



MARK WARDLAW
Director

County of San Diego

BETH MURRAY
Assistant Director

PLANNING & DEVELOPMENT SERVICES

5510 OVERLAND AVENUE, SUITE 110, SAN DIEGO, CALIFORNIA 92123
INFORMATION (858) 694-2960
TOLL FREE (800) 411-0017
www.sdcountry.ca.gov/pds

CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G)

1. Title; Project Number(s); Environmental Log Number:

Soitec Solar Development Program Environmental Impact Report; 3910-120005 (ER); 3800 12-010 (GPA); Tierra Del Sol, 3300 12-010 (MUP), 3600 12-005 (REZ), 3921 77-046-01 (AP); Rugged Solar, 3300 12-007 (MUP); LanWest 3300 12-002 (MUP)

2. Lead agency name and address:

County of San Diego, Planning & Development Services
5510 Overland Avenue, 3rd Floor
San Diego, CA 92123

3. a. Contact: Robert Hingtgen, Project Manager
b. Phone number: (858) 694-3712
c. E-mail: robert.hingtgen@sdcounty.ca.gov.

4. Project location:

The project includes four project sites (Rugged, Tierra Del Sol, LanEast and LanWest) totaling approximately 1,473 acres within the Mountain Empire Subregional Plan area in unincorporated San Diego County (see Regional Location Map). The Mountain Empire Subregional Plan area contains five Subregional Planning Areas. The proposed project site is located in the Boulevard Subregional Planning Area (see Specific Location Map).

The Tierra Del Sol solar farm project site is located south of I-8 within private lands located adjacent to the U.S./Mexico Border in eastern San Diego County. The project area is situated south of Tierra Del Sol Road and immediately north of the U.S./Mexico Border. The site is traversed by the 500-kilovolt (kV) Southwest Power Link. The site is comprised of approximately 420 acres and includes the following APNs: 658-090-31-00, 658-090-54-00, 658-090-55-00, 658-120-03-00, and 658-120-02-00.

The Rugged solar farm project site is located north of Interstate 8 (I-8) in the vicinity of Ribbonwood Road and McCain Valley Road. More specifically, the project is comprised of approximately 765 acres on the following Assessor's Parcel Numbers (APNs) located east of Ribbonwood Road: 611-060-04, 611-090-02, 611-090-04, 611-091-03, 611-091-07, 611-100-01, 611-100-02, 612-030-01, and 612-030-19; and a property (APN 611-110-01) located adjacent to and east of McCain Valley Road.

The LanEast solar farm project site is bordered by I-8 to the north and Old Highway 80 to the south and is comprised of approximately 233 acres. McCain Valley Road bisects the project site. LanWest solar farm is approximately 55 acres and is located immediately adjacent to the LanEast project site.

Thomas Brothers Coordinates for the project sites include: Rugged Solar - Page 1300 (Grids D1-3, E1-4, F2-4, G2-3, and H2-3); LanWest and LanEast – Page 1300 (Grids G6, H6, H7, and J7); Tierra Del Sol - Page 430 (Grids C10 and D10), Page 1319 (Grid J7), and Page 1320 (Grids A7 and B7).

5. Project Applicant name and address:

Soitec Solar Development, LLC, 16550 Via Esprillo, San Diego, CA 92127

6. General Plan

Community Plan:	Mountain Empire Subregional Plan
Land Use Designation:	Rural Lands 80 (RL-80)
Density:	1 du/80 acres
Floor Area Ratio (FAR)	N/A

7. Zoning

Use Regulation:	S92 (General Rural)/ A70 (Limited Agricultural)/ A72 (General Agriculture)
-----------------	--

Minimum Lot Size:	8 acres/ 8 acres/ 40 acres
-------------------	----------------------------

Special Area Regulation:	N/A/ "A"
--------------------------	----------

8. Description of project:

The project proposes the development of four solar farm projects, collectively referred to as the proposed project. As described above, the proposed project site is located in the Mountain Empire Subregional Plan Area and the Boulevard Subregional Planning Area. Figure 1 shows the proposed project site's relationship within San Diego County. Figure 2 shows the individual projects that comprise the proposed project and their relationship to the Mountain Empire Subregional Plan Area and Boulevard Subregional Planning Area.

