aviation services to El Cajon, where the airport is located, Santee to the north, and other surrounding communities. Gillespie Field encompasses 757 acres and is owned by the County of San Diego and administered and operated through the County Department of Public Works. There are three runways: two oriented nearly east/west and the third aligned north/south. Gillespie Field is under the control of an air traffic control tower 14 hours per day. Annual

operations in 2003 included approximately 185,000 flights. The Gillespie Field Airport Layout Plan Update (ALP) and its attendant 2004 Draft Final Narrative Report estimates annual activity levels which reach 294,250 flights by 2025.

State law requires the formation of an Airport Land Use Commission (ALUC) in each county containing a public airport. The purpose of the ALUC is to protect the public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. The San Diego County Regional Airport Authority (SDCRAA) performs responsibilities of the ALUC for all 16 airports in the County.

The SDCRAA approved and adopted Airport Land Use Compatibility Plans for nine public use airports in San Diego including Gillespie Field. The purpose of the Gillespie Field ALUCP is: 1) to provide for the orderly growth of Gillespie Field and the area surrounding the Airport within the jurisdiction of the ALUC; and 2) to safeguard the general welfare of the inhabitants within the vicinity of the Airport and the public in general. The most recent ALUCP was amended in October 4, 2004, and the SDCRAA is currently in the process of updating the ALUCP.

The ALUCP identifies an Airport Influence Area that designates the general area in which current and future airport-related noise, over flight, safety, and/or airspace protection factors may affect land uses or necessitate restrictions on the uses. Implementation of the ALUCP is intended to reduce the adverse impacts from aircraft noise, limit the increase in the number of people exposed to airport approach hazards, and ensure that no structures are erected that are deemed by the Federal Aviation Administration (FAA) to be hazards, and that no obstructions are erected that, either individually or cumulatively, cause an adverse safety effect on air navigation as determined by the FAA.

The project site is within one mile of Gillespie Field and outside the Airport Influence Area, as shown in *Figure 3.1-12*. The project site is not within projected noise contours or the runway protection zone.

3.1.4.2 Analysis of Project Effects and Determination as to Significance

The identified significance thresholds for impacts to land use and planning are based on the criteria provided in Appendix G of the State CEQA Guidelines. A significant impact to land use and planning would result if the project would:

1. Physically divide an established community.
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan,

local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

3. Cause economic or social effects that would cause a substantial deterioration of the physical conditions of the surrounding area ("urban decay").

Division of an Established Community

Thresholds for the Determination of Significance

A significant land use impact would occur if the project would physically divide an established community.

Analysis

The proposed project involves the replacement of the existing approximately 16-acre LCDF on 45 acres at the same location. Current adjacent land uses include developing commercial uses, open space, vacant land, and residential uses. Planned land uses per the Santee Town Center Specific Plan Amendment surrounding the project site include commercial/office and mixed uses. No residential uses are currently established on the proposed project site. The project would not physically divide an established community because the project would replace an existing detention facility with a larger detention facility at the same location. In addition, much of the Town Center is currently undeveloped land.

Also, communities outside of the Specific Plan area (e.g., east of Magnolia Avenue, south of Mission Gorge Road, and north of the San Diego River) would not be divided by the project. These communities are already separated from the Town Center Specific Plan area by roadways or the San Diego River, and the project would be at the same location as the existing LCDF. Consequently, impacts related to division of an established community would be less than significant.

Conformance with Adopted Land Use Plans and Policies

Thresholds for the Determination of Significance

A significant land use impact would occur if the project would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Analysis

As explained above, the project is exempt from the City of Santee's General Plan, Specific Plan, Zoning Code and other regulations. Therefore, the proposed project would not conflict with the City's land use plans and regulations because they are not "applicable." However, the EIR does analyze the project's potential physical impacts, such as traffic, noise, visual, biology, etc.

ALUCP for Gillespie Field

Implementation of the ALUCP is intended to reduce the adverse impacts from aircraft noise, limit the increase in the number of people exposed to airport approach hazards, and ensure that no structures are erected that are deemed by the Federal Aviation Administration (FAA) to be hazards, and that no obstructions are erected that, either individually or cumulatively, cause an adverse safety effect on air navigation as determined by the FAA.

The ALUCP identifies an Airport Influence Area that designates the general area in which current and future airport-related noise, over flight, safety, and/or airspace protection factors may affect land uses or necessitate restrictions on the uses. The LCDF project site is not located within the Airport Influence Area identified in the ALUCP and is outside the runway protection zone and the 60 dB CNEL noise contour of this airport. As such, while the project site would be subject to aircraft overflight, noise and safety impacts would not be significant.

The project site is within Inner Approach and Departure Safety Zones 2, Outer Approach and Departure Zone 4, and Traffic Pattern 6 as defined by the California Airport Land Use Compatibility Handbook prepared by Caltrans. However, the adopted Gillespie Field ALUCP was prepared in compliance with the Caltrans Handbook, and the plan addresses noise and safety issues with respect to aviation effects in areas surrounding the airport. As part of the ALUCP, the SDCRAA developed appropriate land use restrictions to avoid significant noise and safety effects. The LCDF project would be located outside of the Airport Influence Area and, therefore, would not be subject to the adopted ALUCP for Gillespie Field. Because the project is not subject to the ALUCP, it is also not subject to the requirements of the Caltrans Handbook regarding safety restrictions. Moreover, as stated in the handbook, "despite statutory references to it, the Handbook does not constitute formal state policy or regulation" (California Airport Land Use Planning Handbook, January, 2002, page Summary-1).

The LCDF project would not have in any structures more than two stories in height and is outside of the Airport Influence Area of the ALUCP. Therefore, no structural hazards would result with project implementation.

The project would not conflict with the goals and conditions set forth in the adopted ALUCP for Gillespie Field. The project is not within the runway protection zone. Land use conflicts related to the adopted Gillespie Field ALUCP would not occur and, therefore, impacts would be less than significant.

Urban Decay

Threshold for the Determination of Significance

A significant indirect land use impact would occur if the economic or social effects of the project would cause a substantial deterioration of the physical conditions of the uses surrounding the project ("urban decay").

Analysis

Comments received during the NOP public scoping period requested an analysis of the project's potential to cause "urban decay." Public comments received on the April 2008 Draft EIR stated that the project would negatively affect public safety and would reduce property values, increase vacancies and inhibit new construction in the area. According to the comments, these effects would result in "urban decay" in the area around the project site.

Potential effects on public safety, property values, vacancies, etc. are social effects which are not significant effects on the environment under CEQA. See CEQA Guidelines, section 15131. However, if the economic or social effects of a project could cause urban decay, the EIR must address this indirect impact. Therefore, pursuant to CEQA Guidelines section 15064(e), the following information and analysis of the project's potential economic and social effects is provided to determine if they would cause urban decay such that a significant indirect land use impact would result.

It is important to remember that the existing LCDF has been at this location since 1977 as an adult women's detention facility. Thus, the current conditions, including the economic or social effects and any results of those effects, set the baseline. The analysis of the proposed project's potential significant effects focuses on the change to this baseline condition.

Public Safety:

Concerns about public safety focused on two issues--inmates who might escape from LCDF, and inmates who might commit crimes in Santee shortly after being released from LCDF. As explained below, there has been only one escape from the existing LCDF, and women released from LCDF who do not also live in Santee, rarely commit crimes in Santee upon being released

from the jail. Consequently, there is no evidence of significant public safety impacts or related adverse physical effects caused by these social impacts, and there is no reason to expect that these impacts would increase with the new facility.

According to SDSD Detentions Investigations Unit records for 2000 through 2008, there was one escape from the LCDF facility during this period. An inmate left the facility through a gap she made in the perimeter fence of the loading dock/kitchen area. Given the record of the existing facility and the fact that the new facility would have state-of-the-art security measures, there is no reason to believe that there would be an increase in escapes from the new facility even though it would house more female inmates. More importantly, there is no evidence that the one documented escape from the existing facility caused any physical impacts to the uses in this area. Thus, the potential for escaped inmates to cause social impacts that, in turn, would cause adverse physical effects (urban decay) is not significant.

The potential social impact on the community from inmates recently released from LCDF is also low. On October 12, 2006, shortly after her release, an inmate robbed a convenience store near LCDF. In order to understand the nexus between recently released inmates and crimes committed in Santee, SDSD studied arrest and booking data from 2007, which indicated the following:

- 194 adult females were arrested in the City of Santee for bookable offenses.
- 11 of these 194 females listed a home address outside of the City of Santee (i.e., most of the women arrested in Santee live in Santee).
- Of these 11 females, five had previously served time in Las Colinas, five had no prior booking record, and one was an inmate who committed an offense inside the jail.
- Of the five women who had served time in the past, the average time between the last release from LCDF and the arrest for a different offense committed in Santee was 147 days, with the shortest release-to-arrest period being 45 days.

These data show that women who are released from Las Colinas and who do not live in Santee rarely commit criminal offenses in Santee. Stated another way, 94% of the women arrested in Santee in 2007 were residents of Santee. The evidence does not support the notion that women who are released from LCDF and who do not live in Santee routinely commit crimes in Santee shortly after they have been released. Moreover, there is no evidence to suggest that the crimes committed in Santee by a few women shortly after their release from LCDF has resulted in significant physical impacts to uses in the area. Consequently, the potential for the proposed project to cause social effects related to public safety from inmates released from LCDF that, in turn, would cause significant impacts to uses in this area (urban decay) is not significant.

SDSD will provide security for the project. In addition, the proposed reconstruction and expansion of the LCDF would result in increased and updated security measures as described in Chapter 1. The proposed security measures for LCDF incorporate a combination of architectural and operational features, including the provision of SDSD staff to monitor and manage the activities of inmates, fencing, security electronics (e.g., alarms, closed-circuit television (CCTV) monitoring, door controls), and site lighting. The facility perimeter will be secured using a system of double fences and a patrol ring road.

The 2003 LCDF Development Plan stated that, "the mission of the new 1,216-bed multi-custody facility is to ensure the safety of the community, staff, and inmates as the highest priority." To this end, the Development Plan included five Design Principles, three of which focus specifically on security requirements. Those three Design Principles are as follows:

1) Through operational practices, design responses, and construction methods, provide for continuous safe and secure conditions for the community, staff and inmates.
2) The perimeter security design should reflect an appropriate level of redundancy to insure that the zero tolerance for escapes is achieved. This objective incorporates a combination of fences, electronic detection, lighting, and mobile perimeter staff.
3) Incorporate the use of technology into any aspect of operation, design, and construction where doing so will be cost effective while assuring that the jail remains safe and efficient to operate. However, the use of technology should not be a substitute for direct staff contact with women in housing units and other key spaces.

The Development Plan will be used to develop more detailed security measures during the next phase of the project. These measures will be designed as an integrated system throughout the entire facility, thereby improving on the security at the existing LCDF which was built in a piecemeal manner.

Property Values:

Concerns were also raised about the project's potential to reduce property values, increase vacancies and inhibit new construction in the area. However, there is no evidence to support these concerns.

The existing women's detention facility has been at this location since 1977, more than 30 years. Consequently, the property values in this area already reflect the fact that there is a women's detention facility nearby. The proposed project would not add a detention facility to a community that did not previously have one. Therefore, there is no reason to anticipate that a new, albeit larger, women's detention facility would reduce property values in this area.

The goals and objectives of the Town Center Specific Plan Amendment related to office employment, jobs, and growth were developed in light of the fact that the County's LCDF is located in the Town Center and may be reconstructed there. Proposed residential and commercial developments recently constructed, approved, and/or in the review and approval process by the City of Santee are located or planned to be located near the existing LCDF (e.g., Liberty Charter School, Riverview Residential, Morningside Condominiums, Magnolia Town Homes and Riverview Office Park as shown on *Figure 1-9*). Investment in these residential and commercial developments is an indicator of the demand for housing and commercial space in this area. The proposed Liberty Charter School would be located north of future Riverview Parkway, across the street from the proposed project (*Figure 1-9*).

The Santee Trolley Square Town Center is located approximately 2,500 feet west of the proposed project (*Figure 3.1-8*). The center includes 45 retail units, anchored by major stores including Target, TJ Maxx, 24 Hour Fitness, Bed, Bath and Beyond, Barnes and Noble, and Petsmart. The center was built in 2002, and as of October, 2008, two of the smaller storefront units were vacant. In addition, the building located between the shopping center and the existing LCDF facility was built in 2003 and is occupied by the Hartford Insurance Company.

The success of the shopping center and the Hartford building west of the LCDF shows that the existing detention facility has not deterred major retailers from moving into this area, or caused businesses to fail. That is, the existing detention facility has not caused economic impacts that, in turn, have caused physical impacts in the area resulting in urban decay. Likewise, there is no reason to believe that the proposed detention facility would cause economic impacts, including a reduction in property values that in turn would cause physical impacts in the area resulting in urban decay.

3.1.4.3 Cumulative Impact Analysis

All of the cumulative projects listed in *Section 1.7* were considered in this analysis and are mapped on *Figure 1-9* and listed in *Table 1-3*. Each of the cumulative projects will be required to adhere to applicable land use plans and regulations, including City of Santee ordinances and plans/policies, the MSCP, and Gillespie Field ALUCP.

As described in *Section 3.1.4.2*, the City's General Plan, and City's Town Center Specific Plan do not apply to the proposed project, and the project would be consistent with the MSCP and Gillespie Field ALUCP. Other lands within the City would be developed in substantial conformance with the various land use policies, objectives, designations, and zoning ordinances. Consistency with land use plans and regulations is required as part of the development process for all projects on the cumulative projects list. Therefore, the cumulative projects would not

cause cumulative impacts related to conflicts with applicable land use plans, policies or regulations adopted for purposes of avoiding or mitigating an environmental effect. Furthermore, because the proposed project is exempt from the City's land use plans and regulations, it would not contribute to any cumulative effects.

Development of the cumulative projects would not divide established communities. These projects are all proposed adjacent to areas that are already developed. Furthermore, none of these projects are of a size or nature that would have the potential to divide an established community, therefore an existing cumulative impact, in the form of a division of the local community, does not currently exist. No impact related to division of an established community was identified for the project. Therefore, cumulative impacts related to the division of an established community are determined to be less than significant.

3.1.4.4 Significance of Impacts

Impacts would be less than significant.

3.1.4.5 Conclusion

The proposed project is a County project and is exempt from the City of Santee's land use ordinances and planning documents. Hence, there are no applicable land use plans or policies for the LCDF project. No significant impacts were identified and no mitigation measures would be required.

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3.1.5 Noise

This section examines the potential noise and vibration impacts from construction and operation of the proposed project. Noise calculations prepared for the analysis are included in *Appendix J* to the EIR.

3.1.5.1 Existing Conditions

Community Noise Characteristics

To describe environmental noise, and to assess project impacts on areas that are sensitive to community noise, a measurement scale that simulates human perception is customarily used. The basic noise terminology, concepts, and human perception of noise are described below. Technical terms used in this section are defined in *Table 3.1.5-1*.

Sound (noise) levels are measured in decibels (dB). Community noise levels are measured in terms of A-weighted sound level, dB(A). The A-weighted scale of frequency sensitivity accounts for the sensitivity of the human ear, which is less sensitive to low frequencies and correlates well with human perceptions of the annoying aspects of noise. Common A-weighted sound levels for various noise sources are shown in *Table 3.1.5-2*.

People are generally more sensitive to and annoyed by noise during the evening and at night. Thus, another noise descriptor used in community noise assessments termed the Community Noise Equivalent Level (CNEL) was introduced. The CNEL scale represents a time-weighted 24-hour average noise level based on the A-weighted sound level. CNEL accounts for the increased noise sensitivity during the evening (7:00 pm to 10:00 pm) and nighttime hours (10:00 pm to 7:00 am) by adding 5 and 10 dB, respectively, to the average sound levels occurring during these hours. Another noise descriptor termed the Day-Night Average Sound Level (Ldn) is also used. The Ldn is similar to CNEL except there is no penalty to the noise level occurring during the evening hours. For most community noise environments, the Ldn value and CNEL value are within one dB of each other.

Human activities cause community noise levels to be widely variable over time. For simplicity, sound levels are usually best represented by an equivalent level over a given time period (Leq). The Leq, or equivalent sound level, is a single value (in dB(A)) for any desired duration, which includes all of the time-varying sound energy in the measurement period, usually one hour. The noise level that is exceeded 50 percent of the time (L_{50}) is a level that is normally less than the Leq, except for especially steady noise levels, in which case, it may be similar to or slightly greater than the Leq.

Noise levels are generally considered low when ambient levels are below 45 dB(A), moderate in the 45 to 60 dB(A) range, and high above 60 dB(A). In wilderness areas, the noise levels can be below 35 dB(A). In small towns or wooded and lightly used residential areas, the noise level is more likely to be around 50 or 60 dB(A). Levels around 75 dB(A) are more common in busy urban areas and levels up to 85 dB(A) occur near major freeways and airports.

Human Perception of Noise Level Change

Under controlled conditions, in an acoustics laboratory, the trained healthy human ear is able to discern changes in sound levels of 1 dB(A), when exposed to steady, mid-frequency "pure tone" signals. In a normal noise environment, outside of such controlled conditions, the trained human ear can barely detect changes in sound levels up to 2 dB(A). Changes from 2 dB(A) to 3 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. However, it is widely accepted in the acoustical industry that the average human ear can perceive noise level changes of more than 3 dB(A), while the human ear perceives a 10 dB(A) increase as a doubling of sound. Based on the above, a noise level increase of 3 dB(A) or more is considered a substantial increase.

In addition to noise, construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and damage to nearby structures at the highest levels. The magnitude of the vibration can be expressed as a peak-to-peak (p-p), zero-to-peak (0-p), or root-mean-square (rms) value. To assess the potential for structural damage associated with vibration from construction activities, the vibratory ground motion in the vicinity of an affected structure is usually measured in terms of peak particle velocity (ppv), typically in units of inches per second (in/sec).

Sensitive Noise Receptors

Sensitive noise receptors are facilities or areas (e.g., residential areas, hospitals, schools, sensitive biological habitat, etc.) where excessive noise may cause annoyance or disturbance. Noise sensitive receptors are distributed throughout the project study area. Schools, religious facilities, hospitals, and parks are also present within one-quarter mile of the project study area. *Section 3.1.4* of this EIR identifies sensitive uses near proposed project components. Open space and commercial areas are typically only considered noise sensitive if they are used for recreation. Existing noise sensitive receptors within the immediate vicinity of the proposed project include residences located to the south of the project site along Park Avenue (between the site and Mission Gorge Avenue) and east of the project site, adjacent to Magnolia Avenue. Currently,

there are no offsite noise sensitive human receptors adjacent to the west or north of the project site.

As described in *Section 2.3* of this EIR, noise sensitive biological habitats are located north of the project site. Existing noise levels along the river vary from 46 to 50 dB(A) Leq.

Existing Noise Sources

The existing LCDF is currently located on a portion of the 45-acre project site and generates noise associated with operations, including vehicular noise. Vehicular noise is the primary source noise surrounding the project from traffic along Mission Gorge Road and Magnolia Avenue. The existing vehicular traffic along Mission Gorge Road in the vicinity of the project site is approximately 26,900 average daily trips (ADT) and 18,600 ADT along Magnolia Avenue (VRPA 2008). There is presently minimal traffic on Cottonwood adjacent to the site (1,100 ADT), associated with access to the existing facility. Secondary noise sources at the site include aircraft noise from Gillespie Field; however, the project site is located approximately one mile north of Gillespie Field, and outside the 60 dB CNEL noise contour of this airport.

Existing Noise Levels

The existing noise environment at the project site was monitored on February 6, 2007 between approximately 7:25 a.m. and 9:15 a.m (Site 1 - 4), and July 17, 2007 between 12:00 p.m. and 1:00 p.m. (Sites 5 - 7). The noise measurements were taken with two calibrated Larson-Davis Laboratories Model 700 integrating sound level meters, using A-weighting and "slow" response settings. The sound level meters were positioned at a height of approximately five feet above the ground during the noise measurements. The noise measurement locations, depicted as Sites 1-7 on *Figure 3.1-13*, are:

- Site 1–Mission Gorge Road, at 70 feet from the centerline of Mission Gorge Road.
- Site 2–Cottonwood Avenue, at 35 feet from the centerline of Cottonwood Avenue.
- Site 3–At an existing dirt road, along backyards of adjacent homes.
- Site 4–Magnolia Avenue, at 50 feet from the centerline of Magnolia Avenue.
- Site 5-Biological habitat area, north of the LCDF site.
- Site 6-Biological habitat area, north of the LCDF site.
- Site 7-Biological habitat area, north of the LCDF site.

A summary of the noise level measurement results in terms of average sound level, Leq, is presented in *Table 3.1.5-3*. The data shown in *Table 3.1.5-3* indicate the approximate ambient daytime L_{eq} noise levels at the monitored locations are:

- Site 1-1 dB Leq. Source: traffic from Mission Gorge Road
- Site 2 -63 dB Leq. Source: traffic from Mission Gorge Road, and Cottonwood Avenue
- Site 3-58 dB Leq. Source: helicopters, and distant noise from Mission Gorge Road and Magnolia Avenue
- Site 4-68 dB Leq. Source: traffic from Magnolia Avenue
- Site 5-50 dB Leq. Source: distant vehicles, airplanes, construction
- Site 6-46 dB Leq. Source: distant vehicles, airplanes, construction
- Site 7-49 dB Leq. Source: distant vehicles, airplanes, construction

The primary source of existing groundborne vibration in the project vicinity is from roadway traffic. Vibration generated by individual heavy truck pass-bys tends to have minor effects on nearby land uses, except for those uses that house extremely vibration-sensitive equipment. During the site visit, no activities prone to generating vibration impacts were observed.

Modeled Noise Levels

Traffic noise levels adjacent to the major roadways were modeled using the Federal Highway Administration's (FHWA) Traffic Noise Prediction Model Version 2.5 (FHWA 2004). Traffic volumes were taken from the traffic study prepared for the project (VRPA 2008). The results of the modeling are presented in *Table 3.1.5-4*.

The modeled and measured values on Mission Gorge Road and Magnolia Avenue are within one dB, which generally confirms the noise modeling input assumptions.

Relevant Noise Regulations & Standards

The project site and the adjacent land uses are located within the City of Santee. Because the proposed project is a County project, it is exempt from the City of Santee's ordinances, General Plan, Specific Plan, etc. However, the EIR uses the Sound Level Limits contained in the City's Noise Ordinance as significance thresholds, because they represent appropriate numerical standards by which to measure and evaluate noise impacts. The following provides an overview of the City of Santee noise policies, regulations and standards and their applicability to noise generated by the proposed project.

The City of Santee has two principal noise documents that would apply if this were not a County project: the Noise Element of the General Plan and the Noise Abatement and Control section of the Municipal Code. Even though the proposed project is exempt from these documents, they will be used for purposes of determining the significance of the proposed project's potential noise impacts.

City of Santee - General Plan Noise Element

The City of Santee noise thresholds for non-stationary noise sources (transportation) are based on the Noise Element, Chapter 7 of the City's General Plan 2020. The City's Noise Element states that noise impacts are significant if any of the following occur because of the proposed development:

1. If the proposed project noise levels will exceed the noise levels considered compatible for that use as identified in the City's Noise / Land Use Compatibility Guide.
2. If the proposed project increases the noise levels, which already exceed the levels considered compatible for that use, by three or more decibels.
3. The City uses the Day-Night Average Sound level (Ldn) and has established a noise standard of 65 dB Ldn for noise sensitive uses, such as residences, schools, hospitals, rest homes, and medical facilities. The City's Noise Element does not identify applicable criteria for a detention facility. For the purposes of this project, the applicable noise level limit is assumed to be 65 dB Ldn at outdoor usable areas at the site, and interior noise levels at habitable rooms are not to exceed 45 dB Ldn.

City of Santee - Municipal Code Noise Abatement and Control

Noise thresholds for stationary sources and construction noise are regulated through the City's Municipal Code, Chapter 8.12, "Noise Abatement and Control". Section 8.12.040 includes sound level limits for non-construction activities, and Section 8.12.290 sets time and noise limitations for construction equipment. Both sections are summarized in the following paragraphs.

Section 8.12.040 Sound Level Limits – Non-Construction Activities

This section in the City of Santee Municipal Code includes one-hour average sound level limits applicable to operational (non-construction) noise sources, such as mechanical equipment (pumps, rooftop equipment, condenser units, A/C units, pneumatic equipment), operation related traffic (vehicle movement, engine noise), speakers, bells, chimes, and outdoor human activity in defined limited areas.

The allowable sound level limits depend upon the zoning district and time of day. The site is zoned TC which does not have applicable noise standards listed in the City's Municipal Code. For the purpose of this analysis, it is assumed that the applicable one-hour average sound level limits are those for the residential zoned areas adjacent to the project site. Thus, the applicable sound level limits would be 50 dB between 7:00 a.m. to 7:00 p.m., 45 dB between 7:00 p.m. to 10:00 p.m., and 40 dB between 10:00 p.m. and 7:00 a.m.

Section 8.12.290 - Construction Equipment

Section 8.12.290 in the City of Santee Municipal Code sets limits on the time of day and days of the week that construction can occur, and sets noise limits for construction activities. In summary, the code prohibits operating construction equipment on:

- Mondays through Saturdays except between the hours of 7 a.m. and 7 p.m., and:
- Sundays; January 1st; the last Monday in May, known as Memorial Day; July 4th; the first Monday in September; December 25th; and every day appointed by the President, Governor, or the city council for a public fast, thanksgiving, or holiday.

In addition, the code requires that no equipment shall be operated to cause noise at a level in excess of 75 dB for more than 8 hours during any 24-hour period when measured at or within the property lines of any property, which is developed and used either in part or in whole for residential purposes. These sound levels shall be corrected for time duration in accordance with *Table 3.1.5-5*.

3.1.5.2 Analysis of Project Effects and Determination as to Significance

The identified significance thresholds for noise impacts are based on the criteria in Appendix G of the CEQA Guidelines, the City's Sound Level Limits contained in the City's Noise Ordinance as significance thresholds, because they represented appropriate numerical standards by which to measure and evaluate noise impacts. A significant noise impact would result if the project would:

1. Expose sensitive receptors to noise levels in excess of standards established in the City Noise Element and Municipal Code.
2. Expose people to excessive groundborne vibration or groundborne noise levels.

The analysis of the noise impact to potential noise sensitive birds is included in *Section 2.3* of this EIR. Although there are no CEQA, City, or County numerical thresholds for noise impacts to sensitive species, for the purposes of this analysis, a one-hour average noise level greater than

60 dB(A) is used as the threshold for determining significant noise impacts. This threshold is a generally accepted standard by USFWS for sensitive bird species. Also, studies such as the Bioacoustics Research Team (1997) concluded that 60 dB(A) is a single, simple criterion to use as a starting point for passerine impacts. In addition, noise levels above 60 dB(A) Leq occurring during the breeding season (March 15th through September 15th) may mask least Bell's vireo vocalizations and adversely affect reproductive success (SANDAG 1990).

Operational Noise

Thresholds for the Determination of Significance

The project would have a significant noise impact if operation of the proposed project would expose sensitive receptors to noise levels in excess of standards established in the City Noise Element or Municipal Code.

Analysis

The operation of the existing LCDF already contributes to the existing ambient noise levels in the vicinity of the project site. The existing LCDF would be replaced with a new facility in the same general location and, therefore, any increase in noise level would be the net difference. The existing facility's operational noise sources include mechanical equipment, such as air conditioning units, exhaust fans, and condenser units, outdoor human activity in defined limited areas, and an onsite announcement (speaker) system. No alarms or sirens are employed during normal operation of the facility. The existing facility does not require the use of helicopters.

Mechanical Equipment Noise Impacts

The proposed project's operational related noise sources would include mechanical equipment, such as air conditioning units, exhaust fans, condenser units. Equipment selection, sizing, and location will be determined during the design process, but would be similar to equipment at the existing LCDF facility, and noise generated would be within the sound level limits within the City Municipal Code standards. Therefore, the project would not result in the introduction of a substantial new source of noise, and noise impacts from this equipment would be less than significant.

Delivery/Service Purveyors Noise Impacts

Delivery/service purveyors would have access to parking areas outside the security perimeter and work-related areas. Trucks with requisitioned goods would also have access to the warehouse and other specified areas for delivery, loading, and repair services. Vendor deliveries by trucks

for the existing LCDF are on average 10 per day. With implementation of the project, the number of deliveries would stay the same but individual deliveries would be larger to satisfy the demand of the project. Therefore, operational traffic noise related to delivery/service purveyors would be the same as existing and no new impacts would result from the proposed project.

Announcement System

The existing detention facility uses an announcement system in the facility's outdoor areas. During a site visit on August 5, 2008, the outdoor announcement system was monitored. The outdoor announcement system has speakers facing inmate yard areas and the volume (loudness) can be controlled and adjusted by the deputies. The length of the announcements varies depending on the situation, but generally last between 20 and 30 seconds.

According to information provided by LCDF staff, outdoor announcements are made five to seven times per day, including, a wake up call at 6:00 a.m., a lunch call at 10:30 a.m., a dinner call at 4:00 p.m., and a lock down and a night-count call at 9:45 p.m.

The outside announcement system is also used by deputies in conjunction with the inside speakers when they are looking for a particular inmate or making other general announcements. When the inmates are inside, the deputies only use the inside system which has intercom speakers to call the inmates. The practice is to call into individual rooms and dorms to look for inmates who are scheduled to be released, have a medical need, or are scheduled for a court appearance.

As noted above, no alarms or sirens are employed, and emergency drills are discussed over hand-held radios only and are not audible beyond LCDF boundaries.

Potential noise impacts from stationary noise sources, such as the announcement system, are addressed in the City's Municipal Code, Section 8.12.040. This section in the City of Santee Municipal Code includes one-hour average sound level limits applicable to operational noise sources, such as an announcement system. No single-event noise level restrictions are identified in the City's Municipal Code.

The LCDF project site is zoned TC, which does not have applicable noise standards listed in the City's Municipal Code. The EIR analysis applies the Municipal Code sound level limits for residential zones, because residential areas exist adjacent to the project site. Therefore, the Municipal Code one-hour average sound level limits used in this analysis are:

- 50 dB between 7:00 a.m. to 7:00 p.m.
- 45 dB between 7:00 p.m. to 10:00 p.m.
- 40 dB between 10:00 p.m. and 7:00 a.m.

The existing LCDF announcement system Single-Event Noise Exposure Levels (SENELs) were monitored on August 5, 2008, between approximately 9:30 a.m. and 10:30 a.m. The SENEL is the sound exposure level of a single noise event (such as an aircraft flyover or a truck passby) measured over the time interval between the initial and final times for which the sound level of the single event exceeds the background noise level. The noise readings were taken during outside speaker announcements at the following locations:

a. On-site: at approximately 50 feet from the speakers at four different locations on the LCDF site.

b. Off-site: at the nearest residential property line, on Cottonwood Avenue, at the LCDF southern property line.

The measurements were taken with a calibrated Rion NL 32 (Serial Number 01030561) integrating sound level meter equipped with a ½-inch pre-polarized condenser microphone with pre-amplifier. This sound level meter meets the current American National Standards Institute standard for a Type 1 precision sound level meter. The monitor equipment was used in the fast time-weighted setting, and calibrated before and after the readings. The readings were taken at all locations at a height of approximately five feet above the ground. A summary of the 1-second A-weighted noise levels monitored averaged over the announcement durations is presented in the table below.

The data in the table below indicate the SENELs monitored during announcements at on-site locations range between 66 dBA and 83 dBA, and at the nearest off-site residential property line location between 48 dBA and 51 dBA.

LCDF Announcement Systems
Monitored Single-Event Noise Exposure Levels (SENEL)

Monitor Site	Duration	SENEL
On-site: C-Site	10 seconds	70 dBA
On-site: F2-Site	8 seconds	66 dBA
On-site: N1-Site	9 seconds	83 dBA
On-site: Dormitory -Site	10 seconds	67 dBA
Off-site: at nearest residential property line	10 seconds	48 dBA
Off-site: at nearest residential property line	10 seconds	51 dBA

As shown in the table, for the nearest residential property line locations, single-event noise at the first monitoring location attenuates to below (i.e., at 48 dBA) the City Municipal Code one-hour average limit of 50 dBA between 7:00 a.m. and 7:00 p.m. The second measurement location was

slightly above (i.e., at 51 dBA) the City's one-hour average limit. It should be noted that, due to the lack of established noise level limits for single events, the analysis applies an hourly average noise limit to a single event, which is extremely conservative in terms of estimating impacts.

The proposed LCDF would use an outdoor announcement system similar to that of the existing facility. The proposed announcement system would be designed, tested, and calibrated to minimize its audibility at the nearest sensitive property lines, and not exceed the City's Municipal Code one-hour average noise limits (again, an extremely conservative measure considering that these limits are designed to apply to hourly average noise levels). Such measures would effectively maintain noise from the speaker system at existing levels. To accomplish this, the following standards have been included in the project:

- The announcement system would use multiple smaller speakers spread throughout the outdoor inmate areas that will allow the volume in the outdoor inmate areas to be lower than it would be with a few, large speakers.
- The announcement system would be designed, calibrated, and operated so that individual announcements would not exceed 50 dB between 7:00 a.m. to 7:00 p.m. and 45 dB between 7:00 p.m. to 10:00 p.m. at the nearest property line that has a residential use.
- The announcement system would not be used between the hours of 10:00 p.m. to 7:00 a.m.

With the limited occurrences and durations of announcements, and design parameters incorporated to reduce single event noise levels of announcement systems, the noise level limits established in the City's Municipal Code would not be exceeded. Therefore, announcement system noise impacts would be less than significant.

Other Noise Sources

The operation at the new facility would not include the use of audible alarms, sirens, or helicopters. Therefore, no impacts related to these types of noise sources would result.

Traffic Generated Noise Impacts

Thresholds for the Determination of Significance

The project would have a significant noise impact if traffic from the proposed project would expose sensitive receptors to noise levels in excess of standards established in the City Noise Element.

Analysis

The project would generate traffic along several existing roads in the area including Mission Gorge Road, Woodside Avenue, Magnolia Avenue, Cottonwood Avenue, Town Center Parkway, and Cuyamaca Street. As noted in the traffic report, the existing LCDF already contributes traffic to these existing roadways. The project-generated traffic of 1,312 ADT would increase the existing noise along the adjacent roads by less than one dB Ldn, except for along Cottonwood Avenue near the project entrance. At this location, project-generated traffic would increase existing noise by less than two dB. Therefore, as shown in *Table 3.1.5-6*, the additional traffic volume along these roads would not increase the existing noise level in the project vicinity by three or more decibels, and the traffic noise increase would be less than significant.

As presented above, project-generated traffic noise would increase existing noise by a maximum of two dB, which is below the three decibel threshold established in the City Noise Element. Additional traffic noise resulting from the construction and operation of a 2-lane cul-de-sac access road would similarly result in less than significant noise impacts.

Construction Noise

Thresholds for the Determination of Significance

The project would have a significant noise impact if it would expose sensitive receptors to noise levels in excess of standards established in the City Municipal Code. For construction noise, a significant impact would occur if construction of the proposed project would cause noise at a level in excess of 75 dB for more than 8 hours during any 24-hour period when measured at or within the property lines of any property, which is developed and used either in part or in whole for residential purposes. These sound levels shall be corrected for time duration in accordance with *Table 3.1.5-5*.

Analysis

Construction activity for the proposed project can be characterized by the following operations: (1) clearing/excavation/site preparation/demolition, (2) building foundation, and (3) building construction. Noise impacts from construction activities of the proposed project are a function of the noise generated by construction equipment, the equipment location, the sensitivity of nearby land uses, and the timing and duration of the noise-generating activities.

All construction equipment, vehicles, personnel and materials staging areas would occur within the property lines of the proposed project. Construction equipment would include bulldozers,

concrete trucks, backhoes, excavators, loaders, graders, and trucks for excavating, compacting, and hauling.

The project's construction is anticipated to take 36 months and would be conducted in two primary phases. Phase I would develop the site to the east of the existing LCDF. Phase I construction for the LCDF project evaluated in this EIR would include demolition of three Edgemoor structures, site grading and construction of proposed facilities. Upon completion of Phase I, Phase II construction would commence. Phase II construction will require demolition and removal of the existing LCDF. Once the demolition is complete, grading and construction of the new Phase II facilities would occur. No nighttime, Sunday, and/or holiday construction is proposed.

Construction Equipment Noise Levels

The Environmental Protection Agency (EPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment (*Table 3.1.5-7*).

The data shown in *Table 3.1.5-7* are *maximum* noise levels (i.e., one-hour average), not the average sound level generally used in this assessment. The average sound level at construction sites is typically less than the maximum noise level because the equipment operates in alternating cycles of full power and low power. The average sound level of the construction activity also depends upon the amount of time that the equipment operates and the intensity of the construction during the time period. The equipment rotates in various directions (i.e., noisiest side of the equipment to quieter sides of the equipment), and moves around the construction site, especially during clearing, grubbing and grading activities.

Typically, the greatest one-hour average noise level occurs during clearing, grubbing and grading activities. Construction equipment used during this construction phase typically includes scrapers, dozers, compactors and water trucks. Noise calculations were conducted based on the type of equipment anticipated to be used for construction, including graders, bulldozers, loaders, water trucks, etc. Based on those noise calculations, the one-hour average noise level during ground clearing and grading activities ranges from approximately 75 to 80 dB at 50 feet from the closest construction work area.

Construction noise in a well-defined area (an area that is bounded by definable limits such as walls, slopes or other barriers) typically attenuates at approximately six dB per doubling of distance (Beranek and Ver 1992). At the closest homes, the one-hour average maximum noise level during construction is estimated to range between approximately 69 and 74 dB at 100 feet from these homes, to less than 60 dB for construction at a distance of 500 feet from the center of the construction work area. The one-hour average noise level from the project would be

approximately 75 dB or less at the homes south and east of the project site and along Magnolia Avenue during grading of the site. The construction activities would generally be 100 or more feet from the closest homes. The average noise level associated with the construction activities at this distance would be approximately 74 dB or less. These noise levels assume direct lines-of-sight between the receivers and the construction area. Construction noise would be less at other areas and during the later phases, such as foundation construction and framing. The project would be in compliance with City of Santee Municipal Code Section 8.121.290, regarding construction equipment usage, construction time period, and noise levels. Therefore, construction noise impacts would be less than significant.

Construction Noise Level at Nearest Noise-Sensitive Habitat

The nearest sensitive habitat area (i.e., suitable habitat for the least Bell's vireo) is located at approximately 250 feet to the north of the construction site. The construction noise levels at this location are estimated to range between 58 and 63 dB hourly Leq. Consequently, the construction noise levels could exceed the 60 dB hourly Leq threshold at the nearest noise sensitive habitat area, and impacts would therefore be significant (refer to Impact BI-3 in *Section 2.3*). The noise levels from construction in noise sensitive habitat areas at a distance of 500 feet or greater are estimated to range between 54 and 59 dB hourly Leq and would not exceed the 60 dB hourly Leq threshold. Therefore, impacts would be less than significant. Refer to *Section 2.3* for additional analysis.

Groundborne Vibration and Noise

Thresholds for the Determination of Significance

The project would have a significant noise impact if the project would expose people to excessive groundborne vibration or groundborne noise levels.

Analysis

Construction and demolition activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The development of the LCDF project, including demolition and construction, would not include blasting, pile driving or activities that could create excessive vibration. Also, construction would be limited to daytime hours. Based on this, neither short-term nor long-term annoyance or damage from construction vibration is expected, and the project's groundborne vibration or groundborne noise impacts would be less than significant.

3.1.5.3 Cumulative Impact Analysis

Table 3.1.5-8 summarizes the noise impacts of cumulative projects that are applicable to the proposed project, and *Table 1-3* provides additional details on cumulative projects. From the list of cumulative projects, the mixed use and retail development associated with the City's Town Center Specific Plan were included as the study area for cumulative noise impacts. The Villages at Fanita, Edgemoor projects, and other vicinity subdivisions were also included. This study area was chosen because these projects have the potential to contribute to cumulative noise impacts due to increased traffic and stationary noise impacts that would occur upon project completion. It should be noted that the Final MEIR for the Santee Town Center Specific Plan Amendment found that noise impacts due to project traffic would be mitigated to less than significant (City of Santee 2006a).

As urbanization increases within the Santee area, sensitive receptors will be exposed to greater noise associated with construction and traffic. Aside from the proposed project, because other projects are planned within the Santee area, a cumulative increase in ambient noise will likely occur. Construction of the project as well as other proposed projects in the study area would increase the exposure of people to noise impacts. The cumulative (with project) generated traffic would increase the existing vehicle noise levels along the adjacent roads by less than two dB Ldn, as shown in *Table 3.1.5-6*. The project-generated traffic would increase the future noise levels along adjacent roads by one dB Ldn or less. These potential increases do not exceed the City's Noise Element threshold of a three dB Ldn increase over the existing noise levels. Therefore, cumulative project traffic noise level increases are less than significant. Compliance with applicable noise regulations identified in *Section 3.1.5.2* would reduce the project's cumulative noise impacts during construction to a level that would be less than significant and not cumulatively considerable.

3.1.5.4 Significance of Impacts

Project-generated noise levels would not result in significant short-term or long-term noise disturbances for residential receptors or people near the project site. The project would not exceed the requirements of Section 8.12.290 of the City of Santee Municipal Code. Offsite, the proposed project would generate noise levels greater than 60 dB hourly Leq noise level within the nearest portion of adjacent habitat areas (within 250 feet from the construction area). *Section 2.3* of this EIR discusses these noise impacts to sensitive biological resources and recommended mitigation measures. Traffic noise generated by the project would be less than significant. No other significant noise impacts would result.

3.1.5.5 Conclusion

No significant noise impacts were identified and no mitigation measures are warranted.

3.1.6 Population and Housing

This section considers the potential effects of the proposed project to population and housing. Current demographic data are provided for the Year 2000 U.S. census. Estimates of population, housing, and employment are prepared annually by the San Diego Association of Governments (SANDAG) for jurisdictions, subregional areas, and major statistical areas. The SANDAG Year 2006 Estimates contain less detail than the Census 2000 Profiles therefore; the Year 2000 is used as the base year. The local population and housing forecasts were obtained from SANDAG. The Final 2030 forecast was accepted for use in planning and other studies by the SANDAG Board of Directors in September 2006. The employment and labor force data were obtained from the U.S. Census Bureau.

3.1.6.1 Existing Conditions

Demographic Characteristics

The population of San Diego County consisted of 2,813,833 residents in 2000. During the period between 2000 and 2030, the population of San Diego County is estimated to increase by approximately 42 percent, resulting in a 2030 population of approximately 3,984,753 residents. In comparison, the year 2000 population of the City of Santee was 52,975 residents, which accounts for approximately 2 percent of the total San Diego County population. Year 2030 population projections for the City of Santee expect the population to increase to 72,115 residents, which is an increase of 36 percent.

Housing Characteristics

The 2000 U.S. Census showed that there were 1,040,149 housing units within San Diego County, 4 percent of which were vacant. During the period between 2000 and 2030, the number of housing units within San Diego County is estimated to increase by approximately 33 percent, resulting in 1,383,803 housing units by the Year 2030. In comparison, the City of Santee contained 18,833 housing units in 2000, which accounts for approximately 1.8 percent of the total San Diego County housing units. Year 2030 projections for the City of Santee expect the number of housing units to total 24,747, which is an increase of 31 percent.

3.1.6.2 Analysis of Project Effects and Determination of Significance

The following significance thresholds for impacts to population and housing and are based on criteria provided in Appendix G of the CEQA Guidelines. A significant population and housing impact would result if the project would:

1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
2. Displace a substantial number of existing housing, necessitating the construction of replacement housing elsewhere, or
3. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere.

Project Related Population Growth

Thresholds for the Determination of Significance

A significant population and housing impact would occur if the project would induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

Analysis

As described in *Section 1.8,* the proposed project consists of replacing an existing facility. While expansion of the facility is proposed to meet the projected increase in the female inmate population, this increase (and any associated increase in staff, etc.) would not foster economic or population growth, or the construction of additional housing.

The new staff for the project is expected to come from existing SDSD staff or from the local employment pool. The majority of these new jobs would require skill levels that could be met by existing residents of the region. In either case, it is not anticipated that the new staff would relocate to the project area given that the new facility is easily accessible by major highways (I-8, SR-67 and SR-125) and is located near the Santee Trolley Center which is served by bus and trolley lines. Residents throughout the County often commute fairly long distances to their jobs. Furthermore, as of August 2008, 11.5% of the staff at the existing LCDF lived in the City of Santee. Based on this percentage, the new staff for the expanded facility would result in approximately 16 to 23 new households in the city when the new jail is fully operational. According to the 2000 US Census, the City of Santee had 18,833 housing units. Twenty-three households would be less than 1% of this total. Therefore the proposed project would not create the need for the construction of additional housing.

In addition, due to the short-term nature of an average inmate's stay at the LCDF (typically one year or less), there is no reason to assume that family and visitors will relocate to the project area.

Obstacles to population growth are generally associated with lack of new employment opportunities and vital services such as roads, water, sewer, and electric lines. As discussed above in *Section 1.8.1*, the project would provide minimal new employment; however, this new employment is not anticipated to have a significant effect on population growth. Necessary road, water, sewer, and electrical services have previously been extended to the project site and vicinity and the project does not propose or require the construction of new houses; hence no growth-inducing impacts are anticipated from these sources.

Displacement of People or Existing Housing

Thresholds for the Determination of Significance

A significant population and housing impact would occur if the project:

- Would displace a substantial number of existing housing, necessitating the construction of replacement housing elsewhere, or
- Would displace a substantial number of people, necessitating the construction of replacement housing elsewhere.

Analysis

The proposed LCDF would replace the existing LCDF on and adjacent to the grounds of the existing LCDF. Existing land uses on the project site do not include residential units or business uses and therefore, the project would not require the removal or relocation of any residential units or business uses. Therefore, the proposed project would not result in significant impacts.

3.1.6.3 Cumulative Impact Analysis

The cumulative impact study area for the population and housing analysis is the City of Santee. The City limits represent an appropriate cumulative study area because existing and projected population characteristics are tabulated and measured by jurisdictional boundaries. City projects considered for the analysis of cumulative population and housing impacts are mapped on *Figure 1-9* and listed in *Section 1.7*. Cumulative projects which have either been built or are planned that contain large residential components per *Table 1-3* in *Section 1.7* include Riverview Residences, Villages at Fanita, Treviso Subdivision, Sky Ranch development, and Morningside Condominiums. One of the projects listed in *Table 1-3* could result in significant population and housing impact, the City's Riverview Office Park Master Plan Amendment: High Density Residential and Mixed-Use Overlay. The Initial Study prepared for the NOP for the Overlay project Supplemental EIR indicates that the significance of Population and Housing growth impacts are unknown and are being analyzed in the Supplemental EIR. The Initial Study also indicates that the City's proposed Overlay project could not be realized unless a County decision

to redevelop the project site with non-public land uses occurred. Overall, based on known information on the cumulative projects included within the cumulative impact study area (as listed in *Table 1-3*), the LCDF project would not contribute to an adverse cumulative impact.

As discussed in *Section 3.1.6.2*, the project would not require the removal of any existing housing units or displacement of any persons, and would have no effect on population growth in the area. In the absence of impacts to population and housing, no contribution to the accumulation of effects to population and housing would occur.

3.1.6.4 Significance of Impacts

The proposed project would not result in any significant impacts due to population and housing.

3.1.6.5 Conclusion

The proposed project would not result in population and/or housing impacts, and no mitigation measures would be required.

3.1.7 Public Services

3.1.7.1 Existing Conditions

Fire Protection and Paramedic Services

The proposed project is located in the City of Santee where fire protection services are provided by the Santee Fire Department. The Fire Department service area includes the City of Santee as well as roughly two square miles adjacent to Santee in the Pepper Drive area of the County. Since 1986, the City of Santee Fire Department has maintained an Insurance Service Office (ISO) Class 2 rating, based upon the ISO rating system of 1 through 10, with the highest rating being 1 and 10 the lowest. The City maintains a minimum daily staffing of 16 emergency response personnel including the on-call Duty Chief.

The Santee Fire Department provides fire and life safety education, inspection and prevention services, and code enforcement. The Fire Department is also responsible for emergency preparedness, management, and response to earthquakes, floods, explosion, fires, hazardous materials, rescue and medical response.

The City has two fire stations, Fire Station No. 4 located at 8950 Cottonwood Avenue (bounding the southern perimeter of the project site) and Station No. 5 located at 9130 Carlton Oaks Drive (located 1.25 miles to the west of the project site).

Response times for fire protection services vary within the City, with the current goal being to provide an average initial response time of no more than six minutes, and a response time of no more than ten minutes for supporting paramedic transport, 90 percent of the time (City of Santee 2003).

Paramedic advanced life support services are provided within the City with first responding fire companies and paramedic transport ambulances. The paramedic ambulances are staffed with firefighter paramedics and are located at Fire Station No. 4. Ambulances are also operated in partnership with the Lakeside Fire Protection District.

Police Protection Services

Law enforcement is provided by the San Diego County Sheriff's Department (SDSD). The SDSD Santee Sheriff station is located at 8811 Cuyamaca Street south of Mission Gorge Road. This station provides service to the City, which includes a 16.5-square mile area and a population of approximately 52,975. SDSD provides a full range of services including general patrol, traffic enforcement, criminal investigations, communications and dispatch and various management

support services. Other specialized services include community service officers, a crime prevention unit, senior volunteer patrol and juvenile intervention detectives. A recently opened storefront facility is also located in the Santee Trolley Square center at the northwest corner of Mission George Road and Cuyamaca Street. The average priority call response time for general law enforcement within the City is 8.2 minutes and the average for traffic law enforcement is 7.5 minutes (City of Santee 2003).

SDSD administers a neighborhood watch program in the City aimed at reducing the number of burglaries through enhanced neighborhood security. SDSD also administers a similar program called Kids Watch, which is oriented towards children and teaches them how to watch their neighborhood and how to contact law enforcement. Four School Resource Officers from the Sheriff's Santee Station are assigned to high schools within the Grossmont Union High School District. The officers are an educational resource; providing both intervention and follow-up services. They act as an on-campus resource for school students to both provide a law enforcement liaison as well as to ensure a safe environment for learning. In addition, patrol deputies assigned to the Santee Station respond to calls for service from the elementary and middle schools in Santee.

Schools

The Santee School District (SSD) serves the area for grades kindergarten through eighth grade (K-8) and the Grossmont Union High School District (GUHSD) serves the area for ninth through twelfth grades (9-12). Existing schools operated by SSD in the project area include Rio Seco on Cuyamaca Street and Carlton Hills on Pike Road. Rio Seco had a March 2003 enrollment of 774 with a capacity of 1,037 students. Carlton Hills has a March 2003 enrollment of 776 with a capacity of 809 students.

GUHSD has three high schools in Santee: West Hills High School on Mast Boulevard near Medina Drive; Santana High School on Magnolia Avenue between Mast Boulevard and Second Street; and Homestead High School on Chubb Lane and Magnolia Avenue. West Hills High School had a March 2003 enrollment of 2,230 with a capacity of approximately 2,397 students. Santana High School had a March 2003 enrollment of approximately 1,800 with a capacity of 2,200 students. Homestead High School has an enrollment of approximately 150 students.

Parks and Recreation

There are no recreational resources located on the project site. However, there are three parks in the project vicinity. The nearest recreational resource is the San Diego River Corridor trail north of the project site, which includes a bicycle path and is part of the San Diego River Park providing 26 acres of land for public recreation as part of the City's local parks and recreation facilities (City of Santee 2003).

Santee Mini Park, which is a pocket park of approximately 0.25 acres in size, is located 0.25 miles to the south. Town Center Community Park is located approximately 0.45 mile to the northwest, and is approximately 55 acres in size.

3.1.7.2 Analysis of Project Effects and Determination as to Significance

The following significance thresholds for impacts to public services are based on the criteria provided in Appendix G of the CEQA Guidelines. A significant impact to public services would result if the project would:

1. Have an effect upon, or result in a need for new or altered fire, police services, or schools or infrastructure that would result in an adverse physical effect to the environment.
2. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
3. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Fire Protection

Thresholds for the Determination of Significance

The project would have a significant environmental impact related to the provision of fire protection infrastructure and services if any of the following would occur with project implementation:

- Have an effect upon, or result in a need for new or altered fire services or infrastructure that would result in an adverse physical effect to the environment.

Analysis

Implementation of the proposed project would replace the existing LCDF's aged structures with modern facilities. When compared to the existing facility, the project's replacement of aged structures with modern facilities designed to meet current public safety, including fire standards and codes, would decrease fire hazards onsite. A Project Facility Availability Form was received from the City Fire Department on April 26, 2007 indicating that the adjacent Santee Fire Station No. 4 would have the ability to maintain current service levels and acceptable service ratios with implementation of the proposed project.

Santee Fire Station Number 4 is located immediately adjacent to the existing facility and the proposed project site on Cottonwood Avenue as shown on Figures 1-5 and 3.1-8. Emergency access to the project site would be readily available from Cottonwood Avenue on the south and Riverview Parkway on the north as shown on Figure 1-5. Construction of a 2-lane cul-de-sac access road (portion of Riverview Parkway) would also maintain adequate fire protection access to the LCDF. Fire Department response times should not change, because the location of the facility relative to the fire station would not change with the proposed project. And as noted above, the Santee Fire Department confirmed that there would be no change in service levels at this fire station if the proposed project were built.

It should be noted that, pursuant to State regulations, the SDSD must prepare a policy and procedures manual for the new facility. The manual must include emergency procedures including a fire suppression pre-plan California Code of Regulations (CCR), title 15, section 1029(a)(7)(A). The SDSD must consult with the Santee Fire Department, State Fire Marshal, or both, to develop a fire suppression plan that includes a fire suppression pre-plan by the local fire department, monthly fire prevention inspections by facility staff, fire prevention inspections by the State Fire Marshal or local fire department at least every two years and an evacuation plan. CCR title 15, section 1032. The existing LCDF facility maintains an evacuation plan in compliance with the above-stated requirements. The existing plan provides procedures for: 1) notifying the control deputy in the event of a fire; 2) securing the ventilation system; 3) evacuating all inmates from the fire area; 4) lockdown of all inmates away from the fire area; and 5) suppression or containment of the fire. In addition, the plan calls out specific evacuation routes for each area of the facility. The new facility's evacuation plan would be substantially the same in terms of ingress and egress locations, as well as basic evacuation procedures.

Based on the ability of the Santee Fire Department to serve the site, and no substantial reduction in responses times, the project would not result in a significant impact related to the need for new or altered fire protection facilities or to fire protection services.

Police Protection

Thresholds for the Determination of Significance

The project would result in a significant environmental impact related to the provision of police protection infrastructure and services if any of the following would occur with project implementation:

- Have an effect upon, or result in a need for, new or altered police services or infrastructure that would result in an adverse physical effect to the environment.

Analysis

SDSD, the project proponent, would continue to provide for the security needs of the LCDF, and therefore, the project is not dependent on a local police force. The detention facility staff includes Sheriff's deputies who are on-site 24 hours per day, 7 days per week, and almost all incidents at the facility are handled by on-site deputies. On those rare occasions when law enforcement deputies are called, the response would be from the Sheriff's Station on Cuyamaca Street in Santee. Police response times would not be affected. No additional demand for services, increased response times, or other effects on police services to the City of Santee would result from project implementation.

Schools

Thresholds for the Determination of Significance

The project would result in a significant environmental impact related to the provision of school infrastructure and services if any of the following would occur with project implementation:

- Have an effect upon, or result in a need for, new or altered schools or infrastructure that would result in an adverse physical effect to the environment.

Analysis

As discussed in *Section 3.1.6,* the proposed project would not affect population growth and therefore would not result in a significant impact related to the need for new or altered school facilities or infrastructure or existing schools. Moreover, new employees would not affect the Santee School District unless the employees moved into new housing located in the School District. The County is not aware of any evidence that new housing would be available in Santee when Phase II of the proposed facility opens in about 2014 or that new employees would move into the new housing. If new housing would be available, the housing would have paid the statutorily authorized fee (explained below) to offset any potential impacts on the School District. If the new employees moved into existing housing in the School District, families currently in those houses would have moved out, thus off setting any potential effect.

Lastly, Government Code section 65970 et seq. and Education Code section 17620 set forth the exclusive means for "considering and mitigating impacts on school facilities" for new development. See Gov. Code, section 65996(a). Any facility that is owned and occupied by a federal, state or local government is exempt from this mitigation scheme. See Gov. Code, section 65995(d). Thus, the state legislature has determined that the fees that school districts may impose under Government Code section 65970 et seq. mitigate any impacts that new

development may have on school facilities. According to the comment letter the Santee School District submitted on the April 2008 Draft EIR, the School District collects these fees.

Parks

Thresholds for the Determination of Significance

The project would result in a significant public services impact if it would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Analysis

The proposed project would not increase the use of existing neighborhood or regional parks or other recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment, because the project would not result in a substantial population increase (see Section 3.1.6). The project would not include public recreational facilities, or require construction or expansion of recreational facilities. Therefore, the project would not result in a significant impact to parks or other recreational facilities.

3.1.7.3 Cumulative Impacts

Projects considered for the analysis of cumulative public services impacts are mapped on *Figure 1-9* and listed in *Section 1.7.* From the list of cumulative projects, the Riverview Office park and Town Center Specific Plan Amendment were included in the study area for cumulative public services impacts. This study area was chosen because these projects have the potential to contribute to cumulative public services impacts given their proximity to the proposed LCDF project. No projects located within the cumulative study area were determined to result in significant impacts to public services, therefore an existing substantial adverse cumulative impact does not exist.

All agencies providing service to the project have indicated that services and facilities are available to adequately serve the project site and no significant impacts related to public services were identified. The existing level of service from all agencies is adequate to serve the proposed project and the project would not contribute to a significant demand for additional facilities for service agencies. In addition, all future development within the area will be required to demonstrate that adequate services and facilities are available to serve proposed development. As

such, the cumulative projects would not result in a cumulatively significant impact on public services.

3.1.7.4 Significance of Impacts

The proposed project would not result in any significant impacts to public services.

3.1.7.5 Conclusion

The proposed project would not result in any significant impacts to public services, and therefore no mitigation measures are required.

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3.1.8 Utilities and Service Systems

This section presents the utility and service providers in the project area and project impacts associated with increased demand.

3.1.8.1 Existing Conditions

Wastewater Treatment

Wastewater treatment for the project site is provided by the Padre Dam Municipal Water District (PDMWD) and Lakeside Sanitation District. Wastewater conveyed through the PDWMD is discharged to the City of San Diego Metropolitan Wastewater Department system for treatment at the Point Loma Wastewater Treatment Plant and offshore discharge into the Pacific Ocean (approximately 60 percent). The remaining 40 percent of wastewater flow is diverted to the Santee Wastewater Treatment Plant for treatment and distribution to commercial uses and Santee Lake Recreation Preserve. It is estimated that the existing LCDF's sewage flow is approximately 60,900 gallons per day (gpd).

Two separately owned collection systems are located near the site. A 27-inch Lakeside Interceptor traverses to the northwest of the site and is owned and operated by the Lakeside Sanitation District. The existing LCDF ties into the 27-inch interceptor in the northwest corner of the site. In addition, a 15-inch line that is owned and operated by the PDMWD approaches the existing site from the north. The 15-inch line connects to the 27-inch line approximately 600 feet west of the existing LCDF. Lastly, to the east within Magnolia Avenue, an 8-inch PDMWD pipeline exists.

Water Supply

Water Supply is provided to the project area and existing LCDF by the PDMWD for potable water. The PDMWD serves all of the City of Santee, the northwesterly portion of El Cajon and the communities of Lakeside and Alpine. Currently the PDMWD serves over 12,975 accounts to a population of more than 130,000. PDMWD's potable water is purchased from the San Diego County Water Authority (CWA) which in turn purchases water from the Water Metropolitan District of Southern California. Water is also obtained from the Helix Water District. Recycled water is not available to the project site.

The project site is bordered by three water mains: a 10-inch main in Cottonwood Avenue, a 14-inch main in Magnolia Avenue, and a 12-inch main that traverses just northeast of the project site. Two of the three mains serve the existing LCDF, including the 4-inch meter that taps into the 10-inch main in Cottonwood Avenue near the fire station.

Solid Waste and Recycling

Waste Management, Inc. provides solid waste services for the City of Santee. Waste Management provides curbside collection, refuse disposal, curbside recycling, yard waste collection and public education. Waste Management implements programs necessary to meet the state mandated 50 percent waste reduction goal established by AB 939.

In 2004, the California Integrated Waste Management Board indicated the City has an approximate waste diversion rate of 49 percent. City waste includes business waste (87 percent) and household disposal (13 percent) (California Integrated Waste Management Board website, accessed November 14, 2006).

Solid Waste generated by the existing LCDF is currently hauled to the Sycamore Sanitary Landfill and the Otay Landfill. The Sycamore Sanitary Landfill in Santee is owned and operated by Allied Waste Industries, Inc. The landfill has a permitted maximum disposal of 3,965 tons per day and as of September 2006, had a remaining capacity of 85 percent. The California Integrated Waste Management Board anticipates a closure date of December 31, 2031. The Otay Landfill in Chula Vista is also owned and operated by Allied Waste Industries. The landfill has a permitted maximum disposal of 5,000 tons per day and, as of November 2006, had a remaining capacity of 31 percent. The California Integrated Waste Management Board anticipates a closure date of April 30, 2021.

The existing LCDF currently has the following recycling/waste management programs in place:

- Pallets: currently recycled by Ramona Pallets
- Grass recycling and Yard Waste: a Grossmont College Instructor voluntarily monitors and recycles grass and yard wastes
- Metal and Construction Debris: taken to County salvage
- Office Paper: Serviced by Safeshred
- Universal waste and toner cartridges: recycled by administration staff
- Electronic waste: taken by Sheriff's Data Services when equipment is replaced, or sent to County salvage

3.1.8.2 Analysis of Project Effects and Determination as to Significance

The following significance thresholds impacts to utilities and service systems are based on criteria provided in Appendix G of the CEQA Guidelines. A significant impact to utilities and services would result if the project would:

1. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
2. Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
3. Not have sufficient water supplies available to serve the project from existing entitlements and resources, or if new or expanded entitlements are needed.
4. Not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
5. Not comply with federal, state and local statutes and regulations related to solid waste.

Wastewater Treatment

Thresholds for the Determination of Significance

A significant utilities and service systems impact would occur if the project would:

- Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Analysis

Wastewater from the proposed project would be conveyed via the existing 15-inch sewer line that currently serves the site. The existing line may require realignment on the project site to facilitate maintenance requirements of the PDMWD. The proposed project would increase the existing flow from the existing LCDF, but the projected increase in wastewater would not exceed the current capacity of existing treatment facilities. The proposed project's demand would not necessitate the construction of new wastewater treatment facilities or expansion of existing facilities. Therefore, the project would have a less than significant impact on wastewater treatment facilities.

Water Supply

Thresholds for the Determination of Significance

A significant utilities and service systems impact would occur if the project would:

- Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or if new or expanded entitlements are needed.

Analysis

The existing facility uses on average approximately 60,000 gpd of water. It is estimated that the proposed project would use approximately 100,000 gpd of water, an increase of approximately 40,000 gpd. The County requested PDMWD to prepare a Water Supply Assessment for the proposed project. PDMWD determined that an assessment was not required for a project of this size.

The project would be supplied with potable water through a new 10-inch main that would run from Cottonwood Avenue to Magnolia Avenue with on-site connections installed during site development (PDMWD 2007). The existing 10-inch water main in Cottonwood Avenue would be abandoned. PDMWD provided a water availability letter dated November 18, 2008. In its letter, PDMWD notes that additional water would not be needed for the proposed project until about 2013 and confirming that, under today's conditions, PDMWD would issue will-serve letters for the proposed project. In addition, as noted above, a Water Supply Assessment was not required for the project. Therefore, sufficient water is available for the proposed project.

In its letter, PDMWD stated that a water offset program is being discussed by a General Manager Group at the San Diego County Water Authority. If such a program is developed and PDMWD implements it, the County would participate in the program if it applied to the detention facility. Moreover, the County will develop and implement a plan to reduce water use at the new facility.

The existing water supply mains are adequately sized to serve the project. Therefore, aside from the installation of the new water line on site, no new potable water facilities or expansion of existing facilities would be required as a result of this project, and impacts would be less than significant.

Solid Waste Capacity

Thresholds for the Determination of Significance

A significant utilities and service systems impact would occur if the project would not:

- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; and
- Comply with federal, state and local statutes and regulations related to solid wastes.

Analysis

Waste Management would be responsible for hauling solid waste generated during construction and operation to either the Sycamore Landfill or Otay Landfill. Waste Management also provides a commercial recycling program. The recycling program includes recycling of glass bottles and jars, cardboard, newspapers, cans, plastic containers and mixed paper. Existing source reduction, recycling and composting programs would further reduce the project's waste disposal by as much as 50 percent. Due to the existing available capacity at landfills serving the site, implementation of the proposed project would have a less than significant impact on local solid waste facilities.

No federal, state or local statutes or regulations related to solid waste apply to the project. However, the County has a construction and demolition debris recycling ordinance, which requires 90 percent of inerts and 50 percent of all other materials to be recycled from a project (County Code of Regulatory Ordinances Section 68.513). The proposed project will comply with this ordinance. Construction of the proposed LCDF would require the demolition of the existing LCDF and three Edgemoor buildings. It is anticipated that 10 percent of inert materials and 50 percent of the other materials generated by the demolition would be taken to a landfill. Therefore no significant impact would result.

3.1.8.3 Cumulative Impact Analysis

Projects in the vicinity of the proposed project considered for the analysis of public utilities impacts are mapped on *Figure 1-9* and listed in *Section 1.7*. The Santee Town Center Specific Plan was selected as the cumulative impact study area for public utilities due to these project's potential to impact local utility providers' ability to service this developing area. These projects include Riverwalk Subdivision, Riverview Office Park, Riverview Residential, Hollywood Theater, and Riverview Office Park Master Plan Amendment: High Density Residential and Mixed-Use Overlay. Several of these projects either have not completed environmental documents or would have less than significant utilities and service system impacts. Two projects,

Villages at Fanita and Lakeside Downs (through preliminary analysis conducted in the Initial Study), identified significant but mitigable impacts to public services and utilities. Mitigation for each of the cumulative projects' effects would be required prior to granting of building permits by area lead agencies, and a number of mitigation avenues exist (e.g., providing the service, contributing to pro-rata share, or participating in an assessment district). These project-specific mitigation measures would avoid any substantial adverse cumulative impact from occurring to local public services and utilities.

Solid waste pickup and disposal at the proposed project would be performed by Waste Management. When combined, the other projects within the Santee Town Center Specific Plan would result in a cumulative increase in the amount of solid waste that is generated which requires disposal at a regional landfill facility. Considered with other past, present, and foreseeable future projects, the proposed project would contribute to the total flow of solid waste generated in the region. There are several options presently available for disposal of solid waste to meet planned growth, such as disposal at planned landfills and recycling, which would reduce the volume of solid waste needing to be disposed of in the Sycamore and Otay landfills. As identified in *Section 3.1.8.1*, the Sycamore Sanitary Landfill has a remaining capacity of 85 percent and the Otay Landfill has a remaining capacity of 31 percent. As such, these landfills could accommodate cumulative project solid waste needs, and the proposed project would have a less than significant cumulative impact on waste disposal.

No cumulative impacts have been identified related to water or sewer services. PDMWD would have adequate supplies and capacities to service the proposed project and cumulative development projects within their service areas as documented in its master plans.

3.1.8.4 Significance of Impacts

The proposed project would not result in any significant impacts to public utilities.

3.1.8.5 Conclusion

Development of the proposed project would not significantly impact public utilities, and no mitigation measures are warranted.

Table 3.1.2-1
LARA Rating Results for the Las Colinas Detention Facility

	Rating Factor	LARA Rating Results
Required Factors	Water	High
	Climate	High
	Soil Quality	Moderate
Complementary Factors	Surrounding Land uses	Low
	Land Use Consistency	Low
	Topography	High

Table 3.1.2-2
Interpretation of LARA Model Results

LARA Model Results			LARA Model Interpretation
Possible Scenarios	Required Factors	Complementary Factors	
Scenario 1	All three factors rated high	At least one factor rated high or moderate	This site is an important agricultural resource
Scenario 2	Two factors rated high, one factor rated moderate	At least two factors rated high or moderate	
Scenario 3	Once factor rated high, two factors rated moderate	At least two factors rated high	
Scenario 4	All factors rated moderate	All factors rated high	
Scenario 5	At least one factor rated low importance	N/A	This site is not an important agricultural resource
Scenario 6	All other results		

Source: County of San Diego 2007

Table 3.1.3-1
Ambient Air Quality Standards

Pollutant	Average Time	California Standards		National Standards		
		Concentration	Measurement Method	Primary	Secondary	Measurement Method
Ozone (O_3)	1 hour	0.09 ppm (180 μg/m³)	Ultraviolet Photometry	--	--	Ethylene Chemiluminescence
	8 hour	0.070 ppm (137 μg/m³)		0.08 ppm (157 μg/m³)	0.08 ppm (157 μg/m³)	
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 mg/m³)	Non-Dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m³)	None	Non-Dispersive Infrared Spectroscopy (NDIR)
	1 hour	20 ppm (23 mg/m³)		35 ppm (40 mg/m³)		
Nitrogen Dioxide (NO_2)[1]	Annual Average	0.030 ppm (57 μg/m³)	Gas Phase Chemiluminescence	0.053 ppm (100 μg/m³)	0.053 ppm (100 μg/m³)	Gas Phase Chemiluminescence
	1 hour	0.18 ppm (338 μg/m³)		--	--	
Sulfur Dioxide (SO_2)	Annual Average	--	Ultraviolet Fluorescence	0.03 ppm (80 μg/m³)	--	Pararosaniline
	24 hours	0.04 ppm (105 μg/m³)		0.14 ppm (365 μg/m³)	--	
	3 hours	--		--	0.5 ppm (1300 μg/m³)	
	1 hour	0.25 ppm (655 μg/m³)		--	--	
Respirable Particulate Matter (PM_{10})	24 hours	50 μg/m³	Gravimetric or Beta Attenuation	150 μg/m³	150 μg/m³	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 μg/m³		--	--	
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 μg/m³	Gravimetric or Beta Attenuation	15 μg/m³	15 μg/m³	Inertial Separation and Gravimetric Analysis
	24 hours	--		35 μg/m³	35 μg/m³	
Sulfates	24 hours	25 μg/m³	Ion Chromatography	--	--	--
Lead (Pb)	30-day Average	1.5 μg/m³	Atomic Absorption	--	--	Atomic Absorption
	Calendar Quarter	--		1.5 μg/m³	1.5 μg/m³	
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm (42 μg/m³)	Ultraviolet Fluorescence	--	--	--
Vinyl Chloride	24 hours	0.010 ppm (26 μg/m³)	Gas Chromatography	--	--	--

Table 3.1.3-2
Summary of Health Effects of the Major Criteria Pollutants

Air Pollutant	Primary Health Effect
Ozone (O_3)	▪ Aggravation of respiratory and cardiovascular diseases ▪ Impairment of cardiopulmonary function ▪ Eye irritation
Respirable and fine particulates (PM_{10} and PM_{25})	▪ Increased risk of chronic respiratory disease ▪ Reduced lung function ▪ Increased cough and chest discomfort ▪ Particulate matter 10 microns or less in size (PM_{10}) may lodge in and/or irritate the lungs
Carbon monoxide	▪ Impairment of oxygen transport in the bloodstream, increase of carboxyhemoglobin ▪ Aggravation of cardiovascular disease ▪ Impairment of central nervous system function ▪ Fatigue, headache, confusion, dizziness ▪ Death at high levels of exposure ▪ Aggravation of some heart diseases (angina)
Nitrogen dioxide (NO_2)	▪ Risk of acute and chronic respiratory disease
Sulfur dioxide (SO_2)	▪ Aggravation of respiratory diseases (asthma, emphysema) ▪ Reduced lung function ▪ Irritation of eyes

Source: South Coast Air Quality Management District 1993.