Table 1-1, Project Overview, lists each solar farm with the associated acreage, approximate number of associated Concentrated Photovoltaic (CPV) trackers and estimated electrical generation capacity. Two solar farms (Tierra Del Sol and Rugged) would be evaluated at a project-specific level and two solar farms (LanWest and LanEast) would be evaluated at a programmatic level because sufficient project-level information has yet to be developed.

Table 1
Project Overview

Name	Acres	CPV ¹ trackers, Approximate Number	Estimated Electrical Generation Capacity (MW ²)
Tierra Del Sol	420	2,538	60
Rugged	765	3,588	80
LanEast	233	900	22
LanWest	55	264	6.5
TOTAL	1,473	7,290	168.5
¹ CPV - Concentrating Photovoltaic Electric Generation Systems ² MW – Megawatt			

Common Project Components: The proposed project would utilize similar solar generation technologies and would include common project components (i.e., control systems, backup power and storm positioning systems, maintenance and security lighting) at all four sites.

Module: The proposed project’s Concentrix modules are made up of a lens plate (Fresnel lens) and a base plate on which high-performance solar cells are mounted. The Fresnel lens focuses sunlight concentrated by a factor of 500 on the solar cells beneath.

CPV System: The CPV System uses a dual-axis tracking system. Two types of sensors are used to ensure that the focal point of the concentrated sunlight is exactly on the cells at every moment of the day. The entire CPV System module assembly dimensions are approximately 48 feet across by 25 feet tall. Each CPV System unit would be mounted on a 28-inch steel mast (steel pole) which would be supported by either (i) inserting the mast into a hole up to 20 feet deep and encasing it in concrete, (ii) vibrating the mast into the ground up to 20 feet deep, or (iii) attaching the mast to a concrete foundation sized to adequately support the CPV System based on wind loading and soil conditions at the site. In its most vertical position and depending on foundation design, the top of each tracker would not exceed 30’ feet above grade, and the lower edge would not be less than 1 foot above ground level. In its horizontal “stow” mode (for high winds), each tracker would have a minimum ground clearance of 13’ feet 6” inches. The CPV Systems tracker uses on-site sensors, or a comparable system to maintain tracker orientation toward the sun. At night, the trackers would be positioned vertically to minimize dust collection. When winds are high, the trackers would be positioned horizontally.

Inverter Station: The purpose of each Inverter Station is to convert the Direct Current (DC) power from the solar modules to an Alternating Current (AC) power, which is compatible with the SDG&E system and is the type of power that is sold to residential and commercial customers. The electrical device that changes DC to AC is the solid-state inverter.

Control System: Operation of the individual solar projects would require monitoring through a supervisory control and data acquisition (SCADA) system. The SCADA system would be used to provide critical operating information (e.g., power production, equipment status and alarms, and meteorological information) to the power purchaser, project owners and investors, grid operator, and project operations teams, as well as to facilitate production forecasting and other reporting requirements for project stakeholders.

Backup Power and Storm Positioning System: The backup power and storm positioning system has the function of bringing the CPV System into the horizontal position ("Storm Position") in case the electrical power is cut or if there is an approaching storm that could be damaging to the CPV System.

Maintenance and Security Lighting: The Tierra Del Sol Solar site would be fenced along the entire property boundary for security with fencing that meets National Electrical Safety Code (NESC) requirements for protective arrangements in electric supply stations. Signage in Spanish and English for electrical safety would be placed along the perimeter of the project site, warning the public of the high voltage and the need to keep out. Signage would also be placed within the project site where appropriate. Some localized security-related lighting, on-site security personnel, and/or remotely monitored alarm system may be required during construction and/or operations.