Table 3.1.3-3
Attainment Status of San Diego Air Basin

	Ozone		PM_{10}		CO		NO_2		SO_2	
Air Basin	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal
San Diego	Non-attainment	Basic Non-attainment	N	A	A	A	A	A	A	A

Note: A = Attains Ambient Air Quality Standards; N = Nonattainment

Source: CARB 2007 (http://www.arb.ca.gov/desig/desig.htm) and U.S. EPA 2007 (http://www.epa.gov/region09/air/).

Table 3.1.3-4
Screening-Level Criteria for Air Quality Impacts

Emissions	Total Emissions		
Construction Emissions			
Respirable Particulate Matter (PM_{10})	100 lbs/day		
Fine Particulate Matter ($PM_{2.5}$)	55 lbs/day		
Oxides of Nitrogen (NO_x)	250 lbs/day		
Oxides of Sulfur (SO_x)	250 lbs/day		
Carbon Monoxide (CO)	550 lbs/day		
Volatile Organic Compounds (VOCs)[1]	75 lbs/day		
Operational Emissions			
	Lb. Per Hour	Lb. per Day	Tons per Year
Respirable Particulate Matter (PM_{10})	---	100	15
Fine Particulate Matter ($PM_{2.5}$)	---	55	10
Oxides of Nitrogen (NO_x)	25	250	40
Oxides of Sulfur (SO_x)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	---	3.2	0.6
Volatile Organic Compounds (VOC)	---	75	13.7
Toxic Air Contaminant Emissions			
Excess Cancer Risk	1 in 1 million		
Non-Cancer Hazard	1.0		

Table 3.1.3-5
Total Daily Peak Construction Air Emissions (with Dust Control Measures)

Construction Phase	Maximum Daily Emissions (Pounds/Day)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition						
Fugitive Dust	-	-	-	-	29.28	6.09
Off-Road Diesel	5.12	42.87	17.04	-	2.29	2.10
On-Road Diesel	2.08	32.94	11.12	0.04	1.45	1.26
Worker Trips	0.05	0.09	1.59	0.00	0.01	0.01
TOTAL	7.26	75.91	29.74	0.04	33.03	9.45
Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Above Threshold?	No	No	No	No	No	No
Grading/Site Preparation						
Fugitive Dust	-	-	-	-	32.19	8.16
Off-Road Diesel	15.25	126.26	46.01	-	2.95	2.71
Worker Trips	0.10	0.16	2.86	0.00	0.02	0.01
TOTAL	15.35	126.42	48.87	0.00	35.16	10.34
Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Above Threshold?	No	No	No	No	No	No
Building Construction						
Building Construction Off-Road Diesel	6.20	53.63	22.04	-	2.23	2.06
Building Vendor Trips	0.31	3.86	3.34	0.01	0.18	0.15
Building Construction Worker Trips	1.07	1.81	33.44	0.03	0.25	0.13
Architectural Coatings	45.32	-	-	-	-	-
Architectural Coatings Worker Trips	0.04	0.06	1.19	0.00	0.01	0.01
Asphalt Off-gassing	0.05	-	-	-	-	-
Asphalt Off-Road Diesel	2.30	15.35	8.84	-	1.16	1.07
Asphalt On-Road Diesel	0.01	0.14	0.05	0.00	0.01	0.01
Asphalt Worker Trips	0.02	0.04	0.76	0.00	0.01	0.00
TOTAL	55.31	74.89	69.65	0.04	3.65	3.42
Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Above Threshold?	No	No	No	No	No	No

Sources: SRA 2008; SCAQMD CEQA Air Quality Handbook 1993.

CO Carbon monoxide
ROG Reactive organic gases
NO_x Nitrogen oxides
PM_{10} Fugitive dust

Table 3.1.3-6
Project-Related Operational Emissions

Emission Source	Maximum Daily Emissions (Pounds/Day), Summer Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Energy Use	0.25	3.42	2.87	0.00	0.01	0.01
Landscaping	0.13	0.02	1.60	0.00	0.00	0.00
Architectural Coatings	1.36	-	-	-	-	-
Vehicular Emissions	14.54	12.98	113.47	0.10	16.69	3.26
TOTAL	16.28	16.42	117.94	0.10	16.70	3.27
Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Above Threshold?	No	No	No	No	No	No
Emission Source	Maximum Daily Emissions (Pounds/Day), Winter Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Energy Use	0.25	3.42	2.87	0.00	0.01	0.01
Architectural Coatings	1.36	-	-	-	-	-
Vehicular Emissions	10.42	17.62	114.60	0.08	16.69	3.26
TOTAL	12.03	21.04	117.47	0.08	16.70	3.27
Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Above Threshold?	No	No	No	No	No	No
Energy Use	0.13	1.85	1.56	0.00	0.00	0.00
Landscaping	0.50	0.02	3.12	0.00	0.01	0.01
Emission Source	Annual Emissions (Tons/Year)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Energy Use	0.05	0.62	0.52	0.00	0.00	0.00
Landscaping	0.01	0.00	0.14	0.00	0.00	0.00
Architectural Coatings	0.25	-	-	-	-	-
Vehicular Emissions	2.40	2.66	20.78	0.02	3.05	0.59
TOTAL	2.71	3.28	21.44	0.02	3.05	0.59
Significance Threshold	*13.7*	*40*	*100*	*40*	*15*	*10*
Above Threshold?	No	No	No	No	No	No

Source: SRA 2008.

Table 3.1.3-7
CO Concentration Plus Background
(in ppm)

Roadway Segment	Future with Project	
1-Hour CO Concentration		
	am	pm
Magnolia Avenue between Mission Gorge and Riverview	7.2	7.3
8-Hour CO Concentration		
Magnolia Avenue between Mission Gorge and Riverview	6.11	

Source: SRA 2008

Table 3.1.3-8
Construction Health Risk Calculation

Impact based on 1 g/s	4.9 micrograms/cubic meter			
Construction Phase	Emissions, lbs/day	Duration of Phase, months	Impact, micrograms/ cubic meter	Excess Cancer Risk
Demolition	2.29	2	0.01202	1.29E-08
Grading	4.54	3	0.02383	3.83E-08
Building Construction	2.23	30	0.01171	1.88E-07
Building Construction and Paving	3.39	3	0.01780	2.86E-08
Total Risk				2.68E-07

Table 3.1.3-9
Estimate of Project-related Greenhouse Gas Emissions (pounds per day)

	CO_2e
California Statewide Average Daily Emissions (year 2004)[a]	2,972,314,499
Project Emissions	
Maximum Construction-period Emissions[b]	12,859
Operations-period Emissions	
Mobile Source	326,016
Area Source	4,103
Stationary Source	13,709
Total Operations-period Emissions	343,828
Daily Significance Threshold	N/A
Exceed Significance Threshold?	NA

Notes:
[a] Inventory of California GHG Emission 1990 to 2004 (CEC 2006).
[b] URBEMIS 2007 output files are provided in the Air Quality Appendix of the EIR.
Source: INF Jones & Stokes 2008.

Table 3.1.4-1
LCDF Project Consistency with the Multiple Species Conservation Program (MSCP)

Habitat Conservation Plan	Consistency Analysis	Project Conformance/ Nonconformance
City of Santee MSCP Draft Subarea Plan	No impacts to any plant or wildlife species that would potentially be covered under the Subarea Plan; would not conflict with or preclude assembly of the MSCP Preserve.	Conformance

Table 3.1.5-1
Noise Terms and Definitions

TERM	*DEFINITIONS*
Ambient Noise Level	*The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.*
A-Weighted Sound Level, dB(A)	*The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.*
Community Noise Equivalent Level, CNEL	*CNEL is the average equivalent A-weighted sound level during a 24-hour day and it is calculated by adding 5 dB to sound levels in the evening (7 pm to 10 pm) and adding 10 dB to sound levels in the night (10 pm to 7 am).*
Day/Night Noise Equivalent Level, Ldn	*Ldn is the average equivalent A-weighted sound level during a 24-hour day and it is calculated adding 10 dB to sound levels in the night (10 pm to 7 am).*
Decibel, dB	*A unit for measuring sound pressure level and is equal to 10 times the logarithm to the base 10 of the ratio of the measured sound pressure squared to a reference pressure, which is 20 micropascals.*
Equivalent Noise Level, Leq	*The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. Leq is designed to average all of the loud and quiet sound levels occurring over a time period.*

Table 3.1.5-2
Typical Sound Levels Measured in the Environment and Industry

Noise Source	A-Weighted Sound Level in Decibels	Noise Environment	*Subjective Impression*
Civil Defense Siren (100 ft.)	130		
	120		*Threshold of pain*
	110	Rock Music Concert	
Pile Driver (50 ft.)	100		*Very loud*
Power Lawn Mower (3 ft.)			
Motorcycle (25 ft.)	90	Boiler Room	
Diesel Truck (50 ft.)		Printing Press Plant	
Garbage Disposal (3 ft.)	80		*Moderately loud*
Vacuum Cleaner (3 ft.)	70		
Normal Conversation (3 ft.)			
	60		
		Department Store	
Light Traffic (100 ft.)	50	Private Business Office	
Bird Calls (distant)	40		*Quiet*
Soft Whisper	30	Quiet Bedroom	
	20	Recording Studio	
	10		*Just Audible*
	0		*Threshold of hearing*

Table 3.1.5-3
Measured Exterior Noise Levels

Site	Description	Date/Time	L_{eq}[1]	Cars	MT[2]	HT[3]	Buses	MC[4]
1	At 70 feet to centerline of Mission Gorge Road	February 6, 2007 7:25 a.m. to 7:55 a.m.	71	1006	20	15	6	2
2	Cottonwood Avenue and Mission Gorge Road, at 35 feet to center line of Cottonwood Avenue	February 6, 2007 7:25 a.m. to 7:55 a.m.	63	60	4	0	1	1
3	At dirt road along backyards of adjacent homes	February 6, 2007 8:15 a.m. to 9:15 a.m.	58	0	0	0	0	0
4	At 50 feet to centerline of Magnolia Avenue	February 6, 2007 8:20 a.m. to 8:50 a.m.	68	554	11	7	6	1
Site	Description	Date/Time	L_{eq}[1]					
5	Biological habitat area	July 7, 2007 12 noon to 12:15 p.m.	50					
6	Biological habitat area	July 7, 2007 12:20 p.m. to 12:35 p.m.	46					
7	Biological habitat area	July 7, 2007 12:40 p.m. to 12:55 p.m.	49					

Notes:
[1] Equivalent Continuous Sound Level (Time-Average Sound Level)
[2] Medium Trucks
[3] Heavy Trucks
[4] Motor Cycles

General Note:
February 6, 2007: Temperature 50 – 56 degrees, cloudy skies, 1 mph variable / westerly wind, Humidity 45 – 55 %.
July 7, 2007: Temperature 75 degrees, clear skies, 2 mph variable / westerly wind, Humidity 50%.

Table 3.1.5-4
Existing Traffic Noise Levels Modeled[1]

Roadway	Traffic Volume ADT	Speed Miles/hour	Noise level at 75 feet from roadway dB(A) Leq
Mission Gorge Road	26,900	40	72
Magnolia Avenue	18,600	40	68

[1] Vehicle mix assumed to be the same as in *Table 3.1.5-3*. Vehicle speed 40 mph. Hard site conditions.

Table 3.1.5-5
City Municipal Code – Construction Noise

Total Duration in 24 Hours	Decibel Level Allowance (in Excess of 75 Decibels)	Total Decibel Level
Up to fifteen minutes	+15	90
Up to 30 minutes	+12	87
Up to 1 hour	+9	84
Up to 2 hours	+6	81
Up to 4 hours	+3	78
Up to 8 hours	0	75

Table 3.1.5-6
Offsite Traffic Noise Level Increase

Street (Segment)	Exist. ADT	Existing w/ Project ADT	Ldn Increase[1] (dB)	Near Term Cumulative w/ Project ADT	Ldn Increase[2] (dB)	Ldn Increase[3] (dB)
Mission Gorge Road						
Town Center Pkwy to Cuyamaca St.	30,300	30,500	<1	32,000	<1	<1
Cuyamaca St. to Civic Center Dr.	26,810	27,072	<1	28,562	<1	<1
Civic Center Dr. to Cottonwood Ave.	26,900	27,162	<1	28,562	<1	<1
Cottonwood Ave to Magnolia Ave.	25,900	26,000	<1	27,400	<1	<1
Woodside Avenue						
East of Magnolia Ave.	23,300	23,600	<1	24,800	<1	<1
Magnolia Avenue						
Mast Blvd. to Mission Gorge Rd.	18,600	19,191	<1	20,091	<1	<1
Mission Gorge Rd to Prospect Ave.	25,100	25,600	<1	26,900	<1	<1
Cottonwood Avenue						
Mission Gorge Rd to Prospect Ave.	2,900	2,900	0	3,000	<1	<1
north of Mission Gorge Rd.	1,100	1,559	<2	1,659	<1	<1
Town Center Parkway						
west of Cuyamaca St.	11,900	12,066	<1	12,566	<1	<1
east of Cuyamaca St.	9,900	10,162	<1	10,662	<1	<1
Cuyamaca Street						
Mast Blvd. to Town Center Pkwy	30,400	30,466	<1	32,066	<1	<1
Town Center Pkwy to Mission Gorge Rd.	19,480	19,611	<1	20,631	<1	<1
Mission Gorge Rd. to Prospect Ave.	21,600	21,700	<1	22,897	<1	<1

[1]Existing vs. existing plus project noise increase.
[2]Existing vs. near term cumulative with project.
[3]Project contribution to near-term cumulative.
Sound levels are rounded to the nearest whole dB.
Traffic volumes provided by VRPA (2008).

Table 3.1.5-7
Construction Equipment Noise Levels (1)

Equipment Type	Typical Equipment dB(A) at 50 ft	"Quiet" (2) Equipment dB(A) at 50 ft
Air Compressor	81	71
Backhoe	85	80
Concrete Pump	82	80
Concrete Vibrator	76	70
Truck, Crane	88	80
Dozer	87	83
Generator	78	71
Loader	84	80
Pavers	88	80
Pneumatic Tools	85	75
Pile Driver	100	NA
Water Pump	76	71
Power Hand Saw	78	70
Shovel	82	80
Trucks	88	83

[1] Source: Environmental Protection Agency (EPA)
[2] Quieted Equipment: with enclosures, mufflers, or other noise-reducing features.

Table 3.1.5-8
Cumulative Projects Related to Noise

Project No. (from Table 1-3)	Project Name	Status	Project-Level Impacts
2	Market Place at Santee	MND prepared March 2007; Approved May 2007; demolition completed and grading commenced	Noise limits would be exceeded at the east property line during daytime, evening, and nighttime hours without attenuation (mitigated to less than significant).
4	San Diego River Restoration, Edgemoor Property	Pending review; MND prepared October 2006	Less than Significant
5	Villages at Fanita	Approved by City Council on 12/5/07	Exposure to permanent ambient noise, and temporary increase in noise levels (mitigated to less than significant).
7	Riverwalk Subdivision	Under construction	Less than Significant
8	Sky Ranch	Project approved and under construction	Excessive noise levels that exceed thresholds (mitigated to less than significant).
13	Hollywood Theater	Continued indefinitely- project is not active; however, files have not been closed.	Less than Significant
17	Santee Town Center Specific Plan Amendment	Approved January 2006	Traffic noise, construction noise (mitigated to less than significant).
18a	Edgemoor Skilled Nursing Facility Relocation Project	MND adopted in June 2004.	Less than Significant
18b	Edgemoor Facility Demolition Project	Draft EIR released August 2008.	Less than Significant
19	Lakeside Downs	Draft EIR in process	Potentially significant

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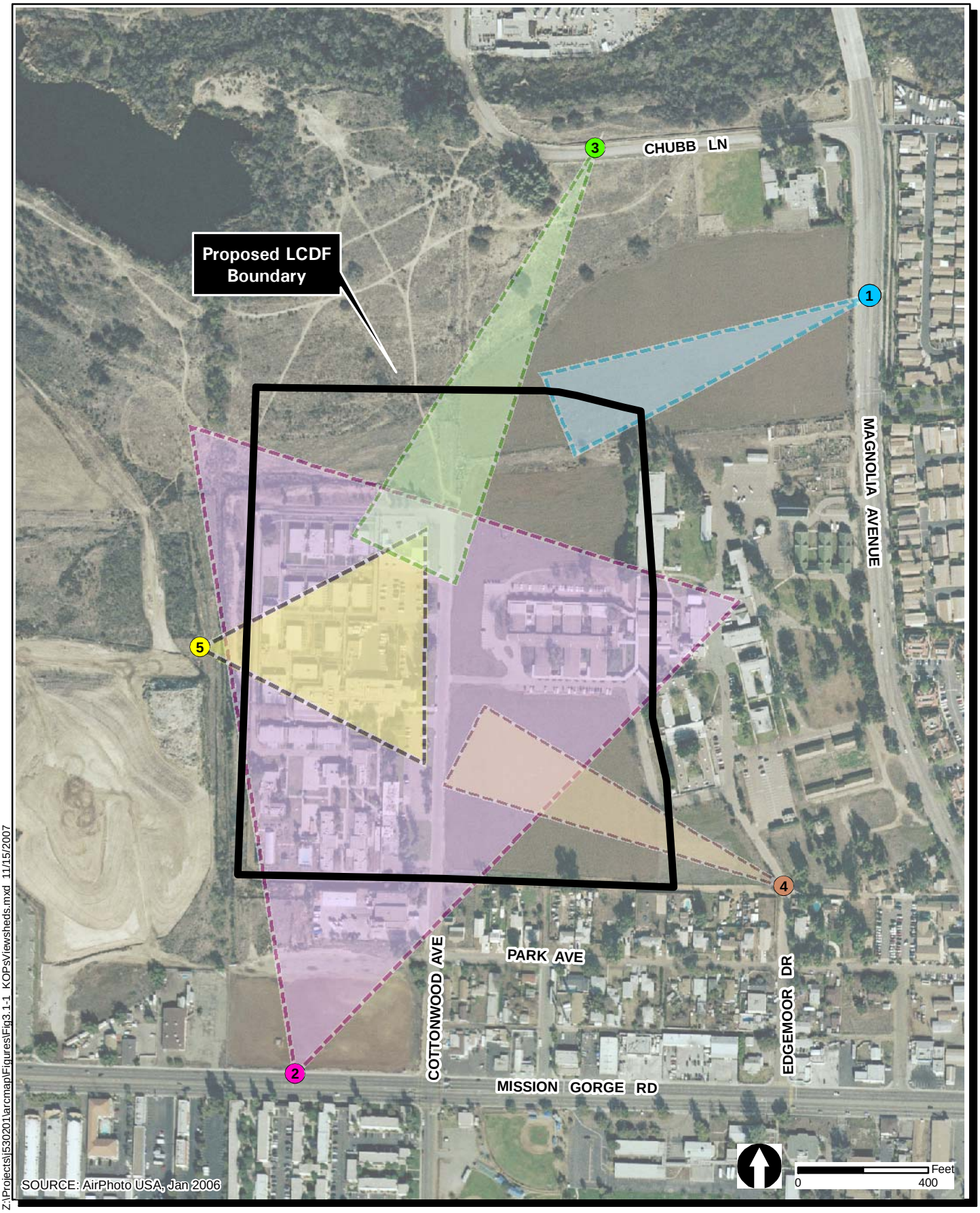

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Las Colinas Detention Facility EIR

KOPs and Viewsheds

FIGURE 3.1-1

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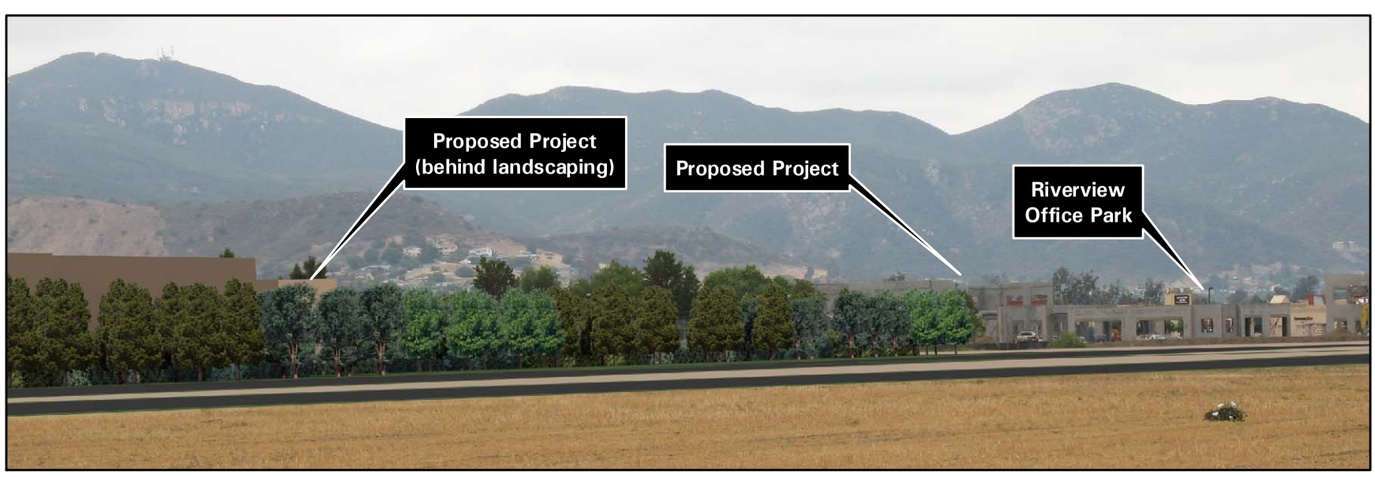
Existing view from Magnolia Avenue, looking southwest

Simulation of Proposed Project from Magnolia Avenue, Pre-landscaping



Simulation of Proposed Project from Magnolia Avenue, showing Mature Landscaping

NOTE:
Visual simulations are conceptual in nature and are included to illustrate location, footprint, and scale.
Simulations are not intended to represent architectural renderings or details that would ultimately be developed for the proposed project.

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Las Colinas Detention Facility EIR

KOP #1 - View from Magnolia Avenue

FIGURE
3.1-2

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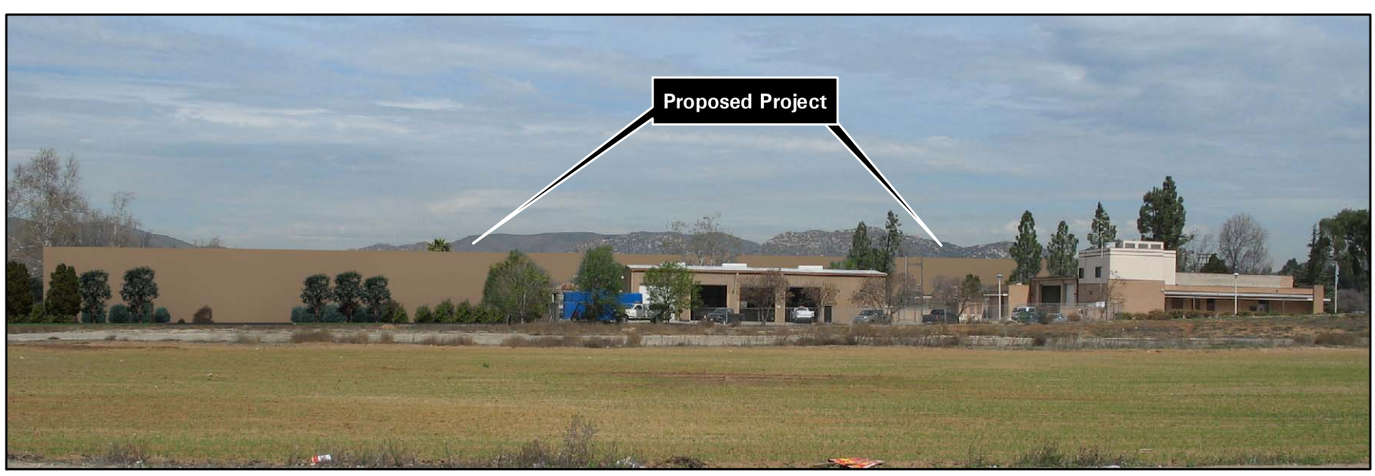
View of Existing LCDF and Fire Station from Mission Gorge Rd., looking north

Simulation of Proposed Project from Mission Gorge Rd., Pre-landscaping



Simulation of Proposed Project from Mission Gorge Rd., showing Mature Landscaping

NOTE:
Visual simulations are conceptual in nature and are included to illustrate location, footprint, and scale.
Simulations are not intended to represent architectural renderings or details that would ultimately be developed for the proposed project.

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Las Colinas Detention Facility EIR

KOP #2 - View from Mission Gorge Road

FIGURE 3.1-3

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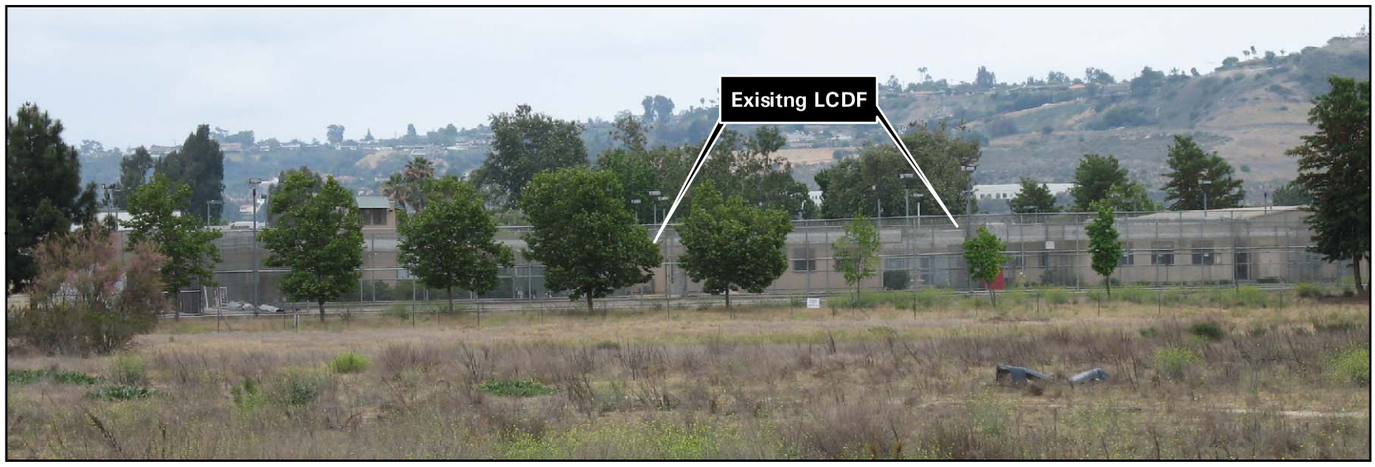

Existing view from Chubb Lane, looking southwest

Simulation of Proposed Project from Chubb Lane, Pre-landscaping

Simulation of Proposed Project from Chubb Lane, showing Mature Landscaping

NOTE:
Visual simulations are conceptual in nature and are included to illustrate location, footprint, and scale.
Simulations are not intended to represent architectural renderings or details that would ultimately be developed for the proposed project.

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Las Colinas Detention Facility EIR

KOP #3 - View from Chubb Lane

FIGURE 3.1-4

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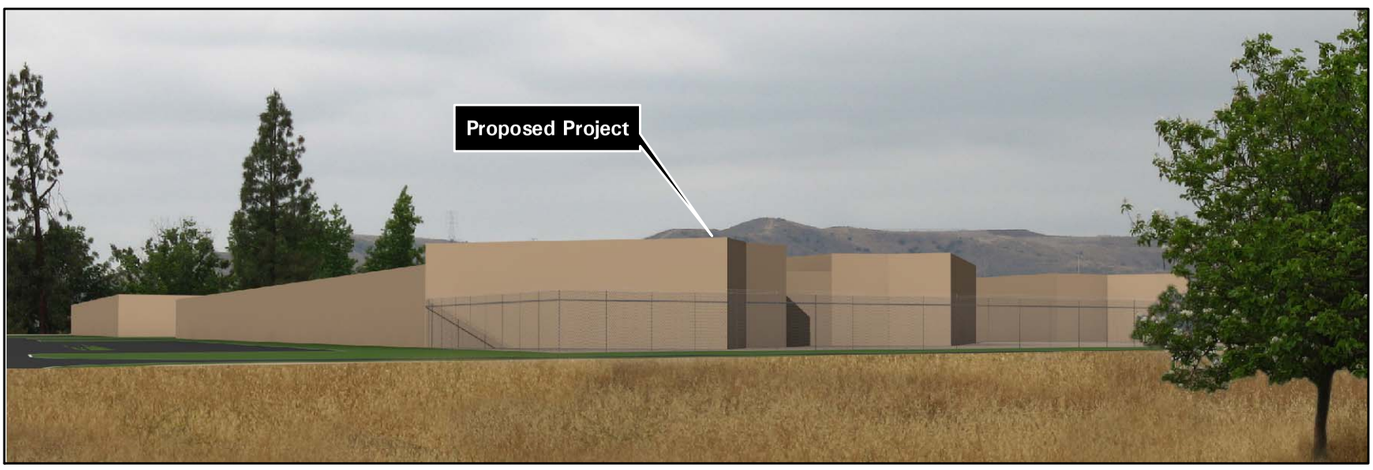
Existing view from Edgemoor Drive, looking northwest



Simulation of Proposed Project from Edgemoor Drive, Pre-landscaping

Simulation of Proposed Project from Edgemoor Drive, showing Mature Landscaping

NOTE:
Visual simulations are conceptual in nature and are included to illustrate location, footprint, and scale.
Simulations are not intended to represent architectural renderings or details that would ultimately be developed for the proposed project.

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Las Colinas Detention Facility EIR

KOP #4 - View from Edgemoor Drive

FIGURE
3.1-5

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Existing view from future office use site, looking east

Simulation of Proposed Project from future office use site, Pre-landscaping

Simulation of Proposed Project from future office use site, showing Mature Landscaping

NOTE:
Visual simulations are conceptual in nature and are included to illustrate location, footprint, and scale.
Simulations are not intended to represent architectural renderings or details that would ultimately be developed for the proposed project.

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Las Colinas Detention Facility EIR

KOP #5 - View from Future Office Use Site

FIGURE 3.1-6

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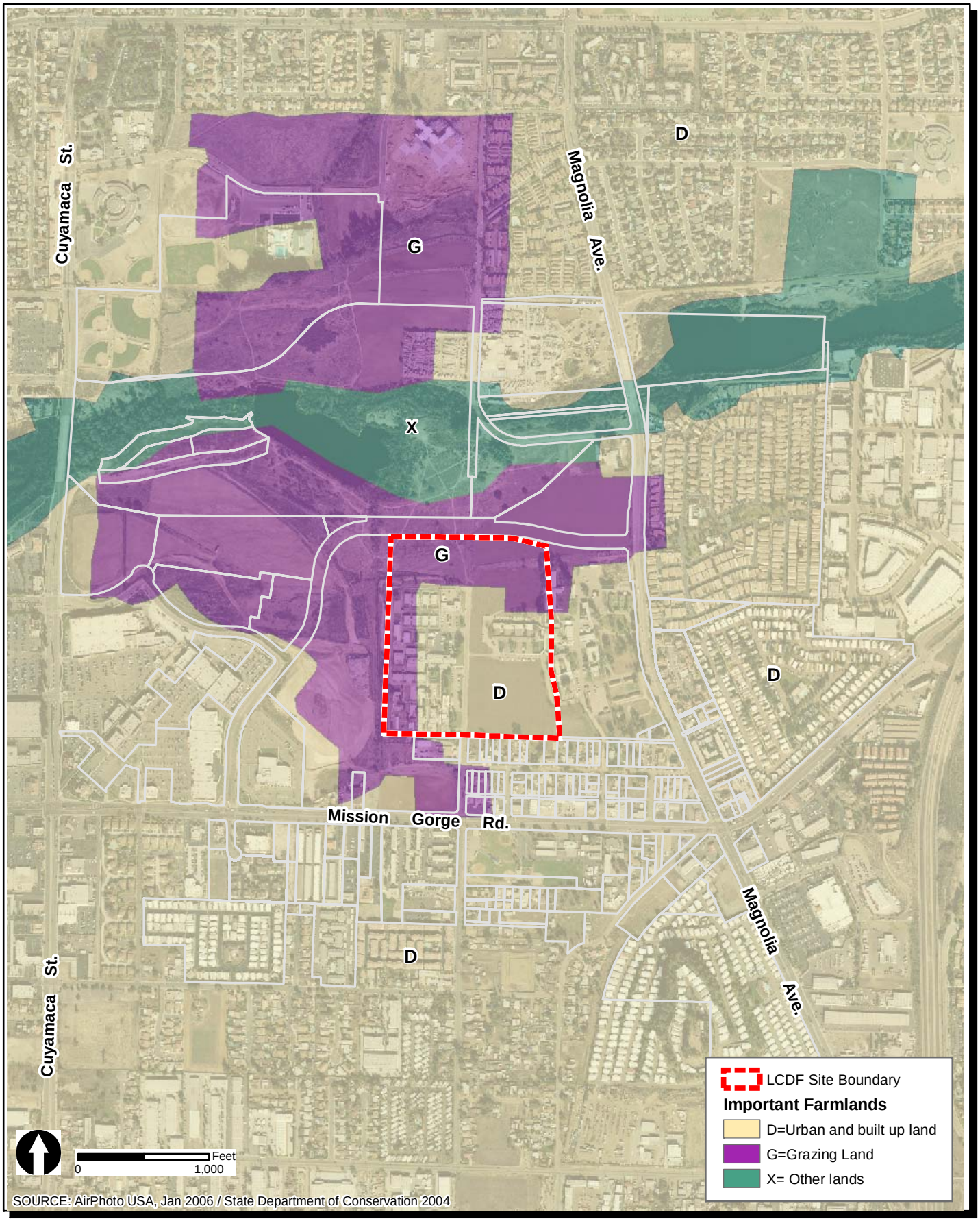

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Las Colinas Detention Facility EIR

Important Farmlands

FIGURE 3.1-7

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SOURCE: DIGITAL GLOBE, March 2007

0 700 Feet

Las Colinas Detention Facility EIR

Existing Land Uses

FIGURE 3.1-8

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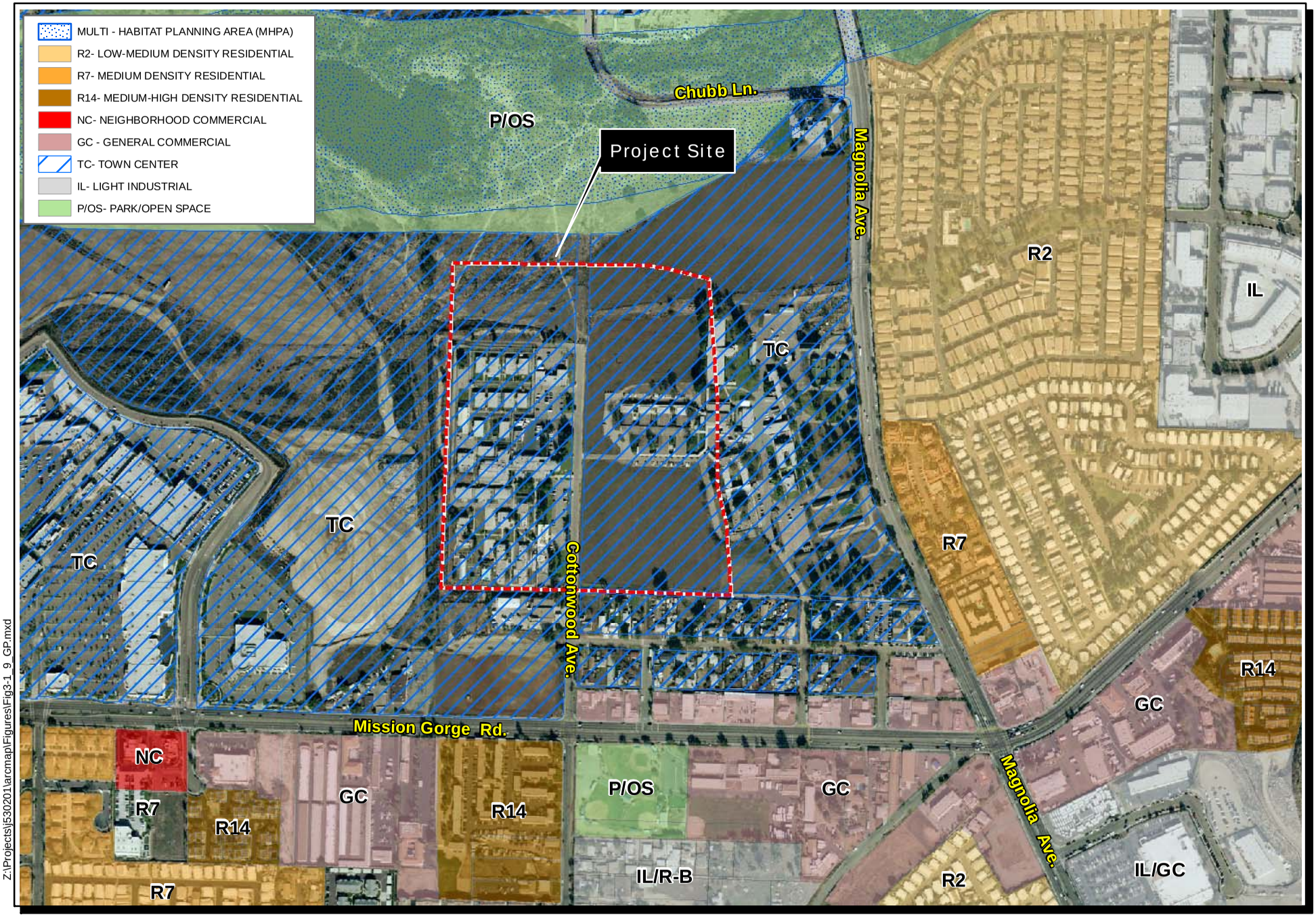

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SOURCES: AirPhoto USA (Jan. 2006), City of Santee GP (2003)

0 800 Feet

Las Colinas Detention Facility EIR

Santee General Plan Land Uses

FIGURE 3.1-9

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Las Colinas Detention Facility EIR

Town Center Specific Plan Amendment Land Uses

FIGURE 3.1-10

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Las Colinas Detention Facility EIR

Office Park Overlay in the Town Center Specific Plan Amendment

FIGURE
3.1-11

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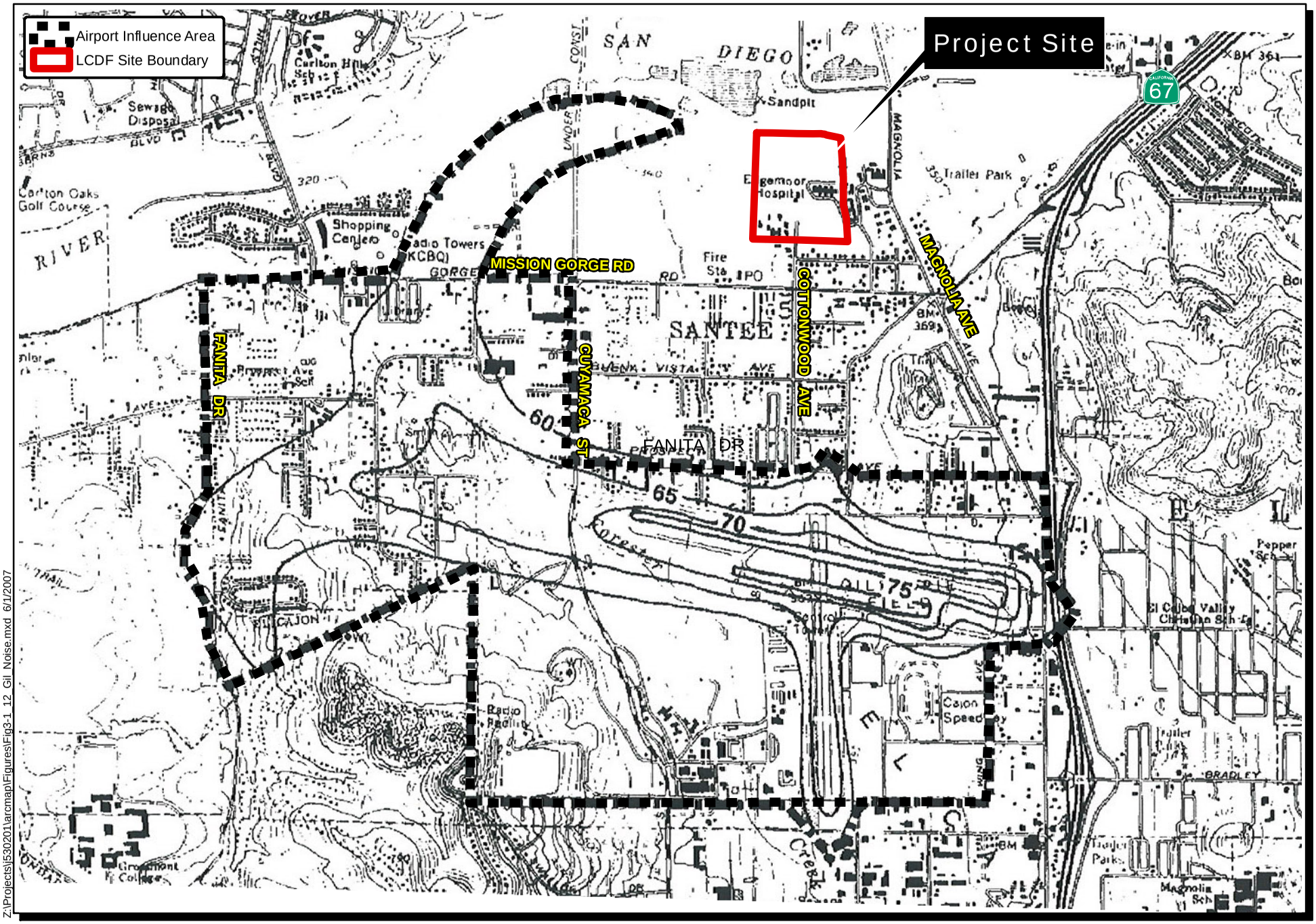

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Feet
0 1,500

Las Colinas Detention Facility EIR

Gillespie Field Airport Land Use Compatibility Plan

FIGURE 3.1-12

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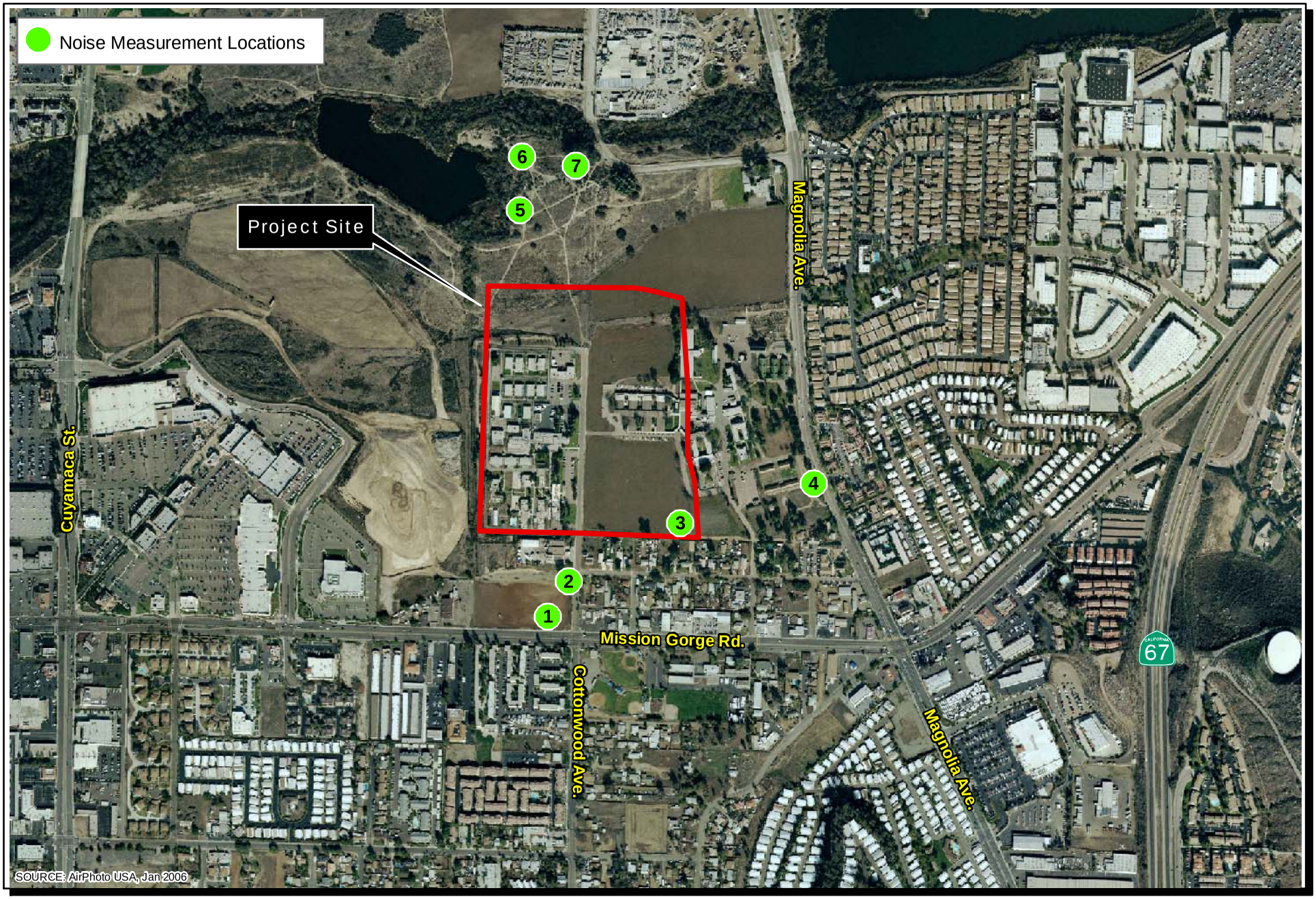

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Las Colinas Detention Facility EIR

Noise Measurement Locations

FIGURE 3.1-13

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3.2 Effects Found Not Significant During Initial Study

As provided for in the State CEQA Guidelines, a Notice of Preparation (NOP) was distributed by the County for the proposed LCDF project on September 11, 2006. The County held two public scoping meetings on September 20 and October 5, 2006 to provide the public and government agencies further opportunity to identify environmental issues to be address in the EIR. Both the NOP and letters of comment addressing the NOP are included in *Appendix A* of this EIR. The NOP included a project description, project location, and a full range of potential environmental impact issues to be addressed in the EIR. No effects were found to have a less than significant impact through the NOP/Initial Study process.

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CHAPTER 4.0
PROJECT ALTERNATIVES

This section implements the requirements set forth in State CEQA Guidelines Section 15126.6 regarding analysis of alternatives in EIRs. Section 15126.6 calls for analysis of a range of reasonable alternatives based on the "rule of reason." As applied to selection and analysis of project alternatives, the "rule of reason" means that an EIR need consider only those alternatives necessary to permit a reasoned choice. An EIR need not consider every conceivable alternative. Alternatives should be limited to those that meet most of the basic project objectives and are feasible. The purpose of an alternatives discussion in an EIR is to avoid or minimize environmental effects of the proposed project, and therefore, the alternatives analysis focuses on ways in which environmental effects of the project can be reduced. The discussion of alternatives in this EIR satisfies those requirements. Two areas of significant unavoidable environmental effects were identified for the proposed project: traffic and historical resources.

CEQA also requires consideration of a "No Project" alternative and identification of the environmentally superior alternative from among the project alternatives. If the "No Project" alternative is the environmentally superior alternative, the EIR needs to identify an environmentally superior alternative from among the other alternatives. The discussion of alternatives in this EIR satisfies those requirements.

4.1 Rationale for Alternative Selection

The process for initial development and screening of potential alternatives is described in detail in the Alternatives Screening Report included in *Appendix K* (Alternatives Screening Report), to this EIR. A summary of that analysis is provided below. The screening process began with preliminary identification of a full range of alternatives. Sources used in identifying, defining and developing potential alternatives included:

- Comments received on the Notice of Preparation (*Appendix A*)
- Comments received during public scoping meetings
- Unsolicited proposals by private property owners
- Sites identified by the County Department of General Services
- Program ("no-build") alternatives identified by the County Department of Public Works

As a result, 43 alternatives were identified, which fall into the following general categories (see *Table 4-1* and *Figure 4-1* for regional location):

- Alternative Site Plans - 5 alternatives screened (Alternatives 1 through 5)
- Alternative Locations - Increased and/or Expansion of Existing Detention/Facilities- 10 alternatives screened (Alternatives 6 through 15)
- Alternative Locations – New Sites Identified through Public Scoping, Private Owners, and Department of General Services– 22 alternatives screened (Alternatives 16 through 37)
- Adaptive Reuse of Non-Detention Facilities – 3 alternatives screened (Alternatives 38 through 40)
- No-Build Program Alternatives – 3 alternatives screened (Alternatives 41 through 43)

Once the alternatives were identified and defined, screening criteria were applied to each alternative to determine which were appropriate for further consideration and evaluation in the EIR. The screening criteria were based on the CEQA guidelines Section 15126(a):

> ***An EIR shall describe a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.***

Using this guideline, the County developed the following criteria:

1) Does the alternative allow the County to meet all, most, or some of the project objectives?
2) Is the alternative feasible from a legal, regulatory and technical perspective?
3) Does the alternative have the ability to avoid or substantially reduce any of the significant effects of the project?

In order to advance to the full analysis in this chapter an alternative would need to meet all three of these criteria. The results of the alternatives screening process are described in detail in *Appendix K*, and are summarized in *Table 4-1* of this EIR. Of the 43 alternatives considered, only six met all three of the CEQA screening criteria outlined above. They are:

1. **Alternative Site Plan -** development of the project away from Magnolia Avenue on a 45-acre site. This alternative became the ***Proposed Project*** analyzed in this EIR (the originally Proposed Project site as discussed in the NOP was oriented east to west with frontage along Magnolia Avenue).

2. **Alternative Site Plan –** development of the project on 16 acres immediately adjacent to the existing LCDF site using a multi-story mid-rise facility. This alternative is analyzed in detail in this section and is referred to as the ***Mid-rise Alternative.***
3. **Alternative Site Plan –** development of the project on 20 acres immediately adjacent to the existing LCDF site. This alternative is analyzed in detail in this section and is referred to as the ***20-acre Alternative.***
4. **Alternative Location – New Sites - Otay Mesa – Rabago Site**. This alternative is analyzed in detail in this section and is referred to as the ***Otay Mesa Alternative***
5. **Alternative Location – New Sites – Camp Elliott near MCAS Miramar**. This alternative is analyzed in detail in this section and is referred to as the ***Camp Elliott Alternative***.
6. **Alternative Location – New Sites – Campo (in vicinity of the County's Juvenile Ranch Facilities (JRF))**. This alternative is analyzed in detail in this section and is referred to as the ***Campo Alternative***.

4.2 Analysis of EIR Alternatives

As noted in Section 15126.6(d) of the CEQA Guidelines, "evaluation of alternatives in an EIR shall include sufficient information about each alternative to allow a meaningful evaluation, analysis and comparison…". Therefore, the technical analyses conducted for the alternatives is not as precise or exhaustive as the analyses conducted for the Proposed Project. However, technical information was researched from various sources in order to provide a reasonable comparison of the alternatives to the Proposed Project. Methodology for collecting and analyzing technical information and data is provided where relevant below, in the discussion of technical issues for each of the alternatives.

4.2.1 Mid-rise Alternative

4.2.1.1 Description and Setting

This alternative was presented in the Alternatives Screening Report (*Appendix K*) as the Reduced Development - New Multi-Story/Mid-rise Detention Facility (16-acre site). This alternative assumes that a new facility would be built on 16 acres of adjacent County-owned land to the east of the existing facility, and then the existing LCDF would be demolished (*Figure 4-2*). Development of a replacement women's detention facility using a multi-story mid-rise facility is designed to use less ground space then proposed for the project. Development would require a four-story facility and approximately 120,000 to 150,000 square feet on approximately eight of the acres, with the remaining eight acres used for recreation, parking, and buffer. This alternative

would accommodate 1,216 female inmates, the same as proposed by the project. The same staff levels would be required as under the Proposed Project.

4.2.1.2 Comparison of the Environmental Effects of the Mid-rise Alternative to the Proposed Project

Significant Environmental Effects of the Proposed Project

***Cultural Resources**:* This alternative would be located on eastern part of the Proposed Project site on County-owned land. For the Proposed Project, significant unmitigable impacts to three historical Edgemoor structures would result. With implementation of the Mid-rise Alternative, at least one of the three historical buildings, the Santa Maria Building, would still be impacted. Avoidance of this impact is not possible with this alternative due to the location of the Santa Maria Building, and site planning needs for the facility. Therefore, while impacts would be reduced when compared to the Proposed Project by avoiding impacts to the Dietary Building and the Rehabilitation Building, significant unmitigable impacts to historical resources would still result with implementation of the Mid-rise Alternative. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Biological Resources: The proposed project would result in three areas of significant impacts to biological resources. The following is a comparison of the 16-acre Mid-rise Alternative relative to each of those impact areas:

- The Proposed Project could result in direct impacts to nesting birds/raptors, and indirect noise impacts to offsite nesting birds due to construction noise. The alternative would result in similar impacts since it would involve construction on 16 acres of undeveloped land.

- The Proposed Project would result in direct impacts to sensitive natural communities (0.6 acre of disturbed coastal sage scrub and 4.8 acres of non-native grassland) and to jurisdictional waters (0.04 acre of unvegetated waters). Development of the Mid-rise Alternative would occur on a smaller footprint (16 acres vs. 45 acres) and would occur on mostly agricultural, developed and disturbed lands, with some impacts to non-native grassland. As such, it would likely avoid the Proposed Project's impacts to coastal sage scrub, and reduce impacts to unvegetated waters and non-native grassland. Therefore, this alternative would result in reduced impacts when compared to the Proposed Project, however, the project impacts would be fully mitigated. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance, since feasible measures to mitigate the project impacts have been identified and would be implemented with the Proposed Project.

- The Proposed Project would have an impact related to a local tree protection ordinance, due to removal of one coast live oak tree. Development at the alternative site would avoid this impact because the tree is located to the west of the alternative site, however, the project impact is mitigated through replacement of the tree. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance, since feasible measures to mitigate the stated project impact have been identified and would be implemented with the Proposed Project.

In summary, the potential for impacts to biological resources would be reduced with the Mid-rise Alternative when compared to the Proposed Project. However, feasible measures to mitigate the stated project impacts have been identified and would be implemented with the Proposed Project. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Geology/Soils: Since part of the Proposed Project site would be used for implementation of this alternative, site conditions would be the same and geology and soils impacts resulting from this alternative would be similar. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Hazards and Hazardous Materials*:* Risk of upset during demolition, construction and operation are expected to be similar to those identified for the Proposed Project, as materials used in implementing the alternative and demolition of the existing LCDF would be similar. Also, since part of the Proposed Project site would be used for this alternative, hazardous materials site conditions would be similar and impacts would be similar when compared to the Proposed Project. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Hydrology and Water Quality: Similar to the Proposed Project, construction activities for this alternative could result in erosion leading to sediment-laden discharges to nearby water resources. Sediment transport could result in degradation to water quality. Similarly, fuels, oils, lubricants, and other hazardous substances used during construction could be released and impact surface and groundwater. Following the completion of project construction, runoff from impervious surfaces could carry pollutants to drainages both on and offsite.

The release of sediment and other deleterious substances from the project site can be controlled through the use of appropriately selected erosion and sediment control devices, as required by the storm water quality regulations and requirements outlined in Chapter 2.6, similar to those that would be implemented for the Proposed Project. Similar to the Proposed Project, the alternative would require preparation of a Storm Water Pollution Prevention Plan prior to the start of construction. The plan would need to address all of the measures stipulated in the National

Pollutant Discharge Elimination System permit conditions, including site-specific measures and BMPs, implementation schedule, and a monitoring program and reporting requirements.

Similar to the Proposed Project, peak storm water runoff rates would need to be calculated as part of the design and used to determine if existing drainage conveyance facilities would have the capacity and integrity to carry anticipated peak flows and volumes. The Proposed Project's significant impacts would be fully mitigated through the use of LID IMPs, and it is anticipated that impacts resulting from this alternative would likewise be mitigated. Therefore, the alternative does not offer substantial benefits in terms of impact avoidance or reduction.

Transportation/Traffic: The EIR analysis indicates that the Proposed Project would result in traffic impacts that would be significant and not mitigated. No feasible mitigation measures exist to reduce significant impacts to below a level of significance. The Mid-rise Alternative would not avoid the significant impacts of the Proposed Project, since the same number of beds and same staffing levels would be required; therefore, traffic impacts would be similar. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Environmental Effects Found Not To Be Significant for the Proposed Project

As analyzed in *Chapter 3.0* of the EIR, the following effects for the Proposed Project were found to be not significant; aesthetics, agricultural resources, air quality, land use and planning, noise, mineral resources, population and housing, public services, and utilities and service systems.

Aesthetics: The four-story facility would be taller and more visible than the two-story buildings proposed with the project. The four-story facility would also be taller than the proposed commercial buildings associated with the City's Town Center Specific Plan that are planned adjacent to the site. Therefore, this alternative would result in greater aesthetics impacts.

Agriculture: Implementation of the Mid-rise Alternative would result in similar agricultural resource impacts, since the eastern portion of the Proposed Project site, which is currently used for agriculture, would be impacted. Impacts for both the Proposed Project and this alternative would be less than significant. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Air Quality: Implementation of the Mid-rise Alternative would require demolition of the existing LCDF as well as development of a 16-acre site, and would generate daily trips during operation similar to the Proposed Project. Impacts that would result from the implementation of this alternative are anticipated to be substantially the same as those identified for the Proposed Project. Both the Proposed Project and the alternative would result in less than significant

impacts on air quality. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Land Use and Planning: This alternative site would be located on part of the Proposed Project site and accordingly, it is anticipated that the alternative would result in land use impacts similar to the Proposed Project. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Noise: Construction and operational related noise generated by the proposed detention facility under this alternative would be similar to that under the Proposed Project. Noise impacts to sensitive human receptors and sensitive biological resources would be similar since this alternative would be within the same distance to these receptors. The Proposed Project and the Mid-rise Alternative would result in less than significant noise effects. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Population and Housing: Similar to the Proposed Project, the alternative would be designed to meet the projected increase in the female inmate population, and this increase (and any associated increase in staff, etc.) would not foster economic or population growth, or the construction of additional housing. Therefore, neither the Proposed Project nor this alternative would result in significant impacts. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Public Services/Utilities and Service Systems: Implementation of the Mid-rise Alternative would occur on part of the same site as the Proposed Project and would involve the same level of use. The Mid-rise Alternative would therefore result in similar emergency response times and service ratios, similar effects to schools and parks, and similar utility demands. This alternative would also require similar levels of solid waste capacity at regional landfills. Accordingly, public services/utilities and service systems impacts would be similar when compared to the Proposed Project and would be less than significant. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

4.2.1.3 Relationship to Project Objectives

The Mid-rise Alternative would be able to meet most of the project objectives. Specifically, the alternative would meet the following objectives: 1) correct the deficiencies at the existing LCDF by replacing old structures with modern facilities; 2) meet the projected needs of the County for women offenders to the year 2020 through the development of a 1,216-bed state-of-the-art multi-custody women's detention facility; and 3) allow for a women's detention facility to be built in a location that facilitates the transporting of arrested female offenders/inmates from throughout the

County to the detention facility, court facilities, and other providers such as medical/mental health providers.

However, this alternative would not meet the County's project objective 4. Development of a mid-rise facility would inhibit implementation of the SDSD's inmate management philosophy because it requires a low profile physical layout with clear lines-of-sight. Without clear lines-of-sight, some independent inmate movement would not be permitted and SDSD's "choice and change" management approach that requires an open campus style facility could not be implemented.

The proposed campus-style facility would allow the SDSD to offer programs and services, which are central to its behavioral management philosophy and are a critical part of the County's effort to reduce repeat offending and recidivism. Behavior management for female inmates relies on a rewards system that is based in part on mobility privileges. In order to provide such privileges, and at the same time ensure adequate security, the facility must be designed so that inmates can have some freedom of movement while under efficient visual surveillance. A campus-style facility can be designed to provide the necessary space that is under efficient visual surveillance. In contrast, a standard mid-level jail requires the vertical movement of inmates up and down stairwells or elevators, which cannot be efficiently monitored. A mid-rise facility would require additional deputies to monitor inmates as they get on and off elevators, and would require at least one elevator solely for inmates. Therefore, inmates can be more efficiently monitored in a campus-style facility.

Moreover, the Las Colinas Master Plan (CGL, 2000) provides additional support for the importance of facility layout and design, as noted in the following excerpts from that plan:

> The historical "campus design' reflected by the existing LCDF represents many of the features that are sought in a new facility. Inmates are permitted to circulate to many functions through the open air on tree-lined walkways. Services and programs for all but a minority of the women are centralized which fosters a high degree of social interaction that is generally found to be beneficial to women, especially in the first days of incarceration. For the most part, security is achieved through the presence of trained staff and not barriers and obstacles.
>
> As a campus facility, many of the services, such as dining, commissary, health care, and visitation can be centralized in order that inmates walk across open space to buildings housing these functions. This particular configuration establishes an environment particularly conducive to structured interaction between women offenders. Social-behavioral science research has consistently

> indicated that women offenders have a greater need for personal interaction than their male counterparts. Additionally, correctional data has well documented the correlation between decreased disciplinary incidents and increased constructive contact with staff, visitors, and other inmates. The design of correctional facilities for women can use this reality to operational advantage.

This information further supports the need for an open campus design, as opposed to a mid-rise facility, and demonstrates why the Mid-Rise Alternative would not meet objective 4.

4.2.2 20-Acre Alternative

4.2.2.1 Description and Setting

This alternative was presented in the Alternatives Screening Report (*Appendix K*) as the Reduced Development on 20 acres alternative. This alternative assumes that the existing LCDF would be demolished and a new facility would be built on 20 acres of County-owned land immediately east of the existing LCDF (*Figure 4-3*). This alternative would implement Phase I of the proposed project, but would not construct additional facilities beyond Phase I. The alternative would accommodate 800 female inmates, substantially fewer than the Proposed Project would accommodate. All structures would be one or two stories, and would result in more two-story buildings when compared to the Proposed Project in order to accommodate all the same programs and facilities on a smaller campus.

4.2.2.2 Comparison of the Environmental Effects of the 20-acre Alternative to the Proposed Project

<u>Significant Environmental Effects of the Proposed Project</u>

***Cultural Resources**:* This alternative would be located on the eastern part of the Proposed Project site on County-owned land. For the Proposed Project, significant unmitigable impacts to three historical Edgemoor structures would result. With implementation of the 20-acre Alternative, at least one of the three historical buildings, the Santa Maria Building, would still be impacted. Avoidance of this impact is not possible with this alternative due to the location of the Santa Maria Building, and site planning needs for the facility. Configuration of a site that would avoid the Santa Maria Building would require an eastern boundary of the facility that would jog in and out around the building. Such a configuration would result in an infeasible design due to the need for a continuous line of sight around the perimeter of the facility for security reasons. Therefore, while impacts would be reduced when compared to the Proposed Project by avoiding impacts to the Dietary Building and the Rehabilitation Building, significant unmitigable impacts

to historical resources would still result with implementation of the 20-acre Alternative. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Biological Resources: The proposed project would result in three areas of significant impacts to biological resources. The following is a comparison of the 20-acre Alternative relative to each of those impact areas:

- The Proposed Project could result in direct impacts to nesting birds/raptors, and indirect noise impacts to offsite nesting birds due to construction noise. The alternative would result in similar impacts since it would occupy 20 acres of the Proposed Project's site boundary consisting primarily of undeveloped lands.
- The Proposed Project would result in direct impacts to sensitive natural communities (0.6 acre of disturbed coastal sage scrub and 4.8 acres of non-native grassland) and to jurisdictional waters (0.04 acre of unvegetated waters). Development of the alternative would occur on a smaller footprint (20 acres vs. 45 acres) and would occur on mostly agricultural, developed and disturbed lands, with some impacts to non-native grassland. As such, it would likely avoid the Proposed Project's impacts to coastal sage scrub, and reduce impacts to vegetated waters and non-native grassland. Therefore, this alternative would result in reduced impacts when compared to the Proposed Project, however, the project impact would be fully mitigated. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance, since feasible measures to mitigate the stated project impact have been identified and would be implemented with the Proposed Project.
- The Proposed Project would have an impact related to a local tree protection ordinance, due to removal of one coast live oak tree. Development at the alternative site would avoid this impact because the tree is located to the west of the alternative site, however, the project impact is mitigated through replacement of the tree. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance, since feasible measures to mitigate the stated project impact have been identified and would be implemented with the Proposed Project.

In summary, the potential for impacts to biological resources would be reduced with the 20-acre Alternative when compared to the Proposed Project. However, feasible measures to mitigate the project impacts have been identified and would be implemented with the Proposed Project. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Geology/Soils: Since part of the Proposed Project site would be used for implementation of this alternative, site conditions would be the same and geology and soils impacts resulting from this alternative would be similar. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

***Hazards and Hazardous Materials**:* Risk of upset during demolition, construction and operation are expected to be similar to those identified for the Proposed Project, as materials used in implementing the alternative and demolition of the existing LCDF would be similar. Also, since part of the Proposed Project site would be used for implementation of this alternative, hazardous materials site conditions would be similar and impacts would be similar when compared to the Proposed Project. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Hydrology and Water Quality: Similar to the Proposed Project, construction activities for this alternative could result in erosion leading to sediment-laden discharges to nearby water resources. Sediment transport could result in degradation to water quality. Similarly, fuels, oils, lubricants, and other hazardous substances used during construction could be released and impact surface and groundwater. Following the completion of project construction, runoff from impervious surfaces could carry pollutants to drainages both on and offsite.

The release of sediment and other deleterious substances from the project site can be controlled through the use of appropriately selected erosion and sediment control devices, as required by the regulations similar to those that would be implemented for the Proposed Project. Similar to the Proposed Project, the alternative would require preparation of a Storm Water Pollution Prevention Plan prior to the start of construction. The plan would need to address all of the measures stipulated in the permit conditions, including site-specific measures and BMPs, implementation schedule, and a monitoring program and reporting requirements.

Similar to the Proposed Project, peak storm water runoff rates would need to be calculated as part of the design and used to determine if existing drainage conveyance facilities would have the capacity and integrity to carry anticipated peak flows and volumes. The Proposed Project's significant impacts would be fully mitigated through the use of LID IMPs, and it is anticipated that impacts resulting from this alternative would likewise be mitigated. Therefore, the alternative does not offer substantial benefits in terms of impact avoidance or reduction.

Transportation/Traffic: The EIR analysis indicates that the Proposed Project would result in traffic impacts that would be significant and not mitigated. No feasible mitigation measures have been identified in this EIR to reduce significant impacts to below a level of significance. The 20-acre Alternative would reduce some of the significant impacts of the Proposed Project, since the number of beds would be reduced from 1,216 to 800. However, since the Proposed Project's traffic impacts are cumulative impacts, even small increases in traffic on impacted segments and intersections would trigger a significant impact. As a result, traffic impacts resulting from this alternative would be reduced but would likely still be significant and unmitigated. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Environmental Effects Found Not To Be Significant for the Proposed Project

As analyzed in *Chapter 3.0* of the EIR, the following effects for the Proposed Project were found not to be significant; aesthetics, agricultural resources, air quality, land use and planning, noise, mineral resources, population and housing, public services, and utilities and service systems.

Aesthetics: More two-story buildings would be constructed when compared to the Proposed Project, but as with the Proposed Project, no significant impacts would result. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Agriculture: Implementation of the 20-acre Alternative would result in similar agricultural resource impacts, since the eastern portion of the Proposed Project site, which is currently used for agriculture, would be utilized. Impacts for both the Proposed Project and this alternative would be less than significant. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Air Quality: Implementation of this alternative would require demolition of the existing LCDF as well as development of a 20-acre site, and would generate daily trips during operation similar to the Proposed Project. Impacts that would result from the implementation of this alternative are anticipated to be substantially the same as those identified for the Proposed Project. Both the Proposed Project and the alternative would result in less than significant impacts on air quality. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Land Use and Planning: This alternative site would be located on part of the Proposed Project site and accordingly, it is anticipated that the alternative would result in land use impacts similar to the Proposed Project. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Noise: Construction and operational related noise generated by the proposed detention facility under this alternative would be similar to that under the Proposed Project. Noise impacts to sensitive human receptors and sensitive biological resources would be similar since this alternative would be within the same distance to these receptors. The Proposed Project and the 20-acre Alternative would result in less than significant noise effects. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Population and Housing: The alternative would involve a smaller facility that would have decreased staffing needs. Therefore, the impact of the alternative on population and housing would be slightly less than the Proposed Project. However, neither the Proposed Project, nor this alternative would foster economic or population growth, or require the construction of additional housing, and as a result, neither the Proposed Project nor this alternative would result in

significant impacts. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Public Services/Utilities and Service Systems: Implementation of the 20-acre Alternative would occur on part of the same site as the Proposed Project. The 20-acre Alternative would therefore result in similar emergency response times and service ratios, similar effects to schools and parks, and slightly reduced utility demands. This alternative would require slightly reduced levels of solid waste capacity from regional landfills. Accordingly, public services/utilities and service systems impacts would be similar or slightly reduced and less than significant when compared to the Proposed Project. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

4.2.2.3 Relationship to Project Objectives

The 20-acre Alternative would be able to meet project objectives 1, 3, and 4. Specifically, the alternative would meet the following objectives: 1) correct the deficiencies at the existing LCDF by replacing old structures with modern facilities; 2) allow for a women's detention facility to be built in a location that facilitates the transporting of arrested female offenders/inmates from throughout the County to the detention facility, court facilities, and other providers such as medical/mental health providers; and 3) design a women's detention facility that permits the implementation of the SDSD's inmate management philosophy and visitation program, in an effort to reduce repeat offending and recidivism.

This alternative would not meet the County's project objective 2 to meet the projected needs of the County for women offenders to the year 2020 through the development of a 1,216-bed state-of-the-art multi-custody women's detention facility, since it would have only 800 beds.

4.2.3 Otay Mesa Alternative

4.2.3.1 Description and Setting

The Otay Mesa Alternative site is currently privately owned with access provided by Otay Mesa Road, a two-lane roadway. This alternative was developed initially in response to NOP and scoping comments that an alternative location be considered in the Otay Mesa area. Several alternative locations in the Otay Mesa area were identified in the initial stage of alternatives development (see *Table 4-1*), but only this site (the Rabago property) met all of the screening criteria. There are seven existing structures on the site (three residences, four barns/sheds). The remainder of the site is vacant, consisting of non-native grassland and disturbed land, as further described below (SANGIS 2007). The site is located within the County's East Mesa Specific

Plan Area (SPA) and within a Minor Amendment Area of the County's MSCP Subarea. (SANDAG 2005).