Lighting at the each project site would be designed to provide security lighting and general nighttime lighting for operation and maintenance personnel, as may be required from time to time. Lighting would be shielded and directed downward to minimize any effects to surrounding properties, and would be used only on an as-needed basis. Lighting would be provided in the operations and maintenance area, entrance gates, and the project substation.

Fire Protection: To comply with the fire code, clearing and grubbing in localized areas would be required for construction and access. In addition, the project proposes the following fire prevention measures:

- Multiple water storage tanks within each site with fire dept. connections
- Identification of roads and structures will comply with CCFC, Section 505.
- An illuminated sign at the project entrances will be provided that clearly indicates inverter and electrical grid layout, CPV Tracker "safe" mode switch location and entire site de-energizing disconnect switch identification and location.
- County approved access gates with Knox box locks
- Fire buffers ranging from 30' to 50'.

- Illuminated signage at each project entrance and Inverter Station that notes the location and identification number of each electrical grid disconnect and circuit breaker.
- Weed whipping and maintenance of areas under panels/arrays
- All weather surfaced fire access roads (See Section 1.4.1.9 below)

The fire access roads would be constructed to a minimum width of 24' feet graded with 12' feet being designed, constructed, and maintained to support the imposed loads of fire apparatus (not less than 50,000 lbs.) and would consist of an approved surface so as to provide all-weather driving capabilities. The purpose of the fire access roads are to allow for one way access of fire apparatus throughout the project sites in order to reach all of the CPV Systems and Inverter Stations.

Access Roads: All road surfaces will have a permeable nontoxic soil binding agent in order to reduce fugitive dust and erosion. Primary project access will be provided off of local project area roadways and no improvements to the existing roadway are proposed at this time. There are two different types of roads for the projects that will be improved to different standards: fire access (as described above) and service roads. Service roads would be constructed to a width of about 20' feet and would be compacted to support washing equipment loads of 15,000 pounds. Service roads would run in a north-south direction along the west side of a column of CPV Systems except where there would be a fire access road that would facilitate access to CPV Systems and Inverter Stations.

Construction, Operation and Decommissioning: In addition to common project components, construction, operation and decommissioning of the projects would entail similar activities at each project site and therefore, common construction, operation, and decommissioning activities are summarized as follows:

Construction: The construction of solar projects would consist of several phases including site preparation, development of staging areas and site access roads, solar CPV System assembly and installation, and construction of electrical transmission facilities. After site preparation, initial project construction would include the development of the staging and assembly areas, and the grading of site access roads for initial CPV System installation.

Project construction would then include several phases occurring simultaneously with the construction of: (1) CPV Systems including the assembly of trackers, and the pile driving of support masts, and the placement of trackers on support masts, (2) trenching and installation of the DC and AC collection system; (3) electrical transmission facilities including the construction of a substation and a Gen-Tie, (4) an operation and maintenance (O&M) building; and (5) the grading of access and service roads. Tracker assembly may require small gas-powered generators to power hand tools to assemble trackers and modules.

Operation: The project O&M buildings would provide suitable facilities for supporting up to 40 full-time employees that would tend to the project at various times. Employees would include a plant manager, engineers, technicians, and security staff and it is anticipated that the staff would carpool to the site each day. Operation activities include the following: (1) inspecting overhead components and underground portions of cable systems; (2) routine maintenance including but not limited to tracker washing, equipment testing, monitoring, and repair, routine procedures to ensure service continuity, and standard preventative maintenance; (3) maintenance and repair of transmission facilities, including pole or structure vegetation removal, application of herbicides, equipment repair and replacement, and potential use of helicopters to deliver equipment, position poles, string lines and position aerial markers, as required by Federal Aviation Administration (FAA) regulations.