Under this alternative, the existing LCDF in Santee would be closed and demolished and a new women's detention facility would be developed on the Otay Mesa Alternative site (see *Figure 4-2*) to accommodate 1,216 female inmates, the same as proposed by the project. Total site requirements under this alternative would be approximately 45 acres, which could be accommodated within the approximately 67-acre total area of this alternative site.

4.2.3.2 Comparison of the Environmental Effects of the Otay Mesa Alternative to the Proposed Project

Significant Environmental Effects of the Proposed Project

***Cultural Resources**:* ASM conducted a review of site records on file at the South Coastal Information Center and reconnaissance level survey of the Otay Mesa Alternative site. The records search indicated that two archaeological sites have been recorded within the property: SDI-10296 and SDI-12872. The former is described as a La Jolla site 50 feet in diameter and is most likely located just outside the property. SDI-12872 is within the project site atop a low knoll in the center of the property. It is recorded as a large prehistoric habitation site with numerous Santiago Peak metavolocanic tools, manos and metates.

A review of the historical maps shows structures within the property on maps dated 1903, 1953 and 1955. These appear to correlate with the locations of some of the existing structures on the property, though all have been remodeled or rebuilt within the last 40 to 50 years.

The site reconnaissance was conducted August 25, 2008 during which time areas deemed of high to moderate potential for cultural resources were examined. The property owner indicated that one of the structures, a small cabin-sized building on raised piers, dated to the turn of the 20th century; this however had been rehabilitated and did not appear to be the original structure, and he stated that the others were more modern. The area mapped as SDI-12872 was surveyed with some intensity and yielded only four artifacts even though surface visibility was excellent. These consisted of one exhausted metavolocanic core, one unifacially retouched flake, one tertiary flake, and a possible mano. No evidence of SDI-10296 was observed.

Based on the results of the record search and reconnaissance, no significant archaeological or cultural resources were found. However, the potential exists for buried cultural resources to be impacted. Therefore, mitigation measures for archaeological resources would be necessary. Impacts to cultural resources would be less with the Otay Mesa Alternative when compared to

the Proposed Project, as a result of avoidance of significant unmitigable impacts to historical resources. This alternative provides a substantial advantage in terms of impact avoidance.

Biological Resources: Biological reconnaissance surveys of the site were conducted in August 2008. The surveys consisted of mapping vegetation communities in and adjacent to the site and preparing inventories of the plant and wildlife species observed. The potential for sensitive plants and wildlife to occur onsite was assessed based upon vegetation communities, soils, and habitat quality onsite and the distribution and range of sensitive species known to occur in the region. The presence of jurisdictional waters onsite and the potential for the site to serve as a wildlife corridor were also evaluated.

Three habitat types are present on the project site: non-native grassland, developed land, and disturbed land. *Table 4-2* provides an approximate acreage for each plant community/land cover. Based on the disturbed and degraded nature of the vegetation communities and the lack of native plant species observed, no sensitive plant species are anticipated to occur on the site.

There is a moderate or high potential for the following sensitive wildlife species to occur in the project area: burrowing owl (*Athene cunnicularia*), grasshopper sparrow (*Ammodramus savannarum*), northern harrier (*Circus cyaneus hudsonius*), and California horned lark (*Eremophila alpestris actia*). The status, habitat requirements, and potential for these species to occur are provided in *Table 4-3.*

The Otay Mesa site is located within the Multiple Species Conservation Program (MSCP) County of San Diego Subarea Plan, within the South County Segment. Therefore, the property would be subject to the County Biological Mitigation Ordinance (BMO; County 1997), and the County Resource Protection Ordinance (County 2007). The South County Segment delineates where habitat will be conserved and where development will occur. Projects approved by the County that are consistent with the Segment do not require additional approval from the Wildlife Agencies. The property is designated a Minor Amendment Area within the South County Segment which means that take of covered species may be authorized only after such an area has become part of the Segment Plan through the appropriate amendment process. Such Minor Amendment properties contain habitat that could be partially or completely eliminated (with appropriate mitigation) without significantly affecting the overall goals of the County's Subarea Plan. Minor amendments under County jurisdiction within the South County Segment require the approval of the Wildlife Agencies.

Mitigation for impacts to habitat on the Otay Mesa site would be required to be consistent with the BMO. Significant impacts would likely result to non-native grassland, a Tier III habitat. Mitigation for impacts to non-native grassland would be required at a 1:1 ratio within East Otay

Mesa (increased ratio is due to current requirements for projects within the Minor Amendment Area on East Otay Mesa).

The proposed project would result in three areas of significant impacts to biological resources. The following is a comparison of the Otay Mesa Alternative site relative to each of those impact areas:

- The Proposed Project could result in direct impacts to nesting birds/raptors, and indirect noise impacts to offsite nesting birds due to construction noise. The alternative site supports numerous ornamental trees in the vicinity of the existing residences and structures. The potential for nesting birds and raptors to occupy those trees is similar to the Proposed Project site, and potential impacts would also be similar.
- The Proposed Project would result in direct impacts to sensitive natural communities (0.6 acre of disturbed coastal sage scrub and 4.8 acres of non-native grassland) and to jurisdictional waters (0.04 acre of unvegetated waters). Development of the project on the Otay Mesa Alternative site has the potential to impact non-native grasslands, developed, and disturbed land. Therefore, development at this site would result in impacts to substantially more non-native grasslands (which cover approximately 94% of the site) when compared to development at the Proposed Project site.
- The Proposed Project would have an impact related to a local tree protection ordinance, due to removal of one coast live oak tree. Development at the alternative site would avoid this impact, however, the project impact is mitigated through replacement of the tree. Therefore, the Otay Mesa Alternative site does not offer a substantial advantage in terms of impact avoidance, since feasible measures to mitigate the stated project impact have been identified and would be implemented with the Proposed Project.

The vegetation communities present on the Otay Mesa Alternative site provide minimal cover for wildlife movement, which suggests the site is not likely a wildlife corridor. As presented above, the Otay Mesa Alternative site is located within a Minor Amendment Area of the County's MSCP Subarea. Properties designated as Minor Amendment Areas contain habitat that could be partially or completely eliminated (with appropriate mitigation) without significantly affecting the overall goals of the County's Subarea Plan. It is not anticipated that impacts to the Otay Mesa Alternative site or the Proposal Project would be in conflict with local policies, ordinances, or adopted plans.

In summary, the potential for impacts of the Otay Mesa Alternative on biological resources would be increased as compared to the Proposed Project, due to removal of non-native grassland over nearly the entire development area of the alternative site.

Geology/Soils: The Otay Mesa Alternative site is relatively level with gentle slopes on the eastern portion of the site. While the site is located in seismically active Southern California, it is not located in any fault zone nor are there any recorded faults transecting the site. The soil within the site consists of Diablo clay, which is gently sloping from 2 to 9 percent. This soil is identified as resulting in slow runoff and has a slight hazard potential for soil erosion. The site is underlain by the Otay Formation, which is composed of well-sorted, poorly indurated massive sandstone and claystone. Differences in geotechnical constraints and the location of geologic hazards would dictate the significance of construction and operational geologic impacts at the Otay Mesa Alternative site. Only site-specific geological evaluation and analysis could predict whether geologic hazards present significant constraints to development. For purposes of the evaluation conducted in this EIR, impacts at the Otay Mesa Alternative site are anticipated to be similar to those resulting from the Proposed Project as no known faults occur onsite and the site is relatively level. The Otay Mesa Alternative site would avoid impacts identified for the Proposed Project relative to fill material and alluvium that may require stabilization. However, the feasible mitigation measures have been identified for these impacts, and therefore the alternative does not provide a substantial advantage in terms of lessening or avoidance of the impact.

According to the California Division of Mines and Geology, Department of Conservation Mineral Land Classification Map, this alternative site is designated as MRZ-3, which is defined as containing mineral deposits the significance of which cannot be evaluated from available data. Therefore, no known mineral resources exist on the Otay Mesa Alternative site and mining activities do not occur in the immediate vicinity (DOC 1982). As under the Proposed Project, the impacts to mineral resources from the implementation of this alternative are anticipated to be less than significant.

Hazards and Hazardous Materials*:* The Otay Mesa Alternative site consists of three single-family residential structures, livestock, barns, sheds, and associated facilities. The age of the existing structures are unknown and may date to pre 1960s for some or all structures located onsite. During an onsite survey, no surface soil staining was observed. According to the California Department of Substance Control Envirostar system (accessed September 29, 2008), the Otay Mesa Alternative Site and its surrounding area are not identified on any federal, state, or local government database listings for cleanup sites or hazardous waste permitted facilities.

Risk of upset during demolition, construction and operation are expected to be similar to those identified for the Proposed Project, as materials used in implementing the alternative and demolition of the existing LCDF would be similar. It is unknown whether hazardous materials exist on the Otay Mesa Alternative site. However, for comparison purposes, the only impacts related to hazards associated with the Proposed Project are those that would potentially result from demolition. This alternative would result in the demolition of the existing structures on the Otay Mesa Alternative Site as well as all of the existing LCDF structures; where as, the proposed project would only result in the demolition of three buildings at LCDF. Implementation of the

project at this location would result in decrease in hazardous waste associated with the livestock that currently roam the site. There are no schools located within a quarter mile of the site. Therefore, aside from demolition-related impacts, the Proposed Project site and the Otay Mesa Alternative site would both have less than significant impacts. The EIR analysis indicates that for the Proposed Project, potentially significant impacts to schools from possible risk of upset can be mitigated to less than significant. Therefore, the alternative does not offer substantial benefits in terms of impact avoidance or reduction.

Hydrology and Water Quality: The Otay Mesa Alternative site is located in the Tijuana Hydrologic Unit (HU) of the California Water Quality Control Board's Region 9 – San Diego, within the Tijuana Valley Hydrologic Area. The Tijuana HU is the northern portion of the Tijuana River watershed. The watershed extends from the peninsular mountain ranges, such as the Cuyamacas, to the Pacific Ocean, just south of San Diego Bay. The majority of the Tijuana watershed is under Mexican jurisdiction, with the cities of Tijuana and Tecate being the largest population centers. Within California, most of the HU is unincorporated portions of the County of San Diego. Within the Tijuana HU, much of the watershed is undeveloped open space (approximately 90 percent), whereas developed land accounts for approximately 6 percent and agriculture occupies approximately 4 percent of the HU (California Regional Water Quality Control Board 2007a). The Tijuana River, which is located within the Tijuana HU, is located approximately 6.5 miles southwest of the project site and is listed as an impaired water body on the 303(d) list of water quality limited segments requiring TMDLs. Known stressors include: eutrophic, indicator bacteria, low dissolved oxygen, pesticides, solids, synthetic organics, trace elements, and trash (California Regional Water Quality Control Board 2007b).

Similar to the Proposed Project, construction activities for this alternative could result in erosion leading to sediment-laden discharges to nearby water resources. Sediment transport could result in degradation to water quality. Similarly, fuels, oils, lubricants, and other hazardous substances used during construction could be released and impact surface and groundwater. Following the completion of project construction, runoff from impervious surfaces could carry pollutants to drainages both on and offsite.

The release of sediment and other deleterious substances from the project site can be controlled through the use of appropriately selected erosion and sediment control devices, as required by the regulations similar to those that would be implemented for the Proposed Project. Similar to the Proposed Project, the alternative would require preparation of a Storm Water Pollution Prevention Plan prior to the start of construction. The plan would need to address all of the measures stipulated in the permit conditions, including site-specific measures and BMPs, implementation schedule, and a monitoring program and reporting requirements.

Similar to the Proposed Project, peak storm water runoff rates would need to be calculated as part of the design and used to determine if existing drainage conveyance facilities would have

the capacity and integrity to carry anticipated peak flows and volumes. The Proposed Project's significant impacts would be fully mitigated through the use of LID IMPs. Therefore, the alternative does not offer substantial benefits in terms of impact avoidance or reduction.

Transportation/Traffic: For the comparative analysis of transportation/traffic, VRPA prepared a Traffic Impact Analysis for the Otay Mesa Alternative, which studied the existing and existing plus project scenarios (VRPA 2008). The EIR analysis indicates that the Proposed Project would result in traffic impacts that would be significant and not mitigated. No feasible mitigation measures have been identified in this EIR to reduce significant impacts to below a level of significance.

Access to the Otay Mesa site would be provided along Otay Mesa Road, an east-west facility classified as a two-lane local collector in the SANDAG San Diego Traffic Forecast (SANDAG 2007). Otay Mesa Road runs east of I-805 to Alta Road (just east of the site). This alternative would result in substantially higher traffic volumes on surrounding roadways compared to the increase in traffic volumes resulting from the Proposed Project. This is due to the fact that the Proposed Project would result in a net increase of only 1,312 trips per day over volumes produced by the existing LCDF, while the alternative would involve construction of an entirely new 1,216-bed facility, which would result in over 2,590 ADT. However, this increase needs to be examined in the context of future operation of these surrounding roadways. Average weekday traffic along Otay Mesa Road east of SR-125 is 6,000 trips with an LOS of A (SANDAG 2007). The Department of Transportation is planning to develop SR-11 and is considering two alternatives. The SR-11 project would consist of a new four-lane freeway along the Otay Mesa Road alignment, from the future SR-905/SR-125 junction traveling east, past the Otay Mesa Alternative site to the future Federal Port of Entry. LOS conditions on the segments of SR-11 to the east and west of the alternative site were studied for the year 2030 and are anticipated to be LOS C and B (VRPA 2007).

Since this alternative would result in the same number of beds (i.e., 1,216 beds) as the proposed project, the same trip generation rate used for the Proposed Project was applied for this analysis. As shown in *Table 4-4, Project Trip Generation*, the relocation and expansion of the LCDF at the Otay Mesa location is expected to generate 2,590 trips. The table also shows a breakdown of the project's estimated peak hour trips.

The project generated vehicle trips were applied to four existing intersections and six street segments in the Otay Mesa Alternative vicinity. Intersection capacity analysis was performed using the Highway Capacity Manual Methodology. The County of San Diego significance criteria were used to determine the significance of impacts. The results of the intersection analysis are shown in *Table 4-5, Summary of Intersection Impacts*.

As shown in the table, the existing and existing plus project scenarios would result in very similar delay times, and the LOS would remain the same. This alternative would not cause an intersection to fall below LOS D operating condition, and therefore the Otay Mesa Alternative site would not result in significant impacts to the study area intersections.

The results of the segment capacity analysis are shown in *Table 4-7, Summary of Roadway Segment Impacts*. As shown in the table, relocation and expansion of the LCDF at the Otay Mesa Alternative site would not cause any significant impacts to the study area roadways.

Given current and anticipated future (2030) operating conditions, implementation of the Otay Mesa Alternative is not anticipated to generate significant impacts to traffic and circulation. Therefore, the Otay Mesa Alternative would avoid significant impacts of the Proposed project since it would result in lesser traffic impacts.

Environmental Effects Found Not To Be Significant for the Proposed Project

As analyzed in *Chapter 3.0* of the EIR, the following effects for the Proposed Project were found to be not significant; aesthetics, agricultural resources, air quality, land use and planning, noise, mineral resources, population and housing, public services, and utilities and service systems. As summarized below, it is anticipated that the implementation of the Otay Mesa Alternative would also not significantly impact these resources.

Aesthetics: The project site is located along Otay Mesa Road, a two-lane east/west roadway. This site currently consists of three single-family residential homes and four barns/sheds. The site is located within the County's East Otay Mesa SPA, Subarea 1 (August 2007). The East Otay Mesa SPA Subarea 1 designates the Otay Mesa Alternative site as technology business park. The character of the surrounding area predominantly consists of vacant land, industrial, and detention/correctional facilities. Just south of Otay Mesa Road is a utility easement through which high voltage power lines and poles extend. The power lines and poles are visible along Otay Mesa Road and from the project site. The San Ysidro Mountains are located to the northeast of the project site. The mountains and foothills are largely undeveloped and include many steep slopes, canyons and peaks.

Under this alternative, the project would be visible from Otay Mesa Road. Implementation of the Otay Mesa Alternative would convert vacant lands to an institutional use visible from three residences and from viewers along Otay Mesa Road. Five detention facilities exist in the vicinity; hence, use of this site would not introduce a visually incompatible land use. Since the site is zoned Specific Plan 88, designated for technology business park, and the area includes industrial uses and detention facilities, the visual impacts are not anticipated to be significant

(assuming incorporation of similar design features as proposed for the project, such as landscaping and project site planning and design).

According to the California Scenic Highway Mapping System, there are no designated State Scenic Highways within the project area (Caltrans 2008). Therefore, potential impacts to these resources would not result. In addition, the East Otay Mesa SPA Subarea 1 does not identify any scenic resources or vistas in the project area. Therefore, significant impacts to designated scenic vistas and resources would not result.

The alternative would involve lighting that would be similar to the Proposed Project, but as with the project, it is anticipated that the lighting could be designed such that significant effects associated with light and glare could be avoided. While the actual aesthetic appearance and context of the alternative are different from the Proposed Project, the impact conclusion relative to aesthetics, including effects on scenic resources, visual character and light and glare, would be similar. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Agriculture: The site currently consists of three single-family homes and four barns/sheds. Livestock currently graze the vacant land within the site boundary. This alternative site and the land surrounding this site is identified as Farmland of Local Importance on the San Diego County Important Farmland Map (DOC 1998). No existing prime farmland, unique farmland, or farmland of statewide importance is currently designated on this site or immediately surrounding this site. The County's East Otay Mesa Specific Plan has designated the Otay Mesa Alternative site and the land surrounding this site for technology business park uses. There are no Williamson Act contract lands located within or adjacent to this alternative site (DOC 2006).

Implementation of the Otay Mesa Alternative would result in the loss of agricultural lands of local importance (DOC 1998). However, since the site is classified as non-active farmland and is planned for development, impacts to agriculture from implementation of this alternative are not likely to be significant, and would be similar to the Proposed Project. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Air Quality: The project site is located in the San Diego Air Basin (SDAB). The California Air Resource Board designates those portions of the State where federal or state ambient air quality standards are not met as nonattainment areas. The SDAB is currently in nonattainment for particulate matter (PM_{10} and $PM_{2.5}$), and ozone precursor emissions reactive organic gases (ROG) and NO_x.

Implementation of the Otay Mesa Alternative would require demolition of the existing LCDF and the existing uses at this alternative site, as well as development of a 45-acre site, and would

generate daily trips during operation similar to the Proposed Project (1,216 beds). This alternative would result in slightly greater impacts during the demolition phase of the project due to the need to demolish the entire LCDF and the existing uses at the Otay Mesa Alternative site. However, demolition activities are short-term in nature and would be less than significant. Because the analysis of air quality impacts conducted for the project involved consideration of regional effects related to air quality standards, and because the alternative proposes the same facility (1,216 beds) within the same region, impacts that would result from the implementation of this alternative are anticipated to be substantially the same as those identified for the Proposed Project. Both the Proposed Project and the alternative would result in less than significant impacts on air quality. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Land Use and Planning: The site is located within the County's East Otay Mesa Specific Plan Area (SPA), Subarea 1. The East Otay Mesa SPA Subarea 1 designates the Otay Mesa Alternative site as technology business park.

The character of the surrounding area is predominantly general commercial, industrial, vacant and detention facilities. It is anticipated that development of the project at the Otay Mesa Alternative site would be consistent with relevant planning and regulatory documents. Therefore, similar to the Proposed Project, it is not anticipated that the alternative would result in land use impacts. This alternative does not offer a substantial advantage in terms of impact avoidance.

The site is located within a Minor Amendment Area of the County's MSCP Subarea. Properties designated as Minor Amendment Areas contain habitat that could be partially or completely eliminated (with appropriate mitigation) and must demonstrate conformance or consistency with the overall goals of the County's Subarea Plan. Therefore, the alternative would not result in impacts relative to conflicts with existing habitat conservation planning efforts, similar to the Proposed Project. This alternative does not offer a substantial advantage in terms of impact avoidance.

Noise: The Otay Mesa Alternative site is currently located along Otay Mesa Road, a two-lane road that transverses east and west in the project vicinity. Other existing noise sources in this area occur from the existing livestock at the site, the ongoing construction activities occurring to the east and south of the Otay Mesa Alternative site, and the commercial and industrial uses in the project area.

Construction and operational related noise generated by the proposed detention facility under this alternative would be similar to that under the Proposed Project. Noise impacts to sensitive human receptors at this alternative site would be less than at the Proposed Project site, because development under this alternative would occur on vacant land surrounded primarily by vacant

lands, while development of the Proposed Project would occur in proximity to sensitive receptors (residences and schools). However, the Proposed Project would not result in significant noise impacts to sensitive receptors, therefore the alternative does not represent a substantial advantage in terms of impact reduction. Additionally, as noted in the discussion of biological resources, noise impacts from construction and operation on sensitive species would be greater with this alternative, but would likely be mitigable. Neither the Proposed Project nor the Otay Mesa Alternative would result in significant effects related to noise. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Population and Housing: The Otay Mesa Alternative site contains three single-family residential structures, live stock, barns, sheds, drums and associated facilities. Similar to the Proposed Project, the alternative would be designed to meet the projected increase in the female inmate population, and this increase (and any associated increase in staff, etc.) would not foster economic or population growth, or the construction of additional housing. The alternative site does contain three existing residential units that would be displaced; however, this loss of residences would not be significant on a regional or local level. Therefore, neither the Proposed Project nor the alternative would result in significant impacts on population and housing, and this alternative does not offer a substantial advantage in terms of impact avoidance.

Public Services/Utilities and Service Systems:

Fire Protection: Implementation of the Otay Mesa Alternative would introduce a new land use at the alternative site and would introduce demand for fire protection services that does not currently exist. The alternative site would likely receive fire service from either the City of San Diego Fire Department, with the closest fire station being Fire Station No. 43 located near the intersection of Otay Mesa Road and La Media Road, or from the San Diego Rural Fire Protection District (Fire District) which currently operates out of the Donovan Correctional Facilities on-site fire station. This station is cross-staffed (24/7) with full-time paid firefighters who are employed by the California Department of Corrections and Rehabilitation (CDC&R). In addition, the Fire District with California Department of Forestry and Fire Protection (CAL FIRE), the County of San Diego, and SDSD have established an interim fire station at George Bailey Detention Facility. There is a current need to establish a full-time fire and emergency medical service presence in East Otay Mesa. The Fire District and CAL FIRE are in the process of implementing that service. Depending on the period associated with implementing this additional service, it is likely that this alternative could result in impacts to the Fire District, CDC&R and/or CAL FIRE response times, service levels, and acceptable service ratios. It is likely that the City of San Diego and CAL FIRE would have the ability to maintain current service levels and acceptable service ratios with implementation of the alternative, similar to conditions anticipated with the Proposed Project. However, it is anticipated that similar to the Proposed Project, the alternative would have a less than significant impact to fire protection

services. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Police Protection: The Otay Mesa Alternative would receive security and law enforcement services by SDSD, similar to the Proposed Project. Currently, there are no Sheriff facilities within East Otay Mesa. The nearest station is the Imperial Beach Station located approximately 9.5 miles west of East Otay Mesa. However, the facility would be secured per state-mandated standards. Similar to the Proposed Project, implementation of the alternative would not result in a significant impact to law enforcement facilities. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Schools: There are no existing or planned schools located within the vicinity of the project site. As with the Proposed Project, this alternative would not affect population growth and therefore would not result in a significant impact to school facilities or to existing schools. Therefore, neither the Proposed Project nor the Otay Mesa Alternative would result in a significant impact to schools. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Parks: There are no existing or planned parks within the project area. As with the proposed project, the Otay Mesa Alternative would not increase the use of existing neighborhood or regional parks or other recreational facilities or require construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Therefore, neither the Proposed Project nor the alternative would result in a significant impact to parks or other recreational facilities, and this alternative does not offer a substantial advantage in terms of impact avoidance.

Wastewater Treatment: There are existing wastewater conveyance facilities available to serve the Otay Mesa Alternative site. It is likely that some upgrades to the existing facilities would be required, but would likely occur within existing roads and not result in additional environmental effects. Wastewater from the alternative site would be conveyed through facilities operated by the East Otay Mesa Sewer Maintenance District (EOMSMD), and treated by the City of San Diego Metropolitan Wastewater facilities. The City has a sewage transportation agreement with EOMSMD that provides the District with the right to convey 0.33 mgd average flow in the Otay Valley Trunk Sewer and 0.67 mgd average flow in the Otay Mesa Trunk Sewer. EOMSMD's use of wastewater trunk lines and actual growth of the respective drainage basin is limited by the ability of the respective trunk lines and pump stations to handle the sewage flows generated in the service area. While EOMSMD currently has physical capacity in the system, it does not have the capacity to support full buildout of the area. The Otay Mesa Trunk Sewer Master Plan Update and Alignment Study (2003) showed that in order to adequately serve the entire Otay Mesa drainage basin, it would be necessary to construct approximately 14.7 miles of new and

replacement sewer pipeline, and replace the existing pump station 23T. The City of San Diego is currently reviewing three alternative ways to increase the fees associated with developing/improving property within the service area to help pay the increase cost of collecting and treating sewage generated by projects in this area. Payment of the fees would be required to mitigate the Otay Mesa Alternative's potential impacts to wastewater (City of San Diego 2008). Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Water Facilities and Supply: Development of the project would result in demand for water that is similar at a regional level, as the Proposed Project. Although the alternative site would be served by a different water purveyor (the Otay Water District), sources of water supplies would be similar in terms of reliance on imported water. It is anticipated that water supply availability would be similar for the alternative as with the Proposed Project. The alternative site has existing infrastructure for water conveyance, which would likely need improvement, but it is not anticipated that the improvements would result in additional environmental effects. Overall, impacts would be similar to the Proposed Project and less than significant. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Solid Waste Capacity: Construction of the detention facility at the Otay Mesa Alternative site would still require the demolition of the existing LCDF. As with the Proposed Project, the majority of the material would be either recycled or reused. Operationally, solid waste disposal would be similar to the Proposed Project site, using the same disposal facility (Otay Landfill). The current closure date for the Otay Landfill is estimated to be 2028. Capacity issues would be the same as with the proposed Project, and impacts would be less than significant for both the Proposed Project and the alternative. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

4.2.3.3 Relationship to Project Objectives

The Otay Mesa Alternative would be able to meet project objectives 1 and 2 by providing additional capacity to house female inmates. Specifically, the alternative would meet the following objectives: 1) correct the deficiencies at the existing LCDF by replacing old structures with modern facilities; and 2) meet the projected needs of the County for women offenders to the year 2020 through the development of a 1,216-bed state-of-the-art multi-custody women's detention facility.

However, this alternative would not meet the County's objective 3. Specifically, under this alternative, a women's detention facility would not be built in a location that facilitates the transporting of arrested female offenders/inmates from throughout the County to the detention facility, court facilities, and other providers such as medical and mental health providers.

Constructing the facility at the Otay Mesa site would result in an operational inefficiency related to the booking process. In addition housing inmates who have been sentenced, the existing LCDF also provides onsite booking facilities. As with the existing LCDF, the proposed LCDF project would include an onsite booking facility for SDSD staff, and other police officers and regional agencies in the central part of San Diego County, including the regional agencies that currently use the existing LCDF to book arrestees (see *Section 1.1.3*).

With this alternative, officers transporting females arrested throughout the County would be required to drive to and from the Otay Mesa Alternative site for booking. An onsite booking facility at Otay Mesa would generally increase the amount of time a law enforcement officer would be required to leave his/her beat, due to additional time spent in transit to the Otay Mesa site. The public safety needs of the County are best served when police officers and deputies spend more time patrolling the community and responding to calls for service and less time in transit to book persons taken into custody.

Driving times and vehicle miles traveled by local law enforcement were analyzed based on booking information from the existing LCDF facility in 2007. Approximately 31% of the Sheriff's Department's LCDF bookings (and close to 8% of total LCDF bookings) were logged by deputies patrolling beat areas assigned to the Santee and Lemon Grove commands. Due to chain-of-custody and other property-related procedures, Sheriff's data systems, and the limitations on what work can be performed in the field, deputies usually bring detainees to the Sheriff Station for processing prior to making a trip to a detention facility for booking. All Sheriff's Stations with the sole exception of the Imperial Beach Station (representing 1.7% of total LCDF bookings) are closer to LCDF than to the Otay Mesa Alternative site. As a result, deputies would spend time in transit with a detainee prior to booking and less time getting back on the beat with a women's jail in a Santee location compared to a facility located at the alternative site.

The discrepancy in mileage and travel time between the proposed project and an Otay Mesa alternative is substantial. In 2007, Santee Sheriff Station deputies booked 671 female detainees at LCDF. According to Map Quest, the Santee Sheriff Station is 1 mile from LCDF, and it would take approximately 2 minutes to drive from the station to LCDF. In contrast, the Santee Sheriff Station is 30 miles from the intersection of Otay Mesa and Alta Roads (approximately 2,600 feet from the Otay Mesa Alternative property), and it would take 38 minutes to drive from the station to Otay Mesa. Therefore, the estimated time/mileage savings for Santee deputies that is created by locating LCDF in Santee compared to Otay Mesa is 74 minutes/58 miles per roundtrip, or an estimated 828 hours/38,900 miles per year. Using the same analysis, the estimated comparative time/mileage savings for Sheriff deputies that work at the Lemon Grove Sheriff Station is 32 minutes/26 miles roundtrip, or an estimated 254 hours/12,376 miles for bookings logged in 2007.

Additionally, the operational practices of other law enforcement agencies result in similar comparative results. For example, San Diego Police Department officers, who are responsible for nearly 50% of the total booking activity at Las Colinas, typically process detainees at the Police Department's Headquarters at 1401 Broadway. So, as with the Sheriff's Department, SDPD trips to LCDF do not originate at the location of arrest, but begin at a central location (in this case downtown San Diego), which is estimated to be 6 minutes and 4 miles closer to LCDF than to an Otay Mesa location, or 12 minutes and 8 miles roundtrip. The estimated comparative time/mileage savings for San Diego Police Department for bookings logged in 2007 is 1,300 hours and 55,000 miles.

The San Diego Police Department is considering a change in operational practices that would give officers more discretion to book arrestees directly from the field. This change would decentralize the current process wherein officers bring all offenders to Police Headquarters in Downtown San Diego before taking the offenders to a facility for booking. With the proposed change in practice, trips to the booking facility could originate at a patrol station or from the location of arrest.

This change could result in some SDPD trips being shorter to Otay Mesa than to Santee. However, only one SDPD division – the Southern Division which encompasses San Ysidro, Nestor, and Otay Mesa – would be closer to an Otay Mesa Alternative than to a facility in Santee. Much of the Southeastern Division is geographically equidistant from Santee and Otay Mesa, especially if the SR-125 toll road (South Bay Expressway) is factored into the transportation time. However, San Diego Police Department Order 08-08 prohibits officers from using the toll road except for emergency situations (lights and sirens or officer safety situations), active surveillance operations, and on a limited basis with approval of command.

Table 4-7 shows the number of female arrests by SDPD in each SDPD division in 2007. The arrest data is from the Automated Regional Justice Information System (ARJIS). In 2007 per SDPD's current policy, the arrestees were first taken to Police Headquarters in downtown San Diego for processing before being transported to the Las Colinas facility in Santee for booking. In light of SDPD's possible change in operations, the table also shows travel information (time and distance) from each SDPD division station to the Las Colinas facility in Santee and to an alternative location in Otay Mesa.

Based on the 2007 arrest data and assuming SDPD changes its operations, nearly 86% of SDPD trips for female arrests would originate from a location that is closer to the Las Colinas Detention Facility in Santee than to the Otay Mesa Alternative. Therefore, even if the current SDPD practice changes, a women's facility located in Santee would still reduce the travel time and distance for the SDPD. The configuration of the freeway and highway system in San Diego

County (especially with the improvements to Hwy 52 that are currently underway) is the primary factor contributing to these savings.

It should be noted that the 86% figure is conservative because it assumes that SDPD officers use the South Bay Expressway to transport female offenders from the Southeastern Division to the Las Colinas facility in Santee. If the restriction on using the South Bay Expressway is factored in, the percentage of SDPD trips that are closer to the Las Colinas facility in Santee than to the Otay Mesa Alternative increases to 95%.

Six law enforcement agencies or Sheriff's units whose bookings exceeded 1% of the total LCDF bookings in 2007 could potentially gain efficiency from an Otay Mesa location: Chula Vista PD, Immigration & Customs Enforcement, National City PD, US Customs, Imperial Beach Sheriff's Station, and the Sheriff's Department Courts Services Bureau at South Bay Regional Center. While these agencies or units may see some comparative time and mileage savings (estimated to be 265 hours/ 17,700 miles), they represented only 11% of the total LCDF bookings in 2007. In contrast, agencies whose bookings exceeded 1% of the total bookings and are closer to Santee than to Otay Mesa represented 76% of the total bookings in 2007.

The Sheriff's Department did not calculate and compile booking trip distances in this manner for every agency that uses LCDF because many agencies had fewer than 1% of the total bookings, and not all organizations require officers to bring detainees to a central location prior to departing for the women's jail. California Highway Patrol troopers, for example, are given the discretion to take female detainees directly to the facility and will often do so when arrests occur east of I-15 or closer to the women's jail than to the CHP station at 4902 Pacific Highway in San Diego. However, 13,975 records out of 14,756 (95%) total booking records were analyzed to determine whether a law enforcement transit trip would be closer to LCDF or to an Otay Mesa Alternative. On this basis, and for those agencies whose 2007 time and mileage savings can be estimated, it is reasonable to assume that there could be a net savings for San Diego County law enforcement agencies of 3,400 deputy/officer hours and nearly 152,000 vehicle miles if a new women's detention facility were located in Santee rather than in Otay Mesa. A summary of the analysis is presented in *Table 4-7*.

Associated operational savings were not estimated in this analysis, but these savings in staffing costs, fuel costs and vehicle maintenance (reduced wear-and-tear) should not be discounted. In addition, a Santee site is closer to the majority of the law enforcement agencies that use the facility than a more remote location and is easily accessible via major freeways and roads (the major factors that reduce driving times). Therefore, officer/deputy time 'saved' can be spent back on the beat, reducing response times and improving safety while reducing the need for overtime.

Additionally, medical and mental health providers are not in proximity to the Otay Mesa site. Arrestees and inmates requiring more intensive medical treatment must be transported to UCSD Medical Center in Hillcrest, approximately 27 miles away, or 36 minutes driving time (one way) from Otay Mesa. The distance to support service and criminal justice facilities should be thoughtfully considered when siting a new women's detention facility. As a matter of comparison and based on information obtained from Map Quest, the distances to commonly-used support and justice facilities from the proposed site and an Otay Mesa site are:

Facility	Time/Distance to Proposed Project Site		Time/Distance to Otay Mesa Alternative	
COURTS				
Downtown Courthouse	24 minutes	18 miles	30 minutes	23 miles
El Cajon Courthouse	7 minutes	4 miles	28 minutes	22 miles
Vista Courthouse	45 minutes	41 miles	66 minutes	60 miles
South Bay Courthouse	24 minutes	20 miles	21 minutes	15 miles
MEDICAL				
UCSD Medical Center	23 minutes	18 miles	33 minutes	25 miles
Psych Hospital of SD County	23 minutes	19 miles	32 minutes	26 miles
Sharp Grossmont Hospital ER*	9 minutes	7 miles		
Scripps Mercy Hospital ER**			20 minutes	14 miles

*Current ER for LCDF life-threatening emergencies

**Current ER for George Bailey Detention Facility & East Mesa Detention Facility life-threatening emergencies

Of the facilities identified above, only the South Bay Courthouse is closer to the Otay Mesa Alternative site (by 3 minutes and 5 miles) than to the proposed project site. The logical inference is that the Otay Mesa Alternative would result in time and cost increases when compared with the proposed project. This inference is also based in part on the fact that the proximity of courthouses is not the sole factor when determining inmate transportation efficiencies. The Sheriff's Prisoner Transportation detail is housed at the County Operations Center in Kearny Mesa. All bus trips begin and end at this location, where the buses are fueled, maintained and stored. Distances from the Operations Center to the Santee location and the Otay Mesa location are as follows (based on Map Quest):

	Time/Distance to Proposed Project Site		Time/Distance to Otay Mesa Alternative Site	
County Operations Center (COC) 5555 Overland Drive, San Diego	17 minutes	11 miles	38 minutes	30 miles

When compared with an Otay Mesa location, the Santee location offers overall savings in drive time and mileage due to the shorter distance between the County Operations Center, the proposed project site, El Cajon Courthouse, the Downtown Courthouse, the Vista Courthouse and health, mental health and emergency medical providers. Furthermore, a relocating a new women's facility to Otay Mesa would make some legs of existing inmate transportation runs prohibitively long, which could result in the need to add an additional morning run (and another bus to the fleet) in order to get the inmates to court on time. Similarly, in the evenings, the delay due to length of run could generate overtime (and added costs) for court deputies staying late with female inmates and overtime for the Transportation Detail deputies to finish the run before returning the bus to Kearny Mesa.