The projects are anticipated to operate, at a minimum, for the life of its long-term Power Purchasing Agreement (PPA). The initial term of the PPAs for the projects is for 25 years, with additional terms anticipated. The lifespan of the solar facility is estimated to be 30 to 40 years or longer. It is likely, due to the establishment of the project infrastructure (both physical and contractual), that the continued operation of the projects for a longer term beyond the initial PPA term is feasible. At the end of the useful life of the projects two alternative scenarios are possible: (1) Re-tool the technology and contract to sell energy to a utility. (2) If no other buyer of the energy emerges, the solar plant can be decommissioned and dismantled.

Decommissioning: Decommissioning would first involve removing the panels for sale to a secondary solar CPV panel market. The projects' module component materials do not have toxic metals such as mercury, lead, and cadmium telluride. However, the solar cells do contain a trace amount of gallium arsenide (less than 2.5% of the entire cell), which can be safely removed and properly disposed of offsite when the panels are recycled.

The majority of the components of the solar installation are made of materials that can be readily recycled because the panels' components can be broken down to remove the small solar cell that contains the isolated trace amount of gallium arsenide in its solid state. If the panels can no longer be used in a solar array, the aluminum can be resold, and the glass can be recycled. Other components of the solar installation, such as the tracker structures and mechanical assemblies, can be recycled as they are made from galvanized steel. Equipment such as drive controllers, inverters, transformers, and switchgear can be either reused or their components recycled. The equipment pads are made from concrete which can be crushed and recycled. Underground conduit and wire can be removed by uncovering trenches and backfilling when done. The electrical wiring is made from copper and/or aluminum and can be reused or recycled as well.

Dismantling the projects would entail disassembly of the solar facilities and substantive restoration of the site. Impacts associated with closure and decommissioning of the project sites would be temporary and would span three basic activities: (1) disassembly and removal of all detachable above-ground elements of the installation, (2) removal of tracker masts and any other structural elements including those that penetrate the ground surface to a depth of two feet below grade, and (3) reuse of the land consistent with the Zoning Ordinance, which could include ground surface restoration to surrounding grade and re-seeding with appropriate native vegetation. The following describes each of the 4 solar farms in greater detail:

Tierra del Sol Solar Farm: As depicted in Table 1, the Tierra Del Sol solar farm would produce up to 60 MW of solar energy and would consist of approximately 2,538 CPV systems utilizing dual axis tracking located on 420 acres. In addition to the CPV trackers and DC to AC conversion equipment (i.e., inverter and transformer units), Tierra Del Sol would include the following primary components:

- A 1,000 volt direct current (DC) underground collection system and a 34.5 kV overhead and underground collection system linking the CPV Systems to the on-site project substation.
- A 4-acre O&M site including a 60' x125' (7,500 Square Feet) O&M building.
- A 3-acre on-site private collector substation site would encompass an area of approximately 7,500 sq ft (75' X 100'), have a maximum height of 35' feet, and includes 450 sq ft (15' X 30') of metal clad switchgear.
- A 138 kV overhead transmission line (gen-tie) connecting the on-site substation to SDG&E's proposed new Boulevard Substation.

Tierra De Sol is proposed to be constructed in two phases. Phase One would include the construction of approximately 1,919 CPV trackers for a 45 MW system on approximately 330 acres. Phase Two would consist of an additional 619 CPV trackers (15 MW) on approximately 90 acres.

Construction of Tierra Del Sol would take approximately 12 months to complete and would require approximately 20 million gallons of water to construct. During peak periods of construction approximately 146 workers per day would be working on the project site.

Rugged Solar Farm: As depicted in Table 1, the Rugged solar farm would produce up to 80 MW of AC generating capacity and would consist of approximately 3,588 CPV systems utilizing dual axis tracking on 765 acres. In addition to the CPV trackers and inverter transformer units, the Rugged solar farm includes the following primary components:

- A collection system linking the CPV trackers to the on-site Project substation comprised of (i) 1,000 volt (V) direct current (DC) underground conductors leading to (ii) 34.5-kV underground and overhead alternating current (AC) conductors.

- A 7,500-square-foot (sf) (60' X 125' feet) O&M building.
- A 2-acre onsite private collector substation site with a pad area of 6000 sf (60' X 100' feet) with maximum height of 35' feet and includes a 450-sf (15 feet by 30 feet) control house, and
- A 69-kV overhead gen-tie line connecting the on-site substation to SDG&E's proposed new Boulevard Substation.

Rugged would be developed in one phase with a construction period of up to 18 months spanning mobilization to the site through final project commissioning. Construction would require approximately 24 million gallons of water and during peak periods of construction, approximately 120 workers per day would be working on the project site.

LanEast Solar Farm: As depicted in Table 1, the 233-acre LanEast solar farm project would produce up to 22 MW of AC generating capacity and would consist of approximately 900 CPV trackers. In addition to CPV trackers, a collector substation, an onsite operations and maintenance annex, and an overhead gen-tie would be required to connect the on-site collector substation to SDG&E's new Boulevard Substation located approximately 1,000 feet southwest of the project boundary.

LanWest Solar Farm: As depicted in Table 1, the 55-acre LanWest solar farm would produce up to 6.5 MW of AC generating capacity and would consist of 264 CPV trackers. In addition to the CPV trackers and inverter transformer units, power generated at the LanWest site will be delivered to SDG&E's proposed new Boulevard Substation by means of a dedicated 12.5kV distribution line. The new Boulevard Substation is located approximately 0.75 mile from the southwest corner of the site, across Old Highway 80.

Permits/Approvals: The proposed project would require a Major Use Permit (MUP) to authorize the development of four solar farms, which are classified as Major Impact Utilities, pursuant to Sections 1350, 2705, and 2926 of the Zoning Ordinance. The project would also require a Rezone to remove Special Area Designator "A" from select APNs (611-060-06, 611-090-04, 611-110-04, and 658-090-31), in order to ensure compliance with Section 5100 of the Zoning Ordinance. Additionally, the proposed project would require a General Plan Amendment (GPA 12-010) to modify the Boulevard Subregional Plan to allow solar energy development projects through the Major Use Permit process, unless the proposed Wind Energy Ordinance Amendment (POD 10-007 SCH No. 2009-00-003) and associated GPA is approved in advance by the County. The proposed amendments to the Boulevard Subregional Plan can be viewed online beginning on page 115 of the following document: http://www.sdcounty.ca.gov/pds/advance/docs/Wind/8.0_Appendix_B.pdf

In addition, an Agricultural Preserve Disestablishment would be required specifically for the Tierra Del Sol solar farm. The Tierra Del Sol solar farm may also require compliance with the National Environmental Policy Act (NEPA)

pending the finalized alignment of the 138 kV overhead transmission line to the new Boulevard Substation.

All anticipated project permits and approvals required from the County are listed in Table 2 - County Permit/Actions Required, and other public agency permits/approvals are listed in Section 10.

**Table 2
County Permits/Actions Required**

<u>Permit Type/Action</u>
Agricultural Preserve Disestablishment (Note: Only required for Tierra Del Sol)
Landscape Plans
Road Opening
Road Vacation
General Plan Amendment (Note: Only required if GPA is not already approved under Wind Energy Ordinance Amendment (POD 10-007 SCH No. 2009-00-003))
Major Use Permit
Rezone (Note: Only required for APNs with Special Area Designator "A")
County Right-of-Way Permits Construction Permit Excavation Permit Encroachment Permit
Grading Permit
Improvement Plans
Exploratory Borings, Direct-push Samplers and Cone Penotrometers Permits
Groundwater Wells and Exploratory or Test Borings Permit
Septic Tank Permit
Water Well Permit
Waiver pursuant to Zoning Ordinance Section 7060.d to reduce 90 foot setback along US Mexico International Border
Certification of Final EIR
Franchise Agreement

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

The project area consists of four distinct areas within the communities of Tierra Del Sol and Boulevard, located in the Boulevard Subregional Planning Area of the Mountain Empire Subregional Plan area; see Figure 2. The areas surrounding the project site have been predominantly developed in a rural fashion, with large lot sizes, agricultural or related uses, tribal land uses and

open space. Regional access within the project area is provided by Interstate 8, running east and west through the project area.