As a further example, an Otay Mesa location would increase certain trips associated with medical examinations. Detainees are assessed by nursing staff when they arrive at the booking facility. If they are referred to UCSD for further medical review prior to booking into the jail, it is the arresting officer's responsibility to transport the female offender to UCSD and wait with her until she is cleared by UCSD medical staff. The officer must then drive her back to LCDF for booking. Currently, these trips are between LCDF and UCSD. If the facility were to be moved to an Otay Mesa location, the added distance to and from UCSD would likely consume the majority or entirety of that officer's shift.

Finally, while North County inmates are typically housed at the Vista Detention Facility, it is important to note that North County inmates (with trials pending at Vista Courthouse) are frequently housed at LCDF because of classification issues (gang conflicts, co-defendant conflicts, etc.) or due to the location of arrest being closer to LCDF. The Sheriff's Department runs a trip between the women's facility and Vista Courthouse twice each day, when that court is in session. If the women's facility were located in Otay Mesa or in another remote location, substantial time would be added to these routes.

The Otay Mesa Alternative would also not effectively meet project objective 4. It would inhibit the implementation of the SDSD's inmate management philosophy and visitation program, which has the objective of reducing repeat offending and recidivism because the Otay Mesa Alternative does not provide convenient access to public transportation services. Public bus transportation is available in Otay Mesa from the MTS bus stop, but it is located approximately 1.1 miles to the southwest of the alternative site. Currently, the pedestrian route between the Otay Mesa alternative site and the bus stop does not have continuous sidewalks or street lighting for safe pedestrian access. No other public transportation is available within the vicinity of the site.

The average number of visitors currently (over a five week period in the summer of 2008) at LCDF is approximately 36 per day on weekdays and 96 per day on weekends. This number is

anticipated to increase with the proposed project, due to additional programs and facilities to encourage increased visitations. Consequently, the proposed project would include a larger visitation center and an expanded visitation program. To implement the visitation program, it is important to maximize public transportation options at the new facility to encourage visitation. Visits with dependent children are especially important to SDSD's inmate management philosophy because they support the rehabilitation of women and reinforce the principles taught in parenting and life skills courses.

4.2.4 Camp Elliott Alternative

4.2.4.1 Description and Setting

This alternative was developed based on comments received during public scoping that an alternative location should be considered on undeveloped land between Scripps Ranch and Poway, in the vicinity of Mission Trails Regional Park, Marine Corps Air Station (MCAS) Miramar and East Elliott. Land use and ownership restrictions within both Mission Trails Regional Park and MCAS Miramar made those lands infeasible for consideration of a detention facility. However, the San Diego Unified School District owns a parcel of land that is surrounded by MCAS Miramar, but is not part of the military base. That site, shown in *Figure 4-3*, is a 58-acre parcel of undeveloped land referred to as "Camp Elliott" and is located on the northern edge of the Tierrasanta Community in the City of San Diego just north of SR-52 and northwest of Mission Trails Regional Park.

Under this alternative, a new multi-custody women's detention facility capable of accommodating 1,216 female inmates would be built on the Camp Elliott site (see *Figure 4-3)* and the LCDF would be closed and demolished. Total site requirements under this alternative would be approximately 45 acres, which could be accommodated in the 58-acre Camp Elliott site.

The site is vacant with hilly terrain. Vegetation communities onsite consist of disturbed habitat, coastal sage scrub and non-native grasslands. Access to the site is currently limited to the dirt and paved road system associated with MCAS Miramar as well as an access road located within the San Diego County Water Authority aqueduct easement, which traverses the northeastern portion of the site. There is no access to the site from public roads. A new public access would need to be constructed from the interchange of SR-52 and Santo Road located approximately 1,800 feet to the southeast of the subject property. Elanus Canyon traverses the southern portion of the site and forms a topographic constraint relative to access to this interchange. There are no sewer, water or energy utilities located on the site.

4.2.4.2 Comparison of the Environmental Effects of the Camp Elliott Alternative to the Proposed Project

Significant Environmental Effects of the Proposed Project

Cultural Resources: Initial analysis has identified a number of archaeological resource sites on the Camp Elliott Alternative site (Southwest Division Naval Facilities Engineering Command 2008Site significance has not been determined for archaeological resources on this alternative site, however it is assumed that any significant impacts could be mitigated to below a level of significance. No known historical resources are located on the Camp Elliott site. No known archaeological sites were identified at the Proposed Project site, but the Proposed Project would result in significant and unmitigable impacts to historical resources. Therefore, the potential to impact significant cultural resources would be less with implementation of this alternative compared to the Proposed Project due to avoidance of impacts to significant historical resources. This alternative provides an advantage in terms of impact avoidance.

Biological Resources: To analyze the comparative impacts to biological resources, a review of SanGIS maps, aerial photographs, and the MSCP database were used to research site conditions and evaluate potential impacts at the alternative site. In addition, a 2002 Environmental Impact Statement prepared by the US Navy was reviewed as it evaluated environmental impacts of developing military housing on an adjacent site on MCAS Miramar (Southwest Division Naval Facilities Engineering Command 2002. The total area that would be impacted at the Camp Elliott Alternative site would be the same as that anticipated at the Proposed Project site (45 acres; not including anticipated off-site improvements associated with access and utilities). However, under this alternative, construction would occur at a new, undeveloped site dominated by sensitive biological resources including Diegan coastal sage scrub (known to be occupied by the coastal California gnatcatcher), Coastal Sage-Scrub chaparral, chamise chaparral, vernal marsh, southern mixed chaparral, disturbed habitat, native grassland, and non-native grassland (Southwest Division Naval Facilities Engineering Command 2008). A potential drainage is present in the northern portion of the site that is under the jurisdiction of the wetland resource agencies. In addition, other sensitive biological resources with potential to occur include vernal pools, special status plants and wildlife (such as willowy monardella, San Diego thornmint, San Diego barrel cactus, and burrowing owl) and suitable nesting/foraging habitat for birds and raptors.

The proposed project would result in three areas of significant impacts to biological resources. The following is a comparison of the Camp Elliott Alternative site to each of those impact areas:

- The Proposed Project could result in direct impacts to nesting birds/raptors, and indirect noise impacts to offsite nesting birds due to construction noise. The Camp Elliott Alternative site is occupied by the California gnatcatcher, and potentially occupied by burrowing owl and nesting birds/raptors, impacts to which (including impacts related to

noise) would be significant. The Camp Elliott Alternative site is within close proximity to areas that are likely occupied by special status species that would require restrictions based on noise from construction. Also, an access road would be required to be constructed for this alternative site, and noise impacts to sensitive bird species (e.g., California gnatcatcher) related to road construction and operation would be greater than under the Proposed Project, due to the adjacent sensitive habitat areas, including areas known to support this noise sensitive bird species. Therefore, the alternative site has the potential for direct and indirect impacts on noise sensitive upland and riparian bird species.

- The Proposed Project would result in direct impacts to sensitive natural communities (0.6 acre of disturbed coastal sage scrub and 4.8 acres of non-native grassland) and to jurisdictional waters (0.04 acre of unvegetated waters). Development of the project on the Camp Elliott Alternative site has the potential to impact coastal sage scrub and other sensitive habitats to a greater degree as compared to the Proposed Project.
- The Proposed Project would have an impact related to a local tree protection Ordinance, due to removal of one coast live oak tree. The project impact is mitigated through replacement of the tree. Development at the alternative site would avoid this impact. The Camp Elliott Alternative site does not offer a substantial advantage in terms of impact avoidance.

The Proposed Project would not significantly impact any special-status plant species. By comparison, the Camp Elliott Alternative site has the potential to support willowy monardella, San Diego thornmint, and San Diego barrel cactus. Therefore, impacts at the Camp Elliott site would be potentially greater.

The site is adjacent to lands designated as Multi-Habitat Planning Area (MHPA) within the City of San Diego Subarea Plan of the MSCP, and is adjacent to MCAS Miramar lands and addressed by the Supplemental Environmental Assessment (SEA) for Military Housing in the San Diego Region (Southwest Division Naval Facilities Engineering Command 2008). It is not anticipated that impacts to the Camp Elliott Alternative site or the Proposed Project would be in conflict with local policies, ordinances, or adopted plans.

Overall, development of the project on the Camp Elliott Alternative site may impact sensitive biological resources including coastal sage scrub, and special status species, if present. It appears likely that the bulk of the required 45 acres for the project would be coastal sage scrub. In contrast, while the Proposed Project would result in the loss of 0.6 acre of disturbed coastal sage scrub, 4.8 acres of non-native grassland, and 0.04 acre of unvegetated waters (sensitive biological resources), the majority of the development (23.6 acres) would occur to urban/developed areas. In summary, impacts to biological resources would be greater under the

Camp Elliott Alternative than under the Proposed Project. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Geology/Soils: While only site-specific geological evaluation and analysis could predict whether geologic hazards present significant constraints to development, given that the project site is marked by hilly terrain with significant slopes, more grading would be required at this site than at the Proposed Project site. The site is underlain by the Mission Valley formation, making the ground landslide prone due to an overwhelming presence of weak sandstone (Southwest Division Naval Facilities Engineering Command 2002). While it is anticipated that these impacts could be mitigated to less than significant, overall, geological impacts of this alternative are anticipated to be greater than would occur under the Proposed Project. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

No known mineral resources exist onsite (DOC 1982) and mining activities do not occur in the immediate vicinity. Impacts to mineral resources resulting from implementation of this alternative and the proposed project are anticipated to be less than significant. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Hazards and Hazardous Materials: Risk of upset due to demolition of the existing LCDF and operation are expected to be similar to those identified for the Proposed Project, as materials used to operate the facility at an alternative site would be similar. However, risk of releasing existing hazardous materials during construction would be greater with implementation of the Camp Elliott Alternative. The MCAS Integrated Natural Resource Management Plan identifies areas surrounding the site as "Ordnance Hazard Potentially and/or Confirmed to be Present" (Southwest Division Naval Facilities Engineering Command 2002). Hazardous waste contamination in the form of "potential hazardous munitions residue from unexploded ordinance" was identified immediately adjacent to the northwest boundary of the site (Southwest Division Naval Facilities Engineering Command 2002), and it is likely that the same hazardous material is present on the alternative site. Additionally, because the site is adjacent to MCAS Miramar, it is located within an Accident Potential Zone (San Diego County Regional Airport Authority 2004), which is identified as an area likely to be affected if an aircraft crash were to occur. Therefore, overall, hazards impacts of this alternative are greater than would occur under the Proposed Project, and this alternative does not offer a substantial advantage in terms of impact avoidance.

Hydrology and Water Quality: This alternative site is located within the San Diego Hydrographic Unit, within the Santee and Mission San Diego Hydrologic Subareas. Similar to the Proposed Project, construction activities for this alternative could result in erosion leading to sediment-laden discharges to nearby water resources. Sediment transport could result in degradation to water quality. Similarly, fuels, oils, lubricants, and other hazardous substances

used during construction could be released and impact surface and groundwater. Following the completion of project construction, runoff from impervious surfaces could carry pollutants to drainages within the MHPA.

The release of sediment and other deleterious substances from the alternative site can be controlled through the use of appropriately selected erosion and sediment control devices, as required by the regulations similar to those that would be implemented for the Proposed Project.

Similar to the Proposed Project, peak storm water runoff rates would need to be calculated as part of the design and used to determine if existing drainage conveyance facilities would have the capacity and integrity to carry anticipated peak flows and volumes. The Proposed Project's significant impacts would be fully mitigated through the use of LID IMPs. Therefore, the alternative does not offer substantial benefits in terms of impact avoidance or reduction.

Transportation/Traffic: For the comparative analysis of transportation/traffic, VRPA assessed future LOS for the street network surrounding the alternative site, using future basic traffic volume forecasts for the year 2030 provided by SANDAG as part of its 2030 Regional Transportation Plan (VRPA 2007; refer to *Appendix D*). The EIR analysis indicates that the Proposed Project would result in traffic impacts that would be significant and not mitigated. No feasible mitigation measures have been identified in this EIR to reduce significant impacts to below a level of significance. These impacts would be avoided with implementation of the Camp Elliott Alternative.

Current access to the alternative site is limited to non-public dirt and paved roads associated with MCAS Miramar, as well as the access road located within the San Diego County Water Authority aqueduct easement. The interchange of SR-52 and Santo Road contains a potential point of public access, but its distance to the project site (approximately 1,800 feet southeast) dictates that a road extension would be required for access to the detention facility. The Navy is proposing to develop military housing on a site east of the project. A road would need to be constructed that could be utilized for access to the Camp Elliott site.

Implementation of the 1,216-bed project on the Camp Elliott Alternative site would add traffic to SR-52 and possibly Santo Road, a 4-lane major arterial. This alternative would result in substantially higher traffic volumes on surrounding roadways compared to the increase in traffic volumes resulting from the Proposed Project. This is due to the fact that the Proposed Project would result in a net increase of only 1,312 trips per day over volumes produced by the existing LCDF, while the alternative would involve construction of an entirely new 1,216-bed facility, which would result in over 2,590 ADT. However, this increase needs to be examined in the context of future operation of these surrounding roadways. Therefore, LOS conditions on the segments of SR-52 to the east and west of the Santo Road Interchange were studied for the year 2030. Future basic traffic volume forecasts for the year 2030 for various freeways and roadways

are provided by SANDAG. The network planned for 2030 is provided by SANDAG in the 2030 Regional Transportation Plan (SANDAG 2003) and shows SR-52 with six lanes and two additional managed lanes that function as reversible lanes during peak hour. For the purposes of determining the LOS conditions in the year 2030, the Regional Transportation Plan assumed ten lanes for SR-52. The average daily traffic forecasts for the two pertinent segments for the year 2030 are as follows:

- 2030 ADT on the segment of SR-52 west of Santo Road - 164,000
- 2030 ADT on the segment of SR-52 east of Santo Road - 142,000
- LOS on the segment of SR-52 west of Santo Road – D
- LOS on the segment of SR-52 east of Santo Road – C (VRPA 2007)

Given current and future (2030) operation conditions, implementation of the Camp Elliott Alternative is not anticipated to generate significant impacts to traffic. Implementation of this alternative would require development of an approximately 1,800-foot long access road that would result in additional impacts to biological resources, cultural resources, air quality, noise and hydrology. Therefore, while the alternative would avoid significant impacts of the Proposed Project (traffic), it would result in additional impacts in other issue areas.

Environmental Effects Found Not To Be Significant for the Proposed Project

As analyzed in *Chapter 3.0* of the EIR, the following effects for the Proposed Project were found to be not significant: aesthetics, agricultural resources, air quality, land use and planning, noise, mineral resources, population and housing, public services, and utilities and service systems. As summarized below, it is anticipated that implementation of the Camp Elliott Alternative would also not significantly impact these resources.

Aesthetics: Development on this alternative site would be visible from the County scenic highway SR-52 as listed in the County's Scenic Highway Element in the General Plan. Considering the surrounding vacant land uses and absence of sensitive viewers in close proximity to the site, the visual impacts that would result from the implementation of this alternative would not be significant. Because this site is undeveloped, the alternative would result in lighting impacts, even though lighting may be shielded. Therefore, impacts relative to aesthetics, including effects on scenic resources, visual character and light and glare, would be greater under this alternative. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Agriculture: Implementation of the Camp Elliott Alternative would not result in the loss of important agricultural lands (DOC 1998) and therefore the impacts to agriculture from

implementation of this alternative are not significant. This conclusion is similar to the less than significance conclusion reached for the Proposed Project, based on the analysis presented in *Section 3.1.2* of this EIR. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Air Quality: Implementation of the Camp Elliott Alternative would require development of a 45-acre site as well as generate daily trips during operation similar to the Proposed Project. Because the analysis of air quality impacts conducted for the project involved consideration of regional effects related to air quality standards, and because the alternative proposes the same facility within the same region, impacts that would result from the implementation of this alternative are anticipated to be substantially the same as those identified for the Proposed Project. Both the Proposed Project and the alternative would result in less than significant impacts on air quality. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Land Use and Planning: The site is surrounded by vacant land and military facilities that are part of the MCAS Miramar. Residential land uses are located immediately south of SR-52 from the alternative site. As with the Proposed Project, due to the existing arrangement of land uses surrounding the alternative site, implementation of the alternative in this location would not result in division of an established community. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Relative to land use, implementation of this alternative would result in potential conflicts with MCAS Miramar operations, because the site is surrounded by the military base. Potential operational conflicts could arise from access and security issues across military land. No other significant land use effects would be anticipated as a result of implementation of this alternative. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Noise: Construction and operational related noise generated by the proposed detention facility under this alternative would be similar to that under the Proposed Project. Noise impacts to sensitive human receptors at this site would be less than at the Proposed Project site, because development under this alternative would occur on vacant land that is surrounded by vacant lands, while development of the Proposed Project would occur in proximity to sensitive receptors (residences and schools). However, the Proposed Project would not result in significant noise impacts on sensitive receptors, therefore the alternative does not represent a substantial advantage in terms of impact reduction. Additionally, as noted in the discussion of biological resources, noise impacts from construction and operation on sensitive species would be greater with this alternative, but would possibly be mitigable. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Population and Housing: Similar to the Proposed Project, the alternative would be designed to meet the projected increase in the female inmate population, and this increase (and any associated increase in staff, etc.) would not foster economic or population growth, or the construction of additional housing. In addition, and similar to the Proposed Project, the alternative site does not contain any existing residential units or business uses and therefore, the alternative would not require the removal or relocation of any residential units or business uses. Therefore, neither the Proposed Project nor the alternative would result in significant impacts, and this alternative does not offer a substantial advantage in terms of impact avoidance.

Public Services/Utilities and Service Systems:

Fire Protection: Implementation of the alternative would introduce a new land use at the alternative site and would create demand for fire protection services that does not currently exist. The alternative site would receive fire service from the City of San Diego Fire Department, with the closest fire station being Fire Station No. 39 located near the intersection of Tierrasanta Boulevard and Santo Road. It is likely that the City of San Diego would have the ability to maintain current service levels and acceptable service ratios with implementation of the alternative, similar to conditions anticipated with the Proposed Project. However, it is anticipated that similar to the Proposed Project, the alternative would have less than significant impacts on fire protection services. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Police Protection: The Camp Elliott alternative would receive security and law enforcement services by the City of San Diego's Police Department. The facility would be secured per state-mandated standards by SDSD. Similar to the Proposed Project, implementation of the alternative would not result in a significant impact to law enforcement facilities. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Schools: As with the Proposed Project, this alternative would not affect population growth and therefore would not result in a significant impact to school facilities or to existing schools. Therefore, neither the Proposed Project nor the Camp Elliott alternative would result in a significant impact to schools, and this alternative does not offer a substantial advantage in terms of impact avoidance.

Parks: As with the proposed project, the Camp Elliott alternative would not increase the use of existing neighborhood or regional parks or other recreational facilities or require construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Therefore, neither the Proposed Project nor the alternative would result in a significant impact to parks or other recreational facilities, and this alternative does not offer a substantial advantage in terms of impact avoidance.

Wastewater Treatment: There are no existing wastewater conveyance facilities available at the Camp Elliott site. New infrastructure would need to be extended to the site, and would likely be placed in roads that would need to be built to access the site. Wastewater from the alternative site would be treated by the City of San Diego Metropolitan Wastewater facilities. Since the alternative site lacks adequate infrastructure for wastewater conveyance, and construction of conveyance facilities could result in additional environmental effects, impacts from the alternative would be greater than the Proposed Project. However, it is likely that feasible mitigation would be available to reduce any such impacts to less than significant levels.

Water Facilities and Supply: Development of the project would result in increased demand for water, but the net demand increase at a regional level would be similar to the Proposed Project. Although the alternative site would be served by a different water purveyor (the City of San Diego), sources of water supplies would be similar in terms of reliance on imported water. It is anticipated that water supply availability for this alternative would be similar to that of the Proposed Project. Since the alternative site lacks adequate infrastructure for water conveyance, and construction of conveyance facilities could result in additional environmental effects, impacts from the alternative would be greater than the Proposed Project. However, it is likely that feasible mitigation would be available to reduce any such impacts to less than significant levels. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Solid Waste Capacity: Construction of the detention facility at the Camp Elliott site would still require the demolition of the existing LCDF. As with the Proposed Project, the majority of the material would be either recycled or reused. Operationally, the only difference in terms of solid waste disposal between the Proposed Project site and this alternative site would be that it is likely that the disposal facility that would service the site would be the Miramar Landfill. It is anticipated that there would be adequate capacity within the Miramar Landfill to accommodate the operational needs of the facility, and that, similar to the proposed Project, impacts would be less than significant.

4.2.4.3 Relationship to Project Objectives

The Camp Elliott Alternative would be able to meet project objectives 1, 2, and 3 by providing additional capacity to house female inmates. Specifically, the alternative would meet the following objectives: 1) correct the deficiencies at the existing LCDF by replacing old structures with modern facilities; 2) meet the projected needs of the County for women offenders to the year 2020 through the development of a 1,216-bed state-of-the-art multi-custody women's detention facility; and 3) build a women's detention facility in a location that facilitates the

transporting of arrested female offenders/inmates from throughout the County and the transporting of inmates to court facilities and other providers.

However, this alternative would not meet the County's objective 4 as it would inhibit implementation of SDSD's inmate management philosophy and visitation program. The closest public bus transportation available to Camp Elliott for use by visitors is from MTS Bus Route 20, which is located approximately 1 mile to the east of the alternative site. No other public transportation is available within the vicinity of the site.

The average number of visitors at LCDF is approximately 36 per day on weekdays and 96 per day on weekends. This number is anticipated to increase with the proposed project, due to additional programs and facilities to encourage increased visitations. Consequently, the proposed project would include a larger visitation center and an expanded visitation program. To implement the visitation program, it is important to maximize public transportation options at the new facility to encourage visitation. Visits with dependent children are especially important to SDSD's inmate management philosophy because they support the rehabilitation of women and reinforce the principles taught in parenting and life skills courses. For these reasons, project objective 4 would not be met with implementation of the Camp Elliott alternative.

4.2.5 Campo Alternative

4.2.5.1 Description and Setting

Construction of a new detention facility in the vicinity of the County's Juvenile Ranch Facility (JRF) in the community of Campo in eastern San Diego County was developed as an alternative in response to public scoping comments that requested review of sites next to existing juvenile facilities and in the rural eastern portions of the County. As shown in *Figures 4-1* and *Figure 4-6, Campo Alternative,* Campo is located along SR-94 in eastern San Diego County approximately 65 miles east of downtown San Diego. Campo is located in a valley bound by the U.S.-Mexico border to the south and undeveloped lands to the north, east and west. The County operates water supply and sewage treatment facilities that serve the JRF and the rest of the Campo community.

As shown in *Figure 4-6*, the County's Juvenile Ranch Facility (JRF) is located on Forest Gate Road and consists of a 280-acre site. The surrounding area is predominantly undeveloped with limited residential development. The JRF is operated by the County's Probation Department and is used to house juvenile boys aged 13 to 18 years.

Under this alternative, the existing LCDF in Santee would be closed and demolished and a new multi-custody women's detention facility capable of accommodating 1,216 female inmates would be built within the JRF property. Total site requirements under this alternative would be

approximately 45 acres (see *Figure 4).* This alternative site could accommodate the 45-acre requirement. The alternative site is vacant with onsite vegetation communities consisting of coastal sage scrub, chaparral, and native oaks. The site is located within the County's Mountain Empire Subregion. The site and surrounding area are characterized by hilly terrain with gradual slopes.

4.2.5.2 Comparison of the Effects of the Campo Alternative to the Proposed Project

Significant Environmental Effects of the Proposed Project

Cultural Resources*:* Camp Lockett is a County of San Diego Historic District. The boundaries of this district include the Campo Alternative site, but the 45-acre area selected for analysis does not include historic structures and does not contribute to the historic district. It is unknown whether the Campo Alternative site contains cultural resources. It is anticipated that any impacts to cultural resources at the Campo Alternative site would be mitigable, and therefore, impacts for this alternative would be less when compared to the Proposed Project due to avoidance of significant impacts on historical resources.

Biological Resources: To analyze the comparative impacts to biological resources, a review of SanGIS maps, aerial photographs, and the CNDDB database were used to research site conditions and evaluate potential impacts at this alternative site. These data sources were sufficient to provide an overall biological assessment for purposes of alternatives comparison. At the Campo Alternative site, the total area of ground disturbance for grading and construction would be 45 acres, similar to the impact area for the Proposed Project site. However, under this alternative, construction would occur at a new, undeveloped site dominated by vegetation communities consisting of dense chaparral and coastal sage scrub. Other sensitive biological resources with potential to occur onsite include a jurisdictional drainage channel, oak woodland vegetation communities, nesting/foraging habitat for birds and raptors, special status plant species (such as southern jewel flower), and special status wildlife species (such as quino checkerspot butterfly and coastal California gnatcatcher).

The proposed project would result in three areas of significant impacts to biological resources. The following is a comparison of the Campo Alternative site to each of those impact areas:

- The Proposed Project could result in direct impacts to nesting birds/raptors, and indirect noise impacts to offsite nesting birds due to construction noise. The Campo Alternative site supports several trees that could provide similar nesting potential for birds/raptors to the trees identified with nesting potential at the Proposed Project site. Therefore, potential impacts would also be similar. A review of aerial photography indicates that riparian vegetation exists on and adjacent to the Campo Alternative site. Therefore, the alternative site has the potential for direct and indirect impacts on noise sensitive riparian bird

species. Impacts on these species may be greater than with the Proposed Project given the known onsite habitat conditions for these species.

- The Proposed Project would result in direct impacts to sensitive natural communities (0.6 acre of disturbed coastal sage scrub, and 4.8 acres of non-native grassland), and to federal jurisdictional waters (0.04 acre of unvegetated waters). Development of the project on the Campo Alternative site has the potential to impact coastal sage scrub and a potentially jurisdictional drainage. Therefore, development at this site may impact sensitive biological resources to a greater degree than development at the Proposed Project site.
- The Proposed Project would have an impact related to a local tree protection Ordinance, due to removal of one coast live oak tree. Development at the alternative site would avoid this impact, however, the project impact is mitigated through replacement of the tree. Therefore, the Campo Alternative site does not offer a substantial advantage in terms of impact avoidance, since feasible measures to mitigate the stated project impact have been identified and would be implemented with the Proposed Project.

The Proposed Project site would not significantly affect special-status plant species. By comparison, the Campo Alternative site has the potential to support a number of special status plant species based on suitable habitat. The Campo site is undeveloped with existing dense chaparral and coastal sage scrub, as well as possibly oaks. Therefore, this alternative site would have greater potential to support sensitive plant species and impacts on these species may be greater than with the Proposed Project.

The vegetation communities present on the Campo Alternative site provide cover for wildlife movement, however the region has not been identified as a wildlife corridor. The Campo Alternative site is not located within a proposed preserve area of the MSCP. It is not anticipated that impacts to the Campo Alternative site, or the Proposed Project site, would be in conflict with local policies, ordinances, or adopted plans. In summary, impacts to biological resources would likely be greater under the Campo Alternative than would occur under the Proposed Project. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Geology/Soils: Since the alternative site is marked by hilly terrain, more grading would be required at this site than at the Proposed Project site. Only site-specific geological evaluation and analysis could predict whether geologic hazards present significant constraints to development. However, based on grading requirements, geological and soil impacts of this alternative are anticipated to be greater than would occur under the Proposed Project. It is likely that these impacts would be mitigable to less than significant levels. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

No known mineral resources exist onsite (DOC 1982) and mining activities do not occur in the immediate vicinity. Therefore, impacts to mineral resources from the implementation of this

alternative are anticipated to be less than significant, and this alternative would not offer a substantial advantage in terms of impact avoidance.

Hazards and Hazardous Materials*:* Risk of upset during construction and operation are expected to be similar to those identified for the Proposed Project, as materials used to operate the facility at either site, and demolition of the existing LCDF, would be similar. It is unknown whether existing hazardous materials exist onsite and therefore for purposes of the analysis conducted herein are assumed to be similar to those identified for the Proposed Project site. The EIR analysis indicates that potentially significant impacts to schools from possible risk of upset can be mitigated to less than significant. However, this impact would be similar with implementation of the Campo Alternative, as the closest school is located adjacent to the site at the Campo JRF. It is assumed that potentially significant hazards impacts could be mitigated to below a level of significance. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Hydrology and Water Quality: The alternative site is located in the Tijuana Hydrologic Unit of the California Water Quality Control Board's Region 9 – San Diego, within the Tijuana Valley Hydrologic Area. Similar to the Proposed Project, construction activities for this alternative could result in erosion leading to sediment-laden discharges to nearby water resources. Sediment transport could result in degradation to water quality. Similarly, fuels, oils, lubricants, and other hazardous substances used during construction could be released and impact surface and groundwater. Following the completion of project construction, runoff from impervious surfaces could carry pollutants to drainages both on and offsite.

The release of sediment and other deleterious substances from the project site can be controlled through the use of appropriately selected erosion and sediment control devices, as required by the regulations similar to those that would be implemented for the Proposed Project.

Similar to the Proposed Project, peak storm water runoff rates would need to be calculated as part of the design and used to determine if existing drainage conveyance facilities would have the capacity and integrity to carry anticipated peak flows and volumes. The Proposed Project's significant impacts would be fully mitigated through the use of LID IMPs. Therefore, the alternative does not offer substantial benefits in terms of impact avoidance or reduction.

Transportation/Traffic: The EIR analysis indicates that the Proposed Project would result in traffic impacts that would be significant and not mitigated. No feasible mitigation measures have been identified in this EIR to reduce significant impacts to below a level of significance. Thus, these impacts would be avoided with implementation of the Campo Alternative.

Access to the Campo site would be provided along Forrest Gate Road. Forrest Gate Road is a paved, two-lane road from SR-94 to Jeb Stewart Road. South of Jeb Stewart Road, Forrest Gate Road is an unpaved, dirt road. In order to provide adequate access, Forrest Gate Road would need to be paved and a driveway leading to the site would need to be constructed. SR-94 is a two-lane road from Northwoods Drive to Forrest Gate Road.

Implementation of the project on the Campo Alternative site would add traffic to Forrest Gate Road and possibly SR-94. This alternative would result in higher ADT when compared to the Proposed Project. The Proposed Project would result in a net increase of 1,312 trips per day over volumes produced by the existing LCDF, while the alternative would involve construction of an entirely new 1,216-bed facility. However, this increase needs to be examined in the context of future operation of these surrounding roadways.

Addition of traffic from the 1,216-bed facility would not substantially increase the volume of traffic expected in future conditions for Forrest Gate Road and SR-94; for both roadways, the alternative would likely not result in a change in level of service. Therefore, implementation of the Campo Alternative would not be anticipated to generate significant impacts to traffic, and would avoid significant impacts of the proposed project.

Environmental Effects Found Not To Be Significant for the Proposed Project

As analyzed in *Chapter 3.0* of the EIR, the following effects for the Proposed Project were found to be not significant: aesthetics, agricultural resources, land use and planning, noise, mineral resources, population and housing, public services and utilities and service systems. As summarized below, it is anticipated that implementation of the Campo Alternative would also not significantly impact these resources.

Aesthetics: The new facility constructed at this site would not be visible from SR-94 or other public view points and therefore the visual impacts from this alternative are not significant. The alternative would involve lighting that would be similar to the Proposed Project, but as with the project, it is anticipated that the lighting could be designed such that significant effects associated with light and glare could be avoided. However, because development of the facility in this location would be a new use, the net increase in lighting would be greater with this alternative. While the actual aesthetic appearance and context of the alternative are different from the Proposed Project, the impact conclusion relative to aesthetics, including effects on scenic resources, visual character and light and glare, would be similar. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Agriculture: Implementation of the Campo Alternative would not result in the loss of important agricultural lands (DOC 1998) and therefore, similar to the Proposed Project, the impacts to

agriculture from implementation of this alternative are not considered significant. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Air Quality: Implementation of the Campo Alternative would require development of a 45-acre site as well as generate daily trips during operation similar to the Proposed Project. However, development of the Campo site would require more grading, and operations would require increased driving time/distance to process inmates and therefore, air quality impacts that would result from the implementation of this alternative are anticipated to be greater than those identified for the Proposed Project, but would still be less than significant. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Land Use and Planning: The County's General Plan designates the Campo Alternative site as public/semi-public. The character of the surrounding area is predominantly open space. Conceptual plans for a proposed park within the overall Camp Lockett area identify the Campo Alternative site for equestrian facilities. Development of a detention facility at this location has the potential to conflict with planning efforts for this site and surrounding area. A proposed Camp Lockett Restoration Project to restore the Buffalo Soldiers' structures for use as a historic park is being considered. There is a proposal to transfer the Buffalo Soldiers buildings to the State for a State Park. A replacement Campo Detention Camp for juveniles is planned for this area. Implementation of the Campo Alternative may result in greater land use impacts than those resulting from the Proposed Project based on the possibility of land use conflicts. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Noise: Construction and operation-related noise under this alternative would be similar to the Proposed Project. Noise impacts to sensitive receptors at this site would also be similar to those at the Proposed Project site. Development under this alternative would occur on vacant land in close proximity to the County's existing JRF, while development of the Proposed Project would occur in close proximity to residences and schools. Therefore, noise impacts would be similar when compared to the Proposed Project, and the alternative does not represent a substantial advantage in terms of impact reduction. Also, as noted in the discussion of biological resources, noise impacts from construction and operation on sensitive species would be greater with this alternative, but would possibly be mitigable. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Population and Housing: Implementation of the Campo Alternative would not require the displacement of existing residences. Related population growth and demand for housing in eastern San Diego County would be greater than with the Proposed Project due to this alternative's location in the relatively remote Campo area, which would likely result in relocation of some of the existing employees. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Public Services/Utilities and Service Systems:

Fire Protection: Implementation of the Campo Alternative would introduce a new land use at the alternative site and would create a demand for fire protection services that does not currently exist. The alternative site would likely receive fire service from the San Diego Rural Fire Protection District, with the closest fire station being Fire Station 86, located in Campo on SR-94, and operated as a volunteer facility. It is likely that the Fire Protection District would have the ability to maintain current service levels and acceptable service with implementation of the alternative, similar to conditions anticipated with the Proposed Project. However, it is anticipated that similar to the Proposed Project, the alternative would have less than significant impacts on fire protection services. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Police Protection: The Campo Alternative would receive security and law enforcement services from SDSD, similar to the Proposed Project. The facility would be secured per state-mandated standards. Similar to the Proposed Project, implementation of the alternative would not result in a significant impact to law enforcement facilities. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Schools: This alternative may result in additional local population growth, as compared to the Proposed Project, due to the relatively remote location of the alternative site. However, it is not anticipated that the growth associated with the additional staffing would result in significant impacts. Therefore, neither the Proposed Project nor the Campo Alternative would result in a significant impact to schools, and this alternative does not offer a substantial advantage in terms of impact avoidance.

Parks: As with the proposed project, the Campo Alternative would not increase the use of existing neighborhood or regional parks or other recreational facilities or require construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Therefore, neither the Proposed Project nor the alternative would result in a significant impact to parks or other recreational facilities, and this alternative does not offer a substantial advantage in terms of impact avoidance.

Wastewater Treatment: An existing wastewater treatment plant serves the JRF. The existing plant has no excess capacity to serve a potential new facility. Therefore, a new treatment plant would be required. In addition, sewage lines would need to be extended and expanded to serve this alternative. Extension of facilities may result in additional impacts to biological resources, cultural resources, air quality, and noise, but effects would likely be mitigable. With construction of a new treatment plant, impacts to wastewater systems would be less than significant, similar to

the Proposed Project. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Water Facilities and Supply: Development of the project would result in similar regional demand for water as the Proposed Project. There are existing water conveyance facilities related to the JRF that would likely need to be extended and expanded to serve this alternative. Extension of facilities may result in additional impacts to biological resources, cultural resources, air quality, and noise, but effects would likely be mitigable. Sources of water supplies would be different from the Proposed Project because the JPR is served by groundwater wells, rather than imported water. However, it is anticipated that sufficient groundwater supply would be available, and therefore, water supply impacts would be similar for the alternative as with the Proposed Project. Overall, impacts would be similar to the Proposed Project and less than significant. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

Solid Waste Capacity: Construction of a detention facility at the Campo Alternative site would still require the demolition of the existing LCDF. As with the Proposed Project, the majority of the material would be either recycled or reused. Operationally, solid waste disposal would be similar to the Proposed Project site, in that it would generate the same volume of waste, and would rely on regional disposal facilities. Therefore, this alternative does not offer a substantial advantage in terms of impact avoidance.

4.2.5.3 Relationship to Project Objectives

The Campo Alternative would be able to meet project objectives 1 and 2 by providing additional capacity to house female inmates. Specifically, the alternative would meet the following objectives: 1) correct the deficiencies at the existing LCDF by replacing old structures with modern facilities; 2) meet the projected needs of the County for women offenders to the year 2020 through the development of a 1,216-bed state-of-the-art multi-custody women's detention facility.

However, this alternative would not meet the County's objective 3. Specifically, under this alternative, a women's detention facility would not be built in a location that facilitates the transporting of arrested female offenders/inmates from throughout the County to the detention facility, court facilities, and other providers such as medical providers.

Constructing the facility at the Campo Alternative site would result in an operational inefficiency related to the booking process. In addition to housing inmates who have been sentenced, the existing LCDF also provides onsite booking facilities. As with the existing LCDF, the proposed LCDF project would include an onsite booking facility, which would continue to provide an operational benefit to SDSD staff, and other police officers and regional agencies in the central

part of San Diego County, including the regional agencies that currently use the existing LCDF to book arrestees (see *Section 1.1.3*).

With this alternative, officers transporting females arrested throughout the County would be required to drive to and from the Campo Alternative site for booking, court appearances, etc. Moving the booking facility to the Campo Alternative site would result in a net increase in the amount of time law enforcement officers would spend transporting female offenders and would correspondingly decrease the time these officers are available in their respective communities. The public safety needs of the County are best served when police officers and deputies spend more time patrolling the community and responding to calls for service and less time in transit to book persons taken into custody.

Also, medical providers are not in proximity to the Campo site. The closest facilities are Paradise Valley Hospital in National City, which is approximately 46 miles away, and Sharp Grossmont Hospital in La Mesa, which is approximately 49 miles away.

The Campo Alternative would not effectively meet project objective 4, since it would inhibit the implementation of the SDSD's inmate management philosophy and visitation program, which has the objective of reducing repeat offending and recidivism. The Campo Alternative does not provide convenient access to public transportation services. Public bus transportation is available in Campo from MTS (route 888), but would not provide convenient access from the project's service area since it does not provide direct access (closest stop is approximately 2.5 miles to the north) and operates Mondays and Fridays only. No other public transportation is available within the vicinity of the site. The average number of visitors currently (over a five week period in the summer of 2008) at LCDF is approximately 36 per day on weekdays and 96 per day on weekends. This number is anticipated to increase with the proposed project, due to additional programs and facilities to encourage increased visitations. Consequently, the proposed project would include a larger visitation center and an expanded visitation program. To implement the visitation program, it is important to maximize public transportation options at the new facility to encourage visitation. Visits with dependent children are especially important to SDSD's inmate management philosophy because they support the rehabilitation of women and reinforce the principles taught in parenting and life skills courses. For these reasons, the Campo Alternative would not meet project objective 4.

4.2.6 No Project Alternative

4.2.6.1 Description and Setting

CEQA requires an evaluation of the No Project Alternative in order for decision makers to compare the impacts of approving the project with the impacts of not approving the project. According to CEQA Guidelines (Section 15126.6[e]), the No Project Alternative must include:

(a) the assumption that conditions at the time of the Notice of Preparation (i.e., baseline environmental conditions) would not be changed since the Proposed Project would not be implemented, and (b) the events or actions that would be reasonably expected to occur in the foreseeable future if the project were not approved. The existing conditions are discussed in *Section 1.4* of this EIR and under each environmental topic as the "environmental baseline." The following describes the reasonably foreseeable actions or events that would occur if the project is not approved.

Under the No Project Alternative, as shown in *Figure 4-7*, the existing LCDF would stay in its same location and the surrounding land would likely be built out consistent with the City of Santee Town Center Specific Plan Amendment. Under the Specific Plan Amendment, the surrounding land uses would be built out with business park commercial/office uses (City of Santee 2006). Under the No Project Alternative, Cottonwood Avenue would remain as is and not be extended between Mission Gorge Road and future Riverway Parkway, because no right-of-way currently exists for this extension.

Under the No Project Alternative, the old structures and deficiencies at the existing LCDF would not be replaced with modern facilities or expanded to meet the County's projected needs for a multi-custody women's detention facility, thereby seriously threatening SDSD's ability to meet the urgent need to provide modern facilities that will reduce overcrowding and correct the deficient conditions at the existing LCDF.

4.2.6.2 Comparison of the Environmental Effects of the No Project Alternative to the Proposed Project

The environmental impacts of the No Project Alternative would primarily result from the operations of the existing LCDF and buildout of the business park commercial uses designated in the City of Santee's Town Center Specific Plan. Under the No Project Alternative, the potential impact to traffic would be greater due to increased vehicle trips associated with commercial development (i.e., approximately 200 trips per acre, or 9,000 ADT) over traffic generated by the Proposed Project (i.e., 1,312 ADT).

4.3 Identification of the Environmentally Superior Alternative

As shown in *Table 4-8*, each alternative evaluated in the EIR, when compared to the Proposed Project on an impact-by-impact basis, has a different combination of effects that avoid the impacts, or results in an impact similar to, greater than, or less than the Proposed Project.

The EIR analysis for the Proposed Project indicates that significant and unmitigated impacts to cultural resources and traffic would result from construction and operation of the Proposed

Project. The Otay Mesa, Camp Elliott and Campo alternatives would avoid the Proposed Project's significant traffic impacts (which would occur with or without the Proposed Project) and historical resource impacts.

In some cases, alternatives (as discussed in *Sections 4.1, 4.3, 4.4* and *4.5*), would create greater impacts to other environmental resources. For example, implementation of the Mid-rise Alternative would result in greater aesthetics impacts. The Camp Elliott Alternative would result in greater impacts to biological resources, geology/soils, as well as hazards. The Campo Alternative would result in greater impacts to biological resources, geology/soils and potentially land use. In comparison, as discussed in *Section 4.5*, significant impacts would generally be the same under the No Project Alternative, except that the No Project Alternative would cause an increase in traffic impacts from the traffic generated by commercial development of the area east of the existing LCDF.

Based on available data and the forgoing analysis, it appears that the Otay Mesa Alternative would be the environmentally superior alternative, based on reduction of impacts in cultural resources and traffic.

The Otay Mesa Alternative would avoid or substantially reduce significant environmental effects of the Proposed Project, and thus would be environmentally superior. The Otay Mesa Alternative would result in greater impacts to biological resources, but these are anticipated to be mitigable to less than significant levels.

Table 4-1
Las Colinas Detention Facility – Summary of Alternative Screening Analysis

Alternative	Project Objectives Criteria Met?				Feasibility Criteria Met?	Environmental Criteria Met?	*Considered in EIR?*
	PO#1	PO#2	PO#3	PO#4			
Alternative Site Plans							
1. New facility at same capacity on existing site	Yes	No	Yes	No	No	Yes	*No*
2. New maximum density/Low-profile detention facility (similar in bulk/scale to Proposed Project) on existing site	Yes (Partially)	Yes (Partially)	Yes (Partially)	No	No	Yes	*No*
3. Reduced development area - New multi-story mid-rise facility on 16-acre site	Yes	Yes	Yes	No	Likely	Yes	*Yes*
4. Reduced development area - New facility on 20-acre site	Yes	No	Yes	Yes	Likely	Yes	*Yes*
5. New development away from Magnolia 45-acre site – revised project	Yes	Yes	Yes	Yes	Yes	Yes	*Yes*
Alternative Locations – Increased and/or Expansion of Existing Detention/Facilities							
6. East Mesa Detention Facility – Otay Mesa	No	No	No	No	No	No	*No*
7.George Bailey Detention Facility – Otay Mesa	No	No	No	No	No	No	*No*
8. East Mesa Juvenile Detention Facility – Otay Mesa	No	No	No	No	No	No	*No*
9.R.J. Donovan Correctional Facility – Otay Mesa	No	No	No	No	No	No	*No*
10. CCA Facility – Otay Mesa	No	No	No	No	No	No	*No*
11.Proposed San Diego Correctional Facility – Otay Mesa	No	No	No	No	No	Potentially	*No*

Table 4-1 (Continued)
Las Colinas Detention Facility – Summary of Alternative Screening Analysis

Alternative	Project Objectives Criteria Met?				Feasibility Criteria Met?	Environmental Criteria Met?	*Considered in EIR?*
	PO#1	PO#2	PO#3	PO#4			
12.Utilization of available capacity and/or expansion at or near South Bay Detention Facility	No	No	No	No	No	No	*No*
13.Utilization of available capacity and/or expansion at or near Vista Detention Facility	Yes (Potentially)	Yes (Potentially)	No	Yes (Potentially)	Potentially	No	*No*
14.Utilization of available capacity and/or expansion at or near Descanso Detention Facility	No	No	No	No	No	No	*No*
15.Utilization of available capacity and/or expansion at or near San Diego Central Jail	No	No	Yes	No	No	No	*No*
Alternative Locations – New Sites Identified Through Public Scoping							
16.Development of new facility at Miramar Naval Air Station	No	No	No	No	No	No	*No*
17. Kearny Mesa	No	No	No	No	No	No	*No*
18. Spring Valley	Yes	Yes	Yes	Yes	Likely	No	*No*
19. Steele Canyon	Yes	Yes	No	Yes	Likely	No	*No*
20. Dehesa/Harbison Canyon	No	No	No	No	No	No	*No*
21. Camp Elliott	Yes	Yes	Yes	No	Likely	Yes	*Yes*
22. Fanita Ranch	No	No	No	No	No	No	*No*
23. Sycamore Canyon	No	No	No	No	No	No	*No*
24. Ramona	Yes	Yes	No	Yes	Likely	No	*No*
25. Pine Valley	No	No	No	No	No	No	*No*
26. Cuyamaca	No	No	No	No	No	No	*No*
27.Campo in the vicinity of the JRF	Yes	Yes	No	No	Likely	Yes	*Yes*
28. Borrego Springs	No	No	No	No	No	No	*No*
29. San Pasqual	Yes	Yes	No	Yes	Likely	No	*No*

Table 4-1 (Continued)
Las Colinas Detention Facility – Summary of Alternative Screening Analysis

Alternative	Project Objectives Criteria Met?				Feasibility Criteria Met?	Environmental Criteria Met?	*Considered in EIR?*
	PO#1	PO#2	PO#3	PO#4			
Alternatives Locations – New Sites Identified by Private Owners							
30. John Dillard Property – East Otay Mesa	No	No	No	No	No	No	*No*
31. Roesch Property – Santee	No	No	No	No	No	No	*No*
Alternatives Locations – New Sites Identified by the Department of General Services							
32. Hawano – East Otay Mesa	No	No	No	No	No	No	*No*
33. Rowland – East Otay Mesa	No	No	No	No	No	No	*No*
34. TPO LLC – East Otay Mesa	No	No	No	No	No	No	*No*
35. Otay Landfill – East Otay Mesa	No	No	No	No	No	No	*No*
36. Brown Field – East Otay Mesa	No	No	No	No	No	No	*No*
37. Rabago – East Otay Mesa	Yes	Yes	No	No	Yes	Yes	*Yes*
Adaptive Re-Use of Non-Detention Facilities							
38. Development of new facility at previous Naval Training Center – Point Loma, Scenario 1	No	No	No	No	No	No	*No*
39. Development of new facility at previous Naval Training Center – Point Loma, Scenario 2	No	No	No	No	No	No	*No*
40. El Cajon Speedway	No	No	No	No	No	No	*No*
No-Build Program Alternatives							
41. Interstate Transfer	No	No	No	No	No	Yes	*No*
42. Intrastate Transfer	No	No	No	No	No	Yes	*No*
43. Alternative Programs	No	No	No	No	No	Yes	*No*

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Table 4-2
Plant Communities and Land Covers

Plant Community / Land Cover	Acreage
Developed	1.1
Disturbed Land	2.7
Non-native Grassland	63.4
TOTAL	67.2

Table 4-3
Sensitive Wildlife Species Potentially Occurring In Project Area

Scientific Name / Common Name	Status (Federal/ State/ County)[1]	Habitat Preferences / Requirements	Verified On Site	Potential To Occur On Site
Ammodramus savannarum Grasshopper sparrow	None/ CSC/ Group 1	Restricted to native grassland	No	Moderate
Athene cunicularia Burrowing owl	BCC/CSC/ Group 1, MSCP	Grassland, lowland scrub, agriculture, coastal dunes and other artificial open areas	No	Moderate. Soils are friable and ground squirrel burrows are present.
Circus cyaneus hudsonius Northern harrier	None/ CSC/ Group 1, MSCP	Open wetlands (nesting), pasture, old fields, dry uplands, grasslands, rangelands, coastal sage scrub	No	Moderate for foraging; low potential to breed onsite
Eremophila alpestris actia California horned lark	None/ Watchlist/ Group 2	Open habitats, grassland, rangeland, shortgrass prairie, montane meadows, coastal plains, fallow grain fields	No	High

[1] CSC = California Special Concern Species
Watchlist = CDFG watchlist species
MSCP = MSCP covered species

Table 4-4
Project Trip Generation

Land Use	Size	Units	Daily Trip Generation	Daily Trips	% AM Peak	% PM Peak	% AM Inbound	% PM Inbound	AM Peak Hour Trips		PM Peak Hour Trips	
									In	Out	In	Out
Prison	1,216	beds	2.13	2,590	5.1%	6.6%	55%	54%	73	59	92	79
									Total AM Peak = 132		*Total PM Peak= 141*	

Source: VRPA 2008

Table 4-5
Summary of Intersection Impacts

Intersection	Existing				Existing + Project			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Otay Mesa Rd/ La Media Rd	D	37.6	D	52.9	D	39.3	D	44.7
SR 905/ Airway Rd	D	42.9	D	41.6	D	42.6	D	42.0
Airway Rd/Sanyo Ave	A	8.5	A	8.1	A	9.3	A	8.8
Otay Mesa Rd/ Sanyo Ave	A	9.5	A	7.6	A	4.9	A	7.8

Source: VRPA 2008

Table 4-6
Summary of Roadway Segments Impacts

Route	Segment	Classification	Maximum two way ADT	Existing			Existing Plus Project		
				ADT	V/C	LOS	ADT	V/C	LOS
Otay Mesa Rd	Alta Rd – Sanyo Ave	Rural Collector	16,200	8,900	0.55	D	11,490	0.71	D
	SR125 – La Media Rd	6 Lane Major	50,000	32,600	0.65	C	34,413	0.69	C
	La Media Road – SR 905	6 Lane Major	50,000	31,700	0.63	C	33,513	0.67	C
Sanyo Ave	Otay Mesa Rd – Airway Rd	2 Lane Collector	15,000	2,000	0.133	A	4,590	0.31	A
Airway Rd	Sanyo Ave – SR 905	2 Lane Collector	15,000	9,000	0.6	C	11,590	0.77	D
SR 905	I-805 – Ocean Hills Pkwy	4 Lane Freeway	80,000	48,200	0.6	C	50,013	0.63	C
I-805	North of SR 905	8 Lane Freeway	150,000	115,000	0.77	C	116,813	0.78	C
SR 125	North of Otay Mesa Rd	4 Lane Toll Road	80,000	15,000	0.188	A	15,777	0.2	A

Source: VRPA 2008

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Table 4-7
Drive Time Comparison Between Santee and Otay Mesa

San Diego Police Department Division Station	Distance to LCDF 9000 Cottonwood, Santee, CA		Distance to an OM Alternative Otay Mesa and Alta Road *		SDPD Female Arrests by Division in 2007		
	minutes	miles	minutes	miles	Division	ARJIS Count	% of Total SDPD Arrests
Northern Division							
4275 Eastgate Mall,San Diego, CA 92037	21	17	38	33	Northern	690	12.2
Northeastern Division							
13396 Salmon River Road,San Diego, CA 92129	24	19	43	37	Northeastern	192	3.4
Northwestern Division							
12592 El Camino Real, San Diego, CA 92130	26	22	43	37	North City West	141	2.5
Eastern Division							
9225 Aero Drive, San Diego, CA 92123	18	12	32	26	Eastern	365	6.4
Southeastern Division							
7222 Skyline Drive, San Diego, CA 92114	20	13	21**	16**	Southeastern	535	9.4
Central Division							
2501 Imperial Avenue, San Diego, CA 92102	22	17	29	30	Central	1,458	25.7
Western Division							
5215 Gaines Street, San Diego, CA 92110	24	15	40	26	Western	818	14.4
Southern Division							
1120 27th Street, San Diego, CA 92154	29	24	14	10	Southern	259	4.6
Mid City Division							
4310 Landis Street, San Diego, CA 92105	22	13	28	21	Mid-City	1,193	21.0
					Unknown or Out of City	18	0.3
					Total	5,669	

Table 4-7 (Continued)
Drive Time Comparison Between Santee and Otay Mesa

**The intersection of Otay Mesa and Alta Roads is approximately 2,600 feet from the Rabago property (OM Alternative)*

***Assumes use of South Bay Expressway (SR125 toll road). Travel time/distance is 27 minutes/20 miles if South Bay Expressway is not used.*

Proportion of SDPD 2007 ARJIS Arrests closer to:

Las Colinas	**85.7%**
Otay Mesa Alternative	**4.6%**
Equidistant to the two locations	**9.4%**

Sources: www.sandiego.gov; MapQuest.com; Sheriff's Department Crime Analysis Unit

Table 4-8
Comparison of Proposed Project and Alternatives' Impacts

Issue Area	Proposed Project	Mid-rise Alternative	20-acre Alternative	Otay Mesa	Camp Elliott	Campo	No Project*
Significant Environmental Effects of the Proposed Project							
Cultural Resources	Significant and unmitigable.	Similar when compared to the Proposed Project since it would still result in significant unmitigable impacts to at least one historical building.	Similar when compared to the Proposed Project since it would still result in significant unmitigable impacts to at least one historical building.	Less than the Proposed Project since this alternative would not likely result in unmitigable impacts.	Less than the Proposed Project the Proposed Project since this alternative would not likely result in unmitigable impacts.	Less than the Proposed Project the Proposed Project since this alternative would not likely result in unmitigable impacts.	The same or similar as the Proposed Project.
Biological Resources	Less than significant with mitigation incorporated.	Less than the Proposed Project.	Less than the Proposed Project.	Greater than the Proposed Project due to the requirement to develop an undeveloped 45-acre site, and presence sensitive onsite vegetation communities.	Greater than the Proposed Project due to known sensitive resources onsite and impacts resulting from access road construction.	Greater than the Proposed Project due to undeveloped nature and resources present.	The same as the Proposed Project.
Geology/Soils	Less than significant with mitigation incorporated.	The same or similar as the Proposed Project.	The same or similar as the Proposed Project.	The same or similar as the Proposed Project.	Greater than the Proposed Project due to hilly terrain and potential for landslides.	Greater than the Proposed Project due to hilly terrain.	The same or similar as the Proposed Project.
Hazards and Hazardous Materials	Less than significant with mitigation incorporated.	The same or similar as the Proposed Project.	The same or similar as the Proposed Project.	Less than the Proposed Project due to lack of nearby sensitive receptors.	Greater than the Proposed Project due to ordnance hazard potential and nearby MCAS operations.	The same or similar as the Proposed Project.	The same or similar as the Proposed Project.

Table 4-8 (Continued)
Comparison of Proposed Project and Alternatives' Impacts

Issue Area	Proposed Project	Mid-rise Alternative	20-acre Alternative	Otay Mesa	Camp Elliott	Campo	No Project*
Hydrology and Water Quality	Less than significant with mitigation incorporated.	The same or similar as the Proposed Project.	The same or similar as the Proposed Project.	Less than the Proposed Project as the site is not within a 100-year floodplain.	Less than the Proposed Project as site is not within 100-year floodplain.	Less than the Proposed Project as the site is not within a 100-year floodplain.	The same or similar as the Proposed Project.
Transportation/Traffic	Significant; no feasible mitigation measures are available reduce impacts to less than significant l; therefore impacts are assumed to be unmitigated.	The same or similar as the Proposed Project.	The same or similar as the Proposed Project.	Less than the Proposed Project.	Less than the Proposed Project.	Less than the Proposed Project.	Greater than the Proposed Project due to increased vehicle trips associated with commercial development.

* Describes impacts under the assumption that if the Proposed Project is not approved, the LCDF would stay in its current location, and the surrounding land would be built out consistent with the City of Santee Town Center Specific Plan Amendment.

L E G E N D

- Indian Res.
- Military Res.
- U.S. Fish & Wildlife
- BLM
- MHPA
- State/County Parks & Reserve
- U.S. Forest Service
- Federal Wilderness Area
- CA Dept. of Fish & Game
- North County MSCP

ALTERNATIVE SITE PLAN

1 – 5 ALTERNATIVE SITE PLANS 1 - 5

EXISTING DETENTION FACILITIES

- 6 – 11 OTAY MESA DETENTION FACILITIES (6 Facilities)
- 12 SOUTH BAY DETENTION FACILITY
- 13 VISTA DETENTION FACILITY
- 14 DESCANSO DETENTION FACILITY
- 15 SAN DIEGO CENTRAL JAIL

N E W S I T E S

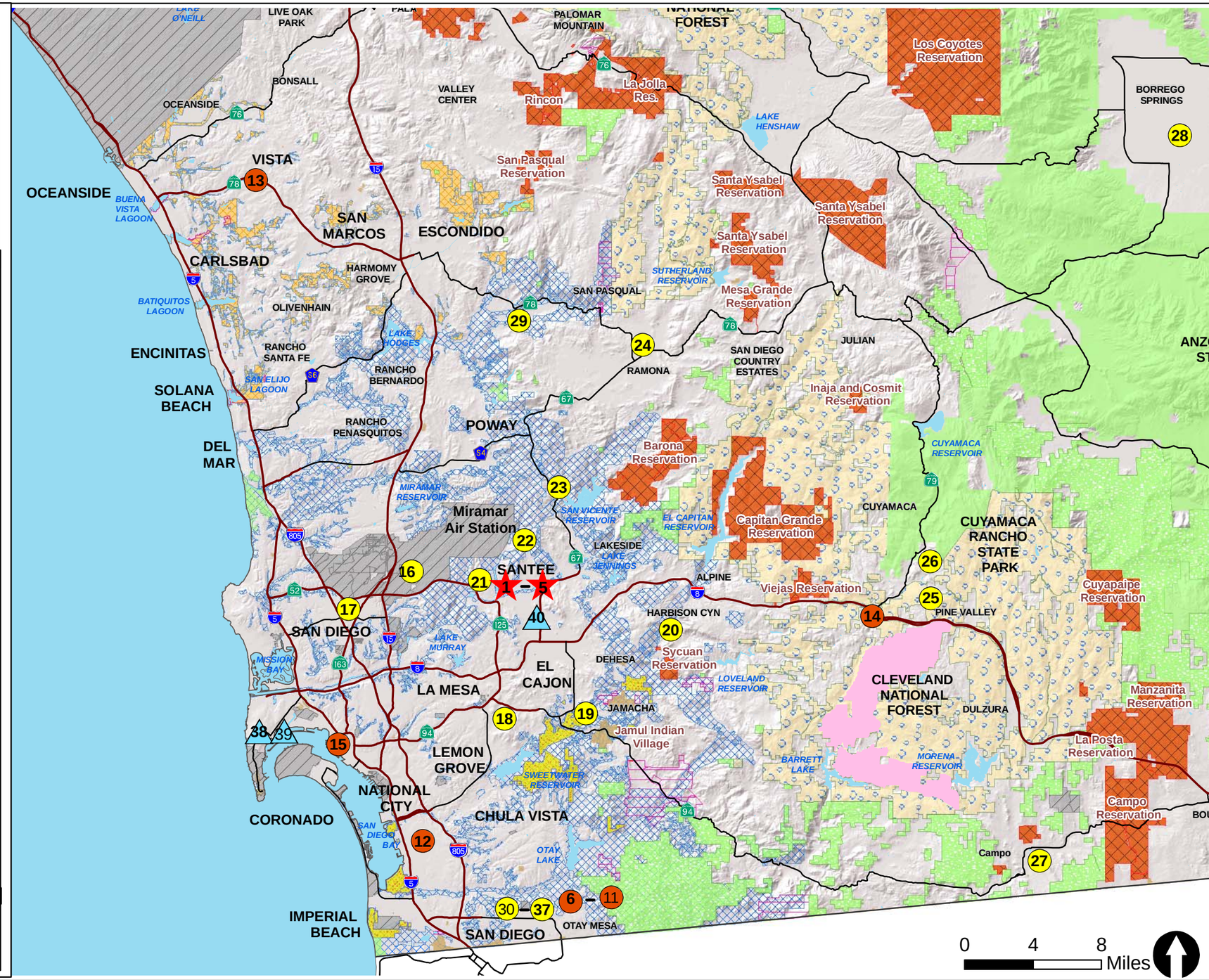
- 16 MIRAMAR AIR STATION
- 17 KEARNY MESA
- 18 SPRING VALLEY
- 19 STEELE CANYON
- 20 DEHESA / HARBISON CANYON
- 21 CAMP ELLIOTT
- 22 FANITA RANCH
- 23 SYCAMORE CANYON
- 24 RAMONA
- 25 PINE VALLEY
- 26 CUYAMACA
- 27 BOULEVARD / CAMPO
- 28 BORREGO SPRINGS
- 29 SAN PASQUAL
- 30 – 37 OTAY MESA (7 Sites)

ADAPTIVE RE-USE OF EXISTING FACILITIES

- 38 & 39 LIBERTY STATION (Previous Naval Training Ctr. Point Loma)
- 40 EL CAJON SPEEDWAY

NO BUILD ALTERNATIVES (Not Mapped)

- 41 INTERSTATE TRANSFER
- 42 INTRASTATE TRANSFER
- 43 ALTERNATIVE PROGRAMS



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Las Colinas

Alternatives Screening

FIGURE 4-1

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Las Colinas Detention Facility EIR

Mid-Rise Alternative

FIGURE 4-2

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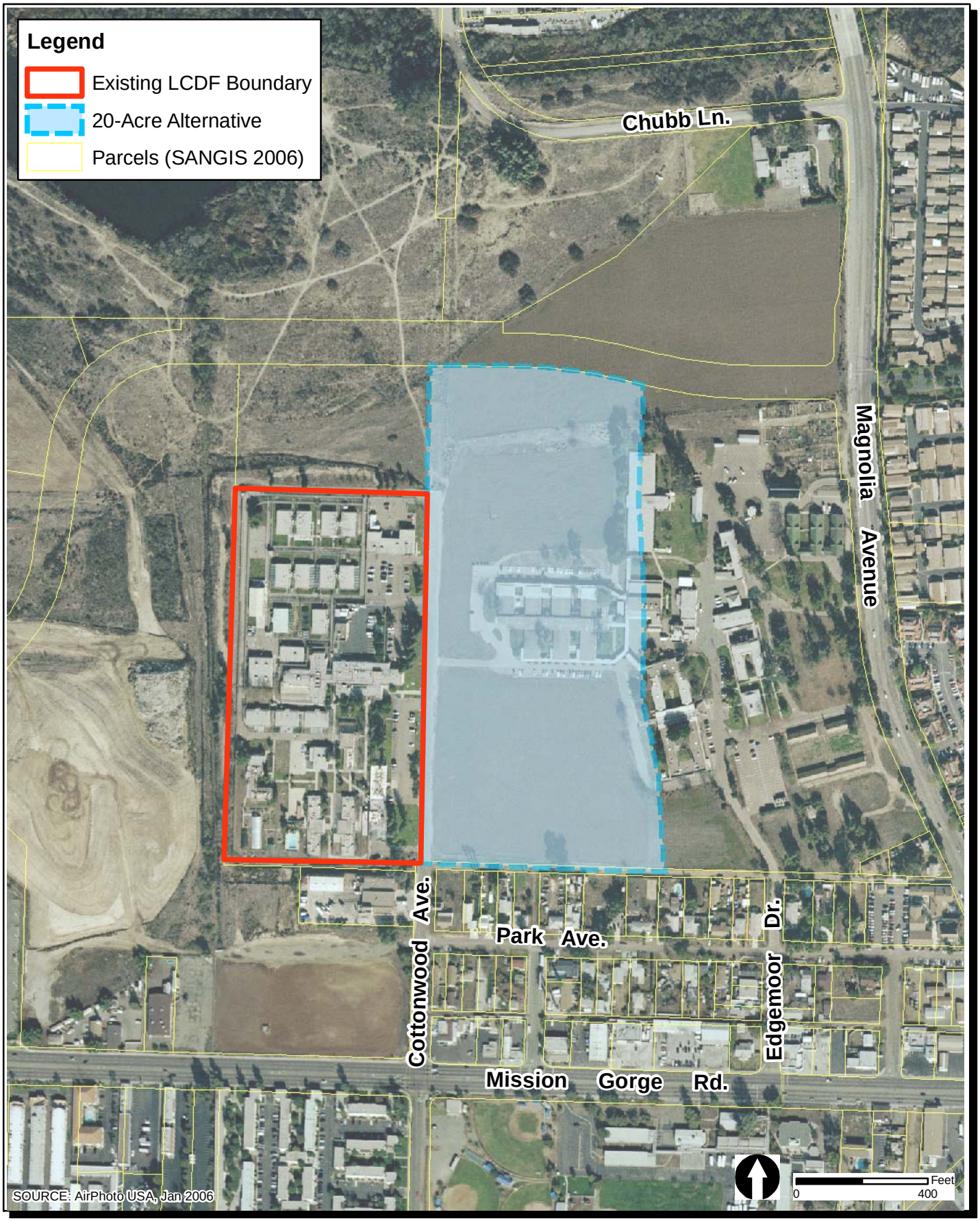

Las Colinas Detention Facility EIR

20-Acre Alternative

FIGURE 4-3

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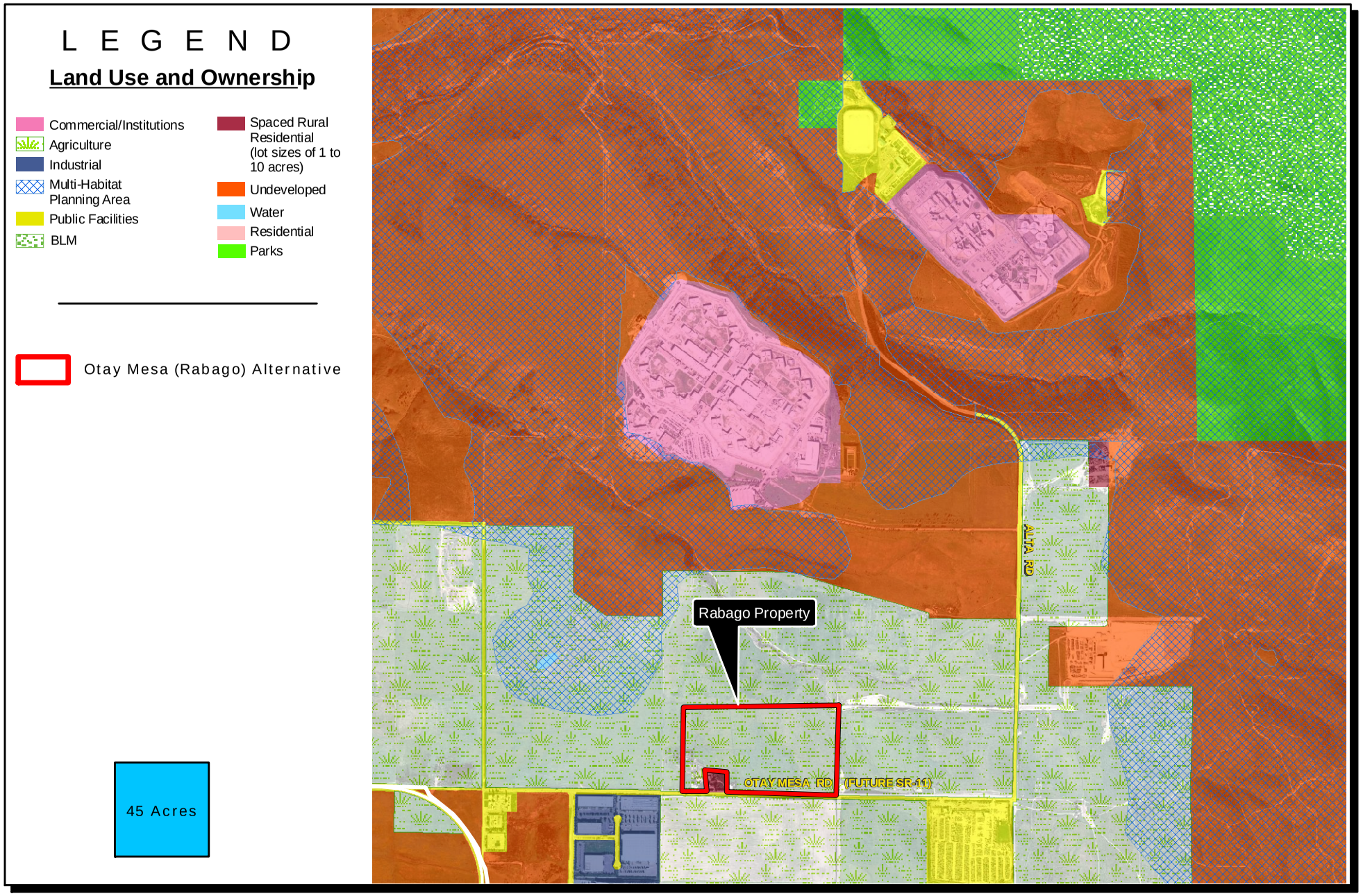

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Las Colinas Detention Facility EIR