Recent developments in the surrounding area have resulted in a variable physical setting that includes both rural elements and large-scale energy generation/ transmission projects. Prominent components that contribute to physical setting include large-scale energy infrastructure associated with the Sunrise Powerlink, which consists of 500 kV electric transmission towers, Campo Reservation that includes the Golden Acorn casino and the Kumeyaay Wind Farm, consisting of 25-wind turbines.

North of I-8, the predominant setting consists of a mixture of large-lot rural residences and open space with mountainous terrain consisting of steep slopes, prominent ridgelines, and rock outcroppings within state park, tribal, and BLM lands. Prominent components include scattered single-family residential development and the McCain Valley Conservation Camp, a prison camp that detains more than 110 inmates and trains them for conservation, fire-defense and fire-fighting purposes. The prison camp is located between the western and eastern Rugged solar farm properties and west of McCain Valley Road. In addition, several vertical components are present in the landscape consisting of three MET towers that are approximately 200 feet in height and nineteen 500 KV steel lattice electric transmission towers that are between 110 and 170 feet in height. South of I-8, the recently constructed 29,000 square-foot Boulevard Border Patrol Station also contributes to the built environment and includes a main station building for 250 Border Patrol agents, a vehicle and facility maintenance building, an equestrian compound with a stable and an arena, a 160-foot communications tower, a fueling station, and a 10-lane 50-meter indoor firing range.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Permit Type/Action	Agency
Clean Water Act Section 401 Water Quality Certification	Regional Water Quality Control Board (RWQCB)
Clean Water Act Section 404 Permit – Dredge and Fill	US Army Corps of Engineers (ACOE)
1602 – Streambed Alteration Agreement	CA Department of Fish and Game (CDFG)
Section 7 - Consultation or Section 10(a) Permit – Incidental Take	US Fish and Wildlife Services (USFWS)
Air Quality Permit to Construct	Air Pollution Control District (APCD)
Permit to Operate (potentially required)	APCD
General Construction Storm water Permit	RWQCB
Waste Discharge Requirements Permit	RWQCB
Fire District Approval	San Diego County Fire Authority and San Diego Rural Fire Protection District

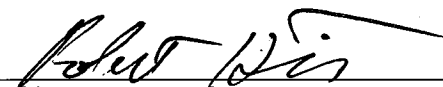
Consistency with U.S. Border Patrol	U.S. Department of Homeland Security, U.S. Border Patrol
Section 851 Advice Letter	California Public Utilities District

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a "Potentially Significant Impact" or a "Less Than Significant With Mitigation Incorporated," as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input checked="" type="checkbox"/> <u>Aesthetics</u> | <input checked="" type="checkbox"/> <u>Agriculture and Forest Resources</u> | <input checked="" type="checkbox"/> <u>Air Quality</u> |
| <input checked="" type="checkbox"/> <u>Biological Resources</u> | <input checked="" type="checkbox"/> <u>Cultural Resources</u> | <input checked="" type="checkbox"/> <u>Geology & Soils</u> |
| <input checked="" type="checkbox"/> <u>Greenhouse Gas Emissions</u> | <input checked="" type="checkbox"/> <u>Hazards & Haz. Materials</u> | <input checked="" type="checkbox"/> <u>Hydrology & Water Quality</u> |
| <input checked="" type="checkbox"/> <u>Land Use & Planning</u> | <input type="checkbox"/> <u>Mineral Resources</u> | <input checked="" type="checkbox"/> <u>Noise</u> |
| <input type="checkbox"/> <u>Population & Housing</u> | <input checked="" type="checkbox"/> <u>Public Services</u> | <input type="checkbox"/> <u>Recreation</u> |
| <input checked="" type="checkbox"/> <u>Transportation/Traffic</u> | <input checked="" type="checkbox"/> <u>Utilities & Service Systems</u> | <input checked="" type="checkbox"/> <u>Mandatory Findings of Significance</u> |