Otay Mesa (Rabago) Alternative

FIGURE 4-4

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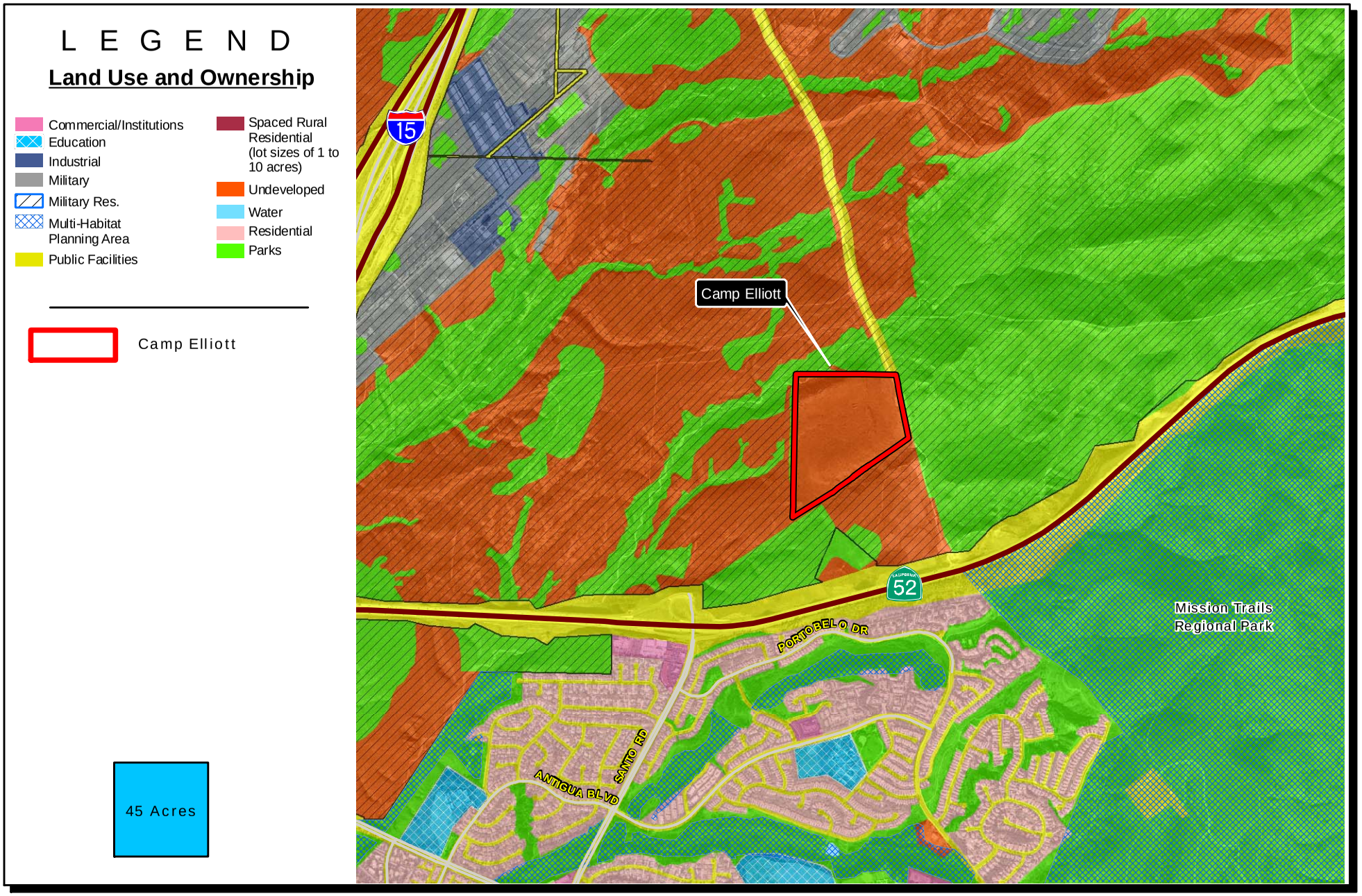

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Las Colinas Detention Facility EIR

Camp Elliott

FIGURE 4-5

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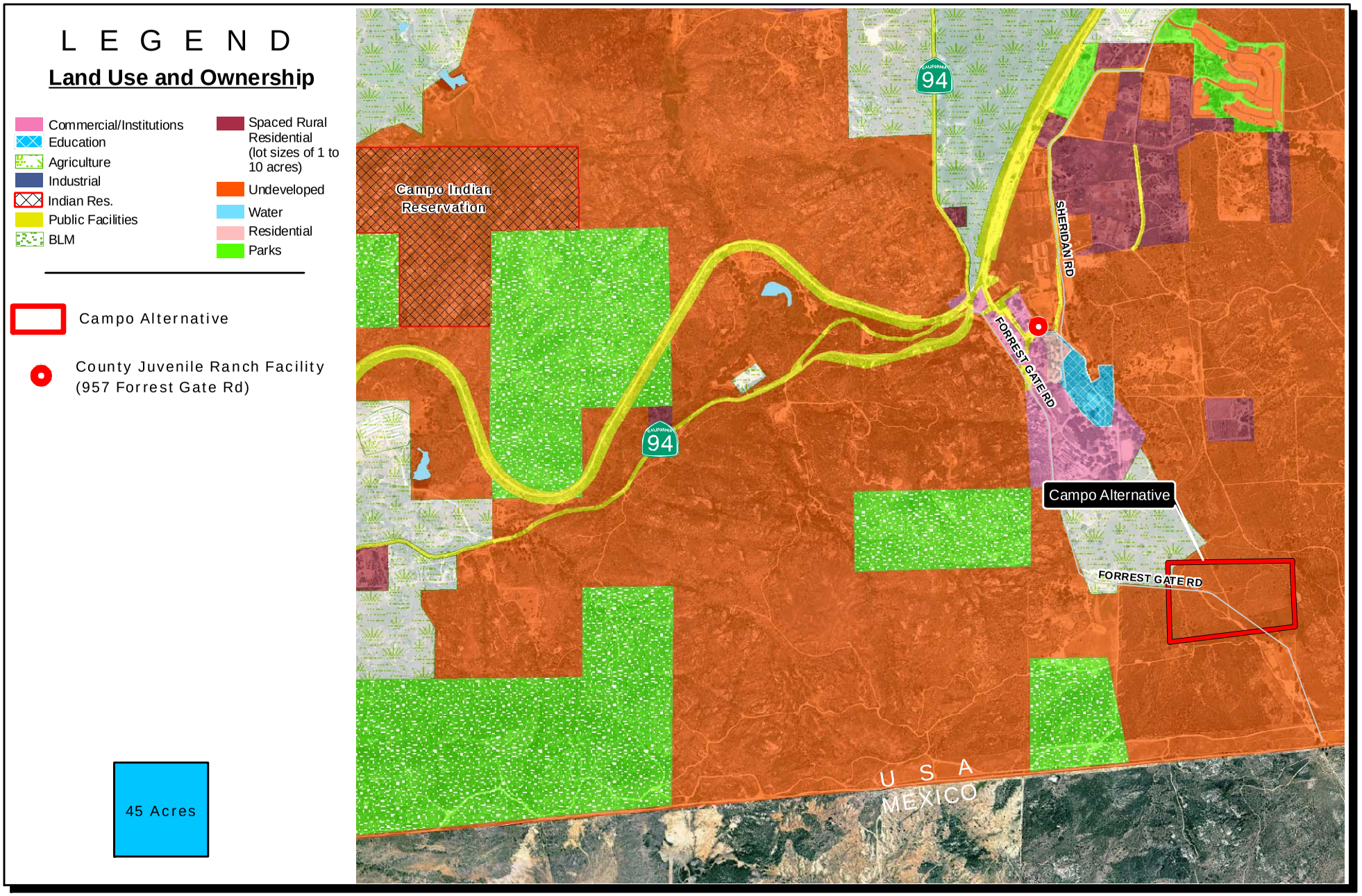

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Las Colinas Detention Facility EIR

Campo Alternative

FIGURE 4-6

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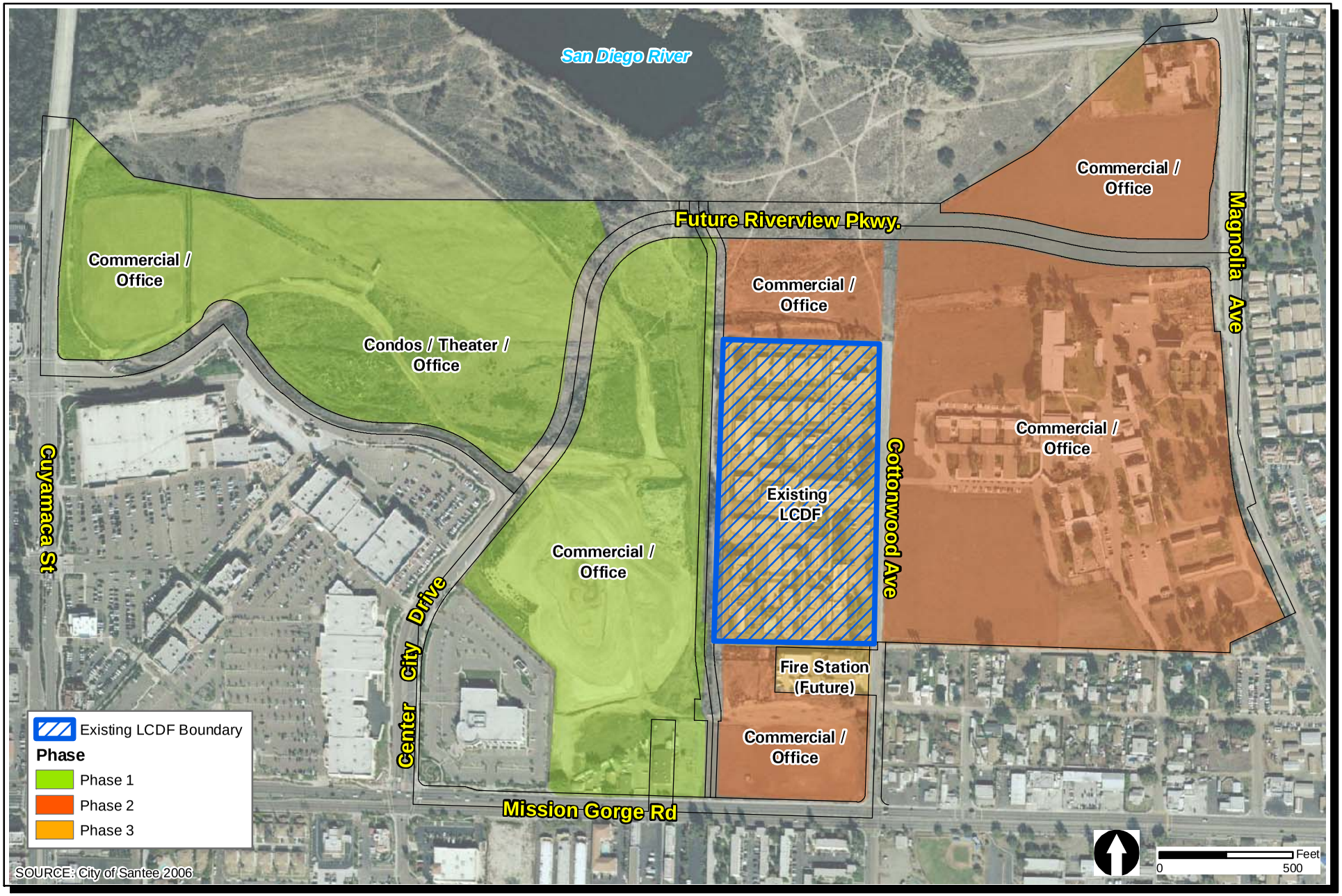

Las Colinas Detention Facility EIR

No Project Alternative

FIGURE 4-7

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CHAPTER 5.0
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CHAPTER 6.0
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CHAPTER 7.0
LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS

This list of Mitigation Measures and Design Considerations contains all of the mitigation measures proposed for consideration in the Draft EIR. The mitigation measures proposed for adoption are contained in the individual chapters of the Draft EIR and will be listed in the Mitigation Monitoring Program.

MITIGATION MEASURES

2.1 Cultural Resources

M-CR-1: Proposed mitigation for impacts to the Santa Maria Building, Dietary Building, and Rehabilitation Building includes:

- Preparation of Historic American Buildings Survey (HABS) Level III documentation in accordance with the National Park Service's *Historic American Building Survey Guidelines for Preparing Written and Historical Descriptive Data*;
- Written documentation and photographs of the history of the site and/or buildings, including documentation of oral interviews; and
- Salvage of items such as call buttons and chapel windows that can be archived and/or incorporated into a future County facility.

M-CR-2a: Mitigation measures employed with regard to cultural resources will comply with the County's Guidelines for Determining Significance and Report Format and Content Requirements for Cultural Resources: Archaeological and Historic Resources, dated December 5, 2007. Mitigation includes monitoring by the Project Archaeologist and a Native American during the original cutting of previously undisturbed deposits, determined necessary by the Project Archaeologist. Monitoring of the cutting of previously disturbed deposits would be determined by the Project Archaeologist.

If potentially significant cultural resources are discovered, the Project Archaeologist would have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the County Staff Archaeologist, would determine the significance of the discovered resources. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts would be prepared by the Project

Archaeologist and approved by the Staff Archaeologist, then carried out using professional archaeological methods.

M-CR-2b All cultural material collected during the grading monitoring program shall be processed and curated at a San Diego facility that meets federal standards per 36 CFR Part 79, and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. The mitigation would be considered complete when the County Staff Archaeologist received evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid. A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the Director of Planning and Land Use prior to grading. The report shall include Department of Parks and Recreation Primary and Archaeological Site forms.

If any human bones are discovered, the Project Archaeologist would contract the County Coroner. If the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, Shall be Contacted by the Project Archaeologist in order to determine proper treatment and disposition of the remains.

M-CR-3 Refer to M-CR-1.

2.2 Transportation / Traffic

M-TR-1 For the intersection of Cuyamaca Street and Mission Gorge Road, the Traffic Improvement Master Plan recommends upgrading traffic signal equipment to provide better trolley and vehicle traffic flow through the Cuyamaca Street corridor as a mid-range and long-term improvement for the intersection. The Master Plan identifies an additional northbound right turn lane as long-term capacity enhancement to improve the LOS as this intersection. As part of the City of Santee's future capital improvement program (CIP), the costs of improvements to the intersection are expected to be $382,000.

Mitigation measures must be roughly proportional to the impacts caused by the proposed project. CEQA Guidelines, section 15126.4(a)(4)(B). The project

would contribute 2.9% of the cumulative traffic at this intersection. (Note: this percentage would be 3.6% under the 2-lane cul-de-sac access scenario.) Given the small percentage of traffic that the project would contribute, a mitigation measure requiring the County to construct these intersection improvements would not be roughly proportional to the project's impact. Therefore, this mitigation measure is infeasible.

M-TR-2 For the intersection of Prospect Avenue/Magnolia Avenue, the Transportation Improvement Master Plan recommends that the existing controller be changed to a Caltrans-compliant controller for better communications with Caltrans signal and for a smoother traffic flow at the intersection. According to the Master Plan, the estimated cost for the improvements to this intersection is $338,000.

Mitigation measures must be roughly proportional to the impacts caused by the proposed project. CEQA Guidelines, section 15126.4(a)(4)(B). The project would contribute 2.4% of the cumulative traffic at this intersection. Given the small percentage of traffic that the project would contribute, a mitigation measure requiring the County to construct these intersection improvements would not be roughly proportional to the project's impact. Therefore, this mitigation measure is infeasible.

M-TR-3 For the segment of Magnolia Avenue between Mission Gorge Road and Riverview Parkway, the Transportation Improvement Master Plan does not recommend a specific improvement project as Riverview Parkway is currently a proposed roadway. The widening of Magnolia Avenue between Mission Gorge Road and Chubb Lane would mitigate the cumulative impact. According to the Master Plan, the estimated cost for the improvements to this segment is $3,395,300.

Mitigation measures must be roughly proportional to the impacts caused by the proposed project. CEQA Guidelines, section 15126.4(a)(4)(B). The project would contribute 2.1% of the cumulative traffic. (Note: this percentage would be 1.37% under the 4-lane Riverview Parkway scenario). Given the small percentage of traffic that the project would contribute, a mitigation measure requiring the County to construct these improvements would not be roughly proportional to the project's impact. Therefore, this mitigation measure is infeasible.

M-TR-4 For the intersection of Magnolia Avenue/Mission Gorge Road, the Transportation Improvement Master Plan states that there is no additional capacity at the

intersection in any direction. The Master Plan recommends improving signal coordination by relocating westbound advanced loop detectors to the Caltrans suggested minimum setback distance of 285 feet as a minor modification. As part of the City of Santee's CIP, the cost of improvements to the intersection is expected to be $3,309,200.

Mitigation measures must be roughly proportional to the impacts caused by the proposed project. CEQA Guidelines, section 15126.4(a)(4)(B). The project would contribute 0.24% of the cumulative traffic at this intersection. (Note: this percentage would be 2% under the 2-lane cul-de-sac access scenario.) Given the small percentage of traffic that the project would contribute, a mitigation measure requiring the County to construct these intersection improvements would not be roughly proportional to the project's impact. Therefore, this mitigation measure is infeasible.

2.3 Biological Resources

M-BI-1: To avoid any direct impacts to white-tailed kite, Cooper's hawk, California horned lark, raptor species, burrowing owl, or other nesting birds, removal of habitat that may support active nests shall occur outside of the combined breeding season of January 15 to September 15. If removal of habitat must occur during the breeding season, a qualified biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds within the construction area. The pre-construction survey must be conducted within 10 calendar days of the start of construction and the results submitted to the County for review and approval prior to initiating any construction activities. Nests that are detected within the proposed impact areas shall be flagged and avoided until nesting is completed. The nest shall be monitored to ensure that no nest is removed or disturbed until all young have fledged or the nest is no longer active. Construction activities shall be avoided for a distance of 300 feet around active nests identified within the project impact area.

M-BI-2a: To avoid indirect impacts from demolition and construction noise to breeding or nesting least Bell's vireo, white-tailed kite, yellow-breasted chat, Cooper's hawk, yellow warbler, and raptors within the noise contour greater than 60 dB(A) Leq, which is a distance of up to 500 feet from the project site, grading and other mechanized construction activities that produce noise in excess of 60 dB(A) Leq shall be conducted outside of the combined breeding season of January 15 to September 15 for these species. If construction activities must occur during the

breeding season, a qualified biologist shall conduct a pre-construction survey to determine the presence or absence of nesting raptors and special status bird species listed above within areas exposed to noise levels greater than 60 dB(A) Leq. The pre-construction survey must be conducted within 10 calendar days of the start of construction and the results submitted to the County for review and approval prior to initiating any construction activities.

M-BI-2b: If nesting birds are detected during the pre-construction/pre-demolition survey, noise attenuating measures, such as noise walls or berms shall be used to reduce the level of noise within the habitat to less than 60 dB(A) Leq. A qualified acoustician shall monitor noise weekly during site clearing and monthly during active construction or as applicable based on construction schedule when excessive noise may be produced in order to document that the noise levels are kept below 60 dB(A) Leq.

M-BI-3a: Prior to project construction, preserve 1.2 acres (2:1 ratio) of Diegan coastal sage scrub and 2.4 acres (0.5:1 ratio) of non-native grassland off-site (*Table 2.3-1*), in accordance with mitigation ratios generally accepted by the County for impacts to these types of habitat. Proposed mitigation consists of purchasing credits at the Rancho San Diego Mitigation Bank.

M-BI-3b: Impacts to coastal sage scrub habitat may be allowed by obtaining a Habitat Loss Permit in accordance with Section 4(d) of the Endangered Species Act. The Section 4(d) Special Rule allows a loss of five percent of coastal sage scrub habitat in any individual subregion during the preparation of a regional NCCP. The wildlife agencies must concur with the Section 4(d) findings prior to allowing the impacts to coastal sage scrub habitat.

M-BI-4: Prior to impacts to 0.037 acre (0.04 acre when rounded) of ephemeral drainage under the jurisdiction of ACOE, CDFG and RWQCB, the County shall obtain the following permits prior to impacts to this resource: ACOE 404 permit, RWQCB 401 permit, and CDFG Code 1600 Streambed Alteration Agreement. Impacts shall be mitigated at a 1:1 ratio by creation or purchase of credits for the creation of jurisdictional habitat of similar functions and values. A suitable mitigation site shall be selected and approved by the resource agencies during the permitting process. The site shall be located within the vicinity of the drainage impact or within the watershed of the San Diego River. A conceptual wetland mitigation plan shall be prepared by the County and approved by the resource agencies as required by the applicable permits.

M-BI-5: Impacts to one coast live oak tree will be mitigated by planting two replacement coast live oak trees. The replacement trees shall be at least 5-gallon size since trees that are of this size have been shown to be healthier and to grow more quickly than trees that are in larger containers. The trees shall be planted within the landscaped areas of the proposed project where it is suitable to include a relatively large tree and shall be monitored for a period of 5 years. If the trees die during the monitoring period, the trees shall be replaced.

2.4 Geology and Soils

M-GE-1: Prior to grading, the County shall ensure that the proposed project's grading plans demonstrate compliance with remediation recommendations in the June 28, 2004 Geotechnical Investigation for the Town Center Specific Plan prepared by Geocon (2004), including but not limited to:

a) Previously placed fill and alluvium within areas of planned new grading or improvements shall be removed and recompacted.

b) To provide uniform bearing conditions for support of planned buildings and improvements, the upper 5 feet of Younger and Older Alluvium shall be removed and recompacted.

c) Finish-grade elevations for building pads shall be designed so that at least 10 feet of properly compacted fill exists above the groundwater to provide a sufficient thickness of non-liquefiable soil.

d) Prior to placing new fill, the base of overexcavations shall be scarified to a depth of at least 12 inches, heavily moisture conditioned, and compacted. This should result in densification of the upper 2 to 3 feet of existing soil at the base of the excavation. Fill soils may then be placed and compacted in layers to the design finish-grade elevations. The layers shall be no thicker than will allow for adequate bonding and compaction. All fill (including scarified ground surfaces and wall and utility trench backfill) shall be compacted to at least 90 percent of maximum dry density at near-optimum moisture content or slightly above as determined by ASTM D1557-02.

M-GE-2: Implementation of M-GE-1 described above would reduce impacts due to unstable soils to below a level of significance.

2.5 Hazards and Hazardous Materials

M-HZ-1a Prior to construction (including demolition), all contractor and subcontractor project personnel shall receive training regarding the appropriate work practices necessary to comply with the applicable environmental laws and regulations, including, without limitation, hazardous materials spill prevention and response measures.

M-HZ-1b The construction contractor shall ensure that no hazardous materials are disposed of or released onto the ground, the underlying groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All potentially hazardous material construction waste shall be removed to a hazardous waste facility permitted or otherwise authorized to treat, store, or dispose of such materials.

M-HZ-1c A hazardous substance management, handling, storage, disposal, and emergency response plan shall be prepared and implemented by the construction contractor. The plan shall include measures that comply with all applicable laws and regulations to ensure that risks of release of materials through use, transport and disposal of the materials are reduced to the maximum extent practicable. The final plan shall be approved by the County Department of General Services.

M-HZ-1d The construction contractor shall ensure that hazardous materials spill kits are maintained onsite for small spills.

M-HZ-2a If hazardous waste and/or hazardous materials are encountered during demolition of existing facilities, grading, construction, or operation of proposed facilities, the County shall ensure compliance with CCR Title 23 and Title 26 and health and safety regulations as enforced by the San Diego County DEH. Excavated soils appearing to be impacted by hazardous waste or materials shall be characterized, managed and disposed of in accordance with the San Diego County DEH Site Assessment and Mitigation (SAM) manual. This determination can be made by a visual (i.e., stained soil) and/or odor assessment. The San Diego County DEH and RWQCB shall be contacted regarding the possible reuse of soils contaminated by hydrocarbons for backfill.

M-HZ-2b Due to the potential for residual pesticides to be in the soil on the project site, soil samples shall be collected on the proposed project site prior to construction. Samples shall be analyzed by a certified laboratory for organochlorine pesticides.

The sampling program shall be conducted in accordance with the San Diego County SAM manual. If pesticides above permissible exposure limits for residential uses are detected from the site, a program shall be implemented by San Diego County General Services to properly remediate affected soils in accordance with the County DEH's SAM manual standards.

M-HZ-2c Any septic systems and above ground storage tanks located onsite shall be removed and/or closed under permit and approval of County DEH prior to grading.

M-HZ-3a Prior to the start of demolition, an asbestos survey shall be performed by the Department of Environmental Health (DEH), Occupational Health Program (OHP) for all onsite structures that will be disturbed by demolition activities in accordance with County of San Diego Administrative Manual Asbestos Policy 0050-01-9. The survey shall cover the entire building to be demolished, document the location and types of asbestos found, and determine whether any on-site abatement of asbestos containing materials is necessary. If asbestos is located during the survey, an abatement work plan shall be prepared by County DEH in compliance with local, state, and federal regulations for removal of such materials. The work plan shall include specifications for the proper removal and disposal of asbestos. County DEH, OHP, or designee will provide project surveillance of the asbestos work activities to ensure that proper controls are implemented and to ensure compliance with the work plan requirements and abatement contractor specifications. Any necessary asbestos sampling and abatement shall be done by a Cal/OSHA certified asbestos consultant/contractor.

In addition, the Air Pollution Control District (APCD) and the California Occupational Safety and Health Administration (Cal/OSHA) have notification requirements pertaining to the disturbance of asbestos containing materials (ACMs). When applicable, these notifications shall be made prior to the activity as follows:

a. 10-day notification to APCD for renovation/demolition activities (Note: These are 10 working days; asbestos activities can start on the 11th day. Working days means Monday through Friday including holidays that fall on these days.

b. 24-hour notification to Cal/OSHA.

M-HZ-3b Prior to the start of demolition, a lead based paint survey shall be performed by a Certified Lead Inspector/Assessor as defined in Title 17, CCR Section 35005 for all onsite structures that will be disturbed by demolition activities in accordance with local, state and federal regulations. The survey shall cover the entire building to be demolished, document the location and types of lead based paint found, and determine whether any on-site abatement of lead based paint is necessary. If lead based paint is located during the survey, an abatement work plan shall be prepared by County DEH in compliance with local, state, and federal regulations for any necessary removal of such materials. The work plan shall include specifications for the proper removal and disposal of lead based paint. County DEH, OHP, or designee will provide project surveillance of the lead based paint work activities to ensure that proper controls are implemented and to ensure compliance with the work plan requirements and abatement contractor specifications.

M-HZ-4 & 5 Prior to opening Las Colinas, SDSD shall update its BEP to include the transport, storage, use, and disposal of hazardous materials during operation of the proposed project. These updates shall include the use of chemicals currently used at the LCDF, as well as any new chemicals to be used at the new facility. The updated BEP shall be submitted to the San Diego County DEH for review and approval. All chemicals shall be managed in accordance with the California Hazardous Waste Control Law (Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (CCR, Title 22, Division 4.5). Also, prior to construction, the State Department of Toxic Substances Control (DTSC) shall be contacted to determine if a DTSC permit is required.

2.6 Hydrology and Water Quality

M-HY-1: The County shall implement Low Impact Development Integrated Management Practices (LID IMPs) to reduce stormwater runoff rates and duration. The LID IMPs shall provide at least a 19.1 percent reduction in stormwater runoff rates to achieve no net increase in flow quantities and rates discharged from the project site. This shall be accomplished by strategic placement of LID IMPs uniformly throughout the project site to mimic the natural flow regime and capture any net increase in runoff through increased infiltration. The following specific LID IMPs shall be considered in the project's final design to meet the 19.1 percent reduction in stormwater runoff:

- Vegetated roof systems
- Infiltration trench/islands/beds

- Vegetated or rock swales/filter strips
- Rain water harvesting (cisterns/rain barrels)
- Bioretention
- Permeable pavement and materials

M-HY-2: The City of Santee has established drainage fees, which are typically collected upon issuance of a building permit for projects within City limits. While the County is not required to obtain a building permit from the City, the County shall pay a fee based on City's development impact fee worksheet. The County shall pay the fee before the start of construction.

ENVIRONMENTAL DESIGN CONSIDERATIONS

2.2 Transportation / Traffic

1. A Traffic Control Plan will be prepared and implemented as part of the proposed project.

2.3 Biological Resources

1. All construction equipment, vehicles, personnel and material staging areas would be located within the proposed LCDF boundary or on adjacent disturbed/developed County-owned land. No construction activities outside the proposed LCDF project site (off-site impacts) are anticipated in association with the proposed LCDF project.

2.4 Geology and Soils

1. A SWPPP will be developed for the proposed project prior to construction that identifies specific BMPs to minimize erosion and control sedimentation. Impacts would therefore be short-term in nature and would be less than significant due to the BMPs incorporated into the project design for construction.

2. Following construction, disturbed soils would be stabilized with vegetation and landscaping which would reduce the erosion potential to less than significant.

2.6 Hydrology and Water Quality

1. Runoff from the project site would be directed to pervious surfaces to the extent possible, including grass lined swales where it would either permeate into the ground or be conveyed as storm water to existing storm water conveyance systems.

2. A Storm Water Pollution Prevention Plan (SWPPP) will be prepared and implemented as part of the proposed project.

3.1.1 Aesthetics

1. The City's guidelines do not apply to this County project; however, a landscape plan will be prepared in conformance with the City's Landscaping Guidelines and the guidelines adopted with the Santee Town Center Specific Plan Amendment. The project includes a conceptual landscape design for all four sides of the perimeter that provides an aesthetically pleasing, drought tolerant, and low maintenance design that would screen the facility from the surrounding community. To achieve this goal, selected plants would be long-lived perennials, strategically located to provide maximum screening upon maturity. The landscape would be designed in layers with several levels (under-stories), contrasting colors, and textures. The plant palette would consist of vegetation that tolerates a wide range of soils and requires little water and maintenance.

   Plant material in the landscaped perimeter will be arranged in three zones (A, B, and C), as shown in the attached landscape figure. Zone A is 10 feet wide, consists of shrubs that will reach 8 to 10 feet in height at maturity, and begins just outside the perimeter patrol zone, which extends approximately 20 feet from the facility's security fence. Trees would be placed in "drifts" (i.e., not aligned in rows) parallel to the security fence within zone B. These drifts would consist of staggered plantings of single species of 8 to 12 trees. Shrubs in this zone would be placed in similar drifts of single species of 18 to 24 plants. In zone C, lower shrubs and groundcovers (12 to 24 inches in height at maturity) would be planted up to a low fence that defines the property boundary.

   The City's Town Center Specific Plan Amendment guidelines, in Appendix C, identify trees including Chinese pistache, Coast live oak, and Tipu tree, and shrubs such as Fortnight Lily and *Raphiolepis* species. Most of the species listed in the Specific Plan Amendment guidelines are of an ornamental nature.

   For the LCDF, a landscape palette will be used that includes evergreen plants from the Town Center Specific Plan Guidelines that would result in screening of the LCDF, such as Coast live oak, Evergreen elm, and Victorian Box, would be employed as these species would maintain year-round vegetative screening of the LCDF. Tree and shrub species included in the landscape palette would include, but would not be limited to the following:

Trees	**Shrubs**
Coast live oak	
Evergreen elm	Parney cotoneaster
Victorian Box	Dwarf Oleander
Southern Magnolia	Santa Cruz Pyracantha
Canary Island pine	*Raphiolepis*
Brisbane box	Japanese privet
Ornamental pear	Tobira
Bailey acacia	

Under the proposed landscape plan, trees in 36-inch boxes and approximately 10 feet high would be planted along the entire eastern, western, and northern boundaries outside of the security fence, and south side perimeter from Cottonwood Avenue to the eastern boundary. These trees would provide substantial screening at initial planting. This size container is consistent with the Riverview Parkway streetscape and drive entry standards of the Town Center Specific Plan Amendment. Additionally, the trees are expected to reach a height of 25 feet or more within a five-year period. The northern perimeter would be planted in accordance with the Town Center Specific Plan Amendment guidelines.

The landscaping would include an irrigation system with drip technology, automatic valves, and weather base smart controllers. Three inches of stabilized mulch would be used in all planting areas for aesthetics and the health of the plants. The mulch would serve as a ground cover until the vegetation fills in (approximately two years).

2. The project component that will be most visible to passersby -- the facility administration building -- will be designed to complement and “fit in” with the surrounding Town Center development to the greatest extent feasible. While not applicable to this project, the Design Guidelines from the Town Center Specific Plan will be consulted during the design phase of the detention facility’s public face and design principles from the Guidelines will be incorporated where feasible. The project has been positioned away from Magnolia Avenue by a minimum of approximately 635 feet and the County seeks to maintain the current low-profile of the existing facility by restricting building heights to two stories. The administration building will conform to the architectural guidelines for massing/scale/form, and materials and colors, including the use of earthen tones. Mechanical equipment, storage areas, and maintenance areas will be screened from views outside the secured perimeter and all loading will occur on-site and will be screened from streets in accordance with the guidelines.

3. Although the Town Center Design Guidelines are not applicable to the proposed project, the County will make an effort to be consistent with the guidelines for the Riverview Office Park.

4. All perimeter lighting fixtures would be installed with shielded reflectors to minimize light spill onto adjacent properties.

5. Building mounted lighting fixtures would have a maximum height of 15 feet above finished grade. This height will help to minimize light spill onto adjacent properties.

3.1.3 Air Quality

1. Dust control measures to reduce fugitive dust during construction will be implemented.

2. Utilize recycled, low-carbon, and otherwise climate-friendly building materials such as salvaged and recycled-content materials for building, hard-surface, and non-plant landscaping materials.
3. Minimize, reuse, and recycle construction-related waste.
4. Minimize grading, earthmoving, and other energy-intensive construction practices.
5. Landscape to preserve natural vegetation and maintain watershed integrity.
6. Utilize alternative fuels in construction equipment and require construction equipment to utilize the best available technology to reduce emissions to the extent feasible.
7. For vehicles that will serve the proposed project on a frequent basis (e.g., passenger vehicles, delivery trucks), require use of alternative fuels and measures to maximize fleet efficiency.
8. Implement California Building Energy Efficiency Standards—all buildings in the proposed project will be required to meet Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
9. Encourage use of Modal Use Transit—the proposed project is located near the Santee transit rail station. Transit stops and routes will link the new commercial and residential area to the regional mass transit systems in San Diego County.
10. Utilize Landscaping and Tree Planting—the proposed project requires landscaping throughout the new residential and commercial developments and the planting of shade trees within the new parking lots. This landscaping will provide CO2 uptake.

3.1.5 Noise

Operation

- For vehicles that will serve the proposed project on a frequent basis (e.g., passenger vehicles, delivery trucks), require use of alternative fuels and measures to maximize fleet efficiency.
- Implement California Building Energy Efficiency Standards—all buildings in the proposed project will be required to meet Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
- Encourage use of Modal Use Transit—the proposed project is located near the Santee transit rail station. Transit stops and routes will link the new commercial and residential area to the regional mass transit systems in San Diego County.
- Utilize Landscaping and Tree Planting—the proposed project requires landscaping throughout the new residential and commercial developments and the planting of shade trees within the new parking lots. This landscaping will provide CO2 uptake.
- The proposed LCDF outside announcement system would be designed, tested, and calibrated to minimize the sound volume at the nearest property line where there is a sensitive use, limit noise levels based on the City's Municipal Code one-hour average noise limits, and not exceed existing noise levels. To accomplish this, the following design parameters have been included (refer to *Section 3.1.5.2* for additional information and analysis):
    - The announcement system would use multiple, smaller, loud speakers, spread throughout the outdoor inmate areas. Multiple smaller speakers will allow the volume in the outdoor inmate areas to be lower than it would be with a few, large speakers.
    - The announcement system would be designed, calibrated, and operated so that individual announcements would not exceed 50 dB between 7:00 a.m. to 7:00 p.m. and 45 dB between 7:00 p.m. to 10:00 p.m. at the nearest property line that has a residential use.
    - The announcement system would not be used during the hours of 10:00 p.m. to 7:00 a.m.

3.1.8 Utilities and Service Systems

1. Demolition materials would be recycled or salvaged in accordance with County ordinances.

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