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

- On the basis of this Initial Study, Planning & Development Services finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- On the basis of this Initial Study, Planning & Development Services finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- On the basis of this Initial Study, Planning & Development Services finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Signature

December 6, 2012

Date

Robert Hingtgen

Printed Name

Environmental Coordinator

Title

INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, Less Than Significant With Mitigation Incorporated, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

A vista is a view from a particular location or composite views along a roadway or trail. Scenic vistas often refer to views of natural lands, but may also be compositions of natural and developed areas, or even entirely of developed and unnatural areas, such as a scenic vista of a rural town and surrounding agricultural lands. What is scenic to one person may not be scenic to another, so the assessment of what constitutes a scenic vista must consider the perceptions of a variety of viewer groups.

The items that can be seen within a vista are visual resources. Adverse impacts to individual visual resources or the addition of structures or developed areas may or may not adversely affect the vista. Determining the level of impact to a scenic vista requires analyzing the changes to the vista as a whole and also to individual visual resources.

Potentially Significant Impact: The proposed project includes the construction and operation of solar energy systems on various sites throughout the Boulevard Subregional Planning area. The proposed project would also include transmission lines internal roads, perimeter fencing and operations and maintenance structures. A Visual Impact Analysis will be required to identify and address all potential impacts to scenic resources and this issue will also be addressed in the Draft Environmental Impact Report (DEIR).

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

State scenic highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic ([Caltrans - California Scenic Highway Program](#)). Generally, the area defined within a State scenic highway is the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist's line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

Potentially Significant Impact: The projects include the construction and operation of solar energy systems on various sites throughout the Boulevard Subregional Planning area. The projects would also include transmission lines, internal roads, perimeter fencing and operations and maintenance structures. The project sites are located near Scenic Highways identified in the Open Space and Conservation Element of the

County's General Plan. A Visual Impact Analysis will be required to identify and address all potential impacts to scenic resources including scenic highways and this issue will be addressed in the DEIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: The projects include the construction and operation of solar energy systems on various sites throughout the Boulevard Subregional Planning area. The projects would also include transmission lines, internal roads, perimeter fencing and operations and maintenance structures. A Visual Impact Analysis will be required to identify and address all potential impacts to scenic resources and this issue will be addressed in the DEIR.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: The projects include the construction and operation of solar energy systems on various sites throughout the Boulevard Subregional Planning area. The projects would also include transmission lines, internal roads, perimeter fencing and operations and maintenance structures. A Visual Impact Analysis will be required to identify and address all potential impacts to scenic resources including whether the projects will produce glare from the CPV units and excessive lighting from the facility. This issue will also be addressed in the DEIR.

II. AGRICULTURE AND FORESTRY RESOURCES -- Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: A portion of the proposed project (Tierra Del Sol - APNs 611-060-06, 611-090-04, 611-110-04, and 658-090-31) contains a Special Area "A" Designator which denotes inclusion within an adopted County of San Diego

Agricultural Preserve. According to the County, an agricultural preserve can be an area devoted to agricultural use, open space use, recreational use or any combination of such uses. An agricultural preserve may be established by the Board of Supervisors in order to define the boundaries of areas within the County where the County is willing to enter into preserve contracts with landowners. Preserves contain restrictions on land use which are specified in both State and local regulations and landowners may enter into contracts with the County whereby the assessment of their land will be based on its restricted use rather than on its market value.

The process of removing lands from an agricultural preserve and/or cancelling a contract is established by Board Policy I-38. Two options are available for contract termination: nonrenewal and cancellation. None of the proposed project site is under contract with the County; however, a portion of the project area lies within existing agricultural preserve AP 77-46. Development of the proposed project would require the disestablishment of that portion of AP 77-46 in order to remove the existing use limitations. A Land Use, Community Character and Agricultural Preserve Disestablishment Analysis will be prepared, which will analyze the effects of the agricultural preserve disestablishment. This issue will be addressed in the DEIR.

Portions of the Rugged Solar site have been used for grazing purposes for at least the past 20 years. Due to the presence of this onsite agricultural resource, the County agricultural resources specialist, Dennis Campbell, evaluated the site to determine the importance of the resource based on the County's Local Agricultural Resources Assessment (LARA) model which takes into account local factors that define the importance of San Diego County agricultural resources. The LARA model considers the availability of water resources, climate, soil quality, surrounding land use, topography, and land use or parcel size consistency between the project site and surrounding land uses. A more detailed discussion of the LARA model can be found in the Guidelines for Determining Significance for Agricultural Resources at <http://www.sdcdplu.org/dplu/Resource/docs/3~pdf/AG-Guidelines.pdf>.

In order for a site to be considered an important agricultural resource based on the LARA model, all three required LARA model factors (water, soil, and climate) must receive either a high or moderate score. A low score in any of these three categories would render a LARA model result that the site is not an important agricultural resource. It was determined that water resources receives a low rating because the site is outside of the County Water Authority boundary and because the site depends on groundwater from fractured crystalline rock aquifer. Therefore, although the site is considered an agricultural resource it is not an important agricultural resource according to the LARA Model, and the impact of the project to agricultural resources is less than significant.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: Approximately 215.85 acres of the proposed project site is zoned A72 General Agriculture which is intended for crop or animal production, approximately 163.74 acres is zoned A70, Limited Agriculture, and the remainder (approximately 1091.63 acres) is zoned S92 General Rural Use which is used on lands subject to environmental constraints. As stated above, a portion of the proposed project site has been used for grazing purposes for at least the past 20 years, but relies on groundwater as its sole source of water supply. The proposed project sites are not subject to a Williamson Act contract and the sites are considered "other land" by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP). Because of these factors and because site is not considered an important agricultural resource as described above in response a), the project is considered to have a less than significant impact on existing zoning for agricultural use.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), or timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The proposed project site including offsite improvements does not contain forest lands or timberland. Therefore, project implementation would not conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland production zones.

d) Result in the loss of forest land, conversion of forest land to non-forest use, or involve other changes in the existing environment, which, due to their location or nature, could result in conversion of forest land to non-forest use?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The proposed project sites, including any offsite improvements do not contain any forest lands as defined in Public Resources Code section 12220(g), therefore project implementation would not result in the loss or conversion of forest land to a non-forest use. In addition, the project is not located in the vicinity of forest resources.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Incorporated

No Impact: The proposed project does not involve other changes that could result in conversion of Important Farmland or other agricultural resources to non-agricultural resources. As stated above, a portion of the proposed project site has been used for grazing purposes for at least the past 20 years, but relies on groundwater as its sole source of water supply. The proposed project site is not subject to a Williamson Act contract and the site is considered "other land" by the California Department of Conservation FMMP. Because of these factors and because site is not considered an important agricultural resource as described above in response a), the project is considered to have a less than significant impact on existing zoning for agricultural use.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Potentially Significant Impact: An Air Quality Study will be completed to identify and address any direct and/or cumulative air quality impacts resulting from the project. Air Quality will also be addressed in the DEIR.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

In general, air quality impacts from land use projects are the result of emissions from motor vehicles, and from short-term construction activities associated with such projects. The San Diego County Land Use Environment Group (LUEG) has established guidelines for determining significance which incorporate the Air Pollution Control District's (SDAPCD) established screening-level criteria for all new source review (NSR) in APCD Rule 20.2. These screening-level criteria can be used as numeric methods to demonstrate that a project's total emissions (e.g. stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. Since APCD does not have screening-level criteria for emissions of volatile organic compounds (VOCs), the use of the screening level for reactive organic compounds (ROC) from the South Coast Air Quality Management District (SCAQMD)

for the Coachella Valley (which are more appropriate for the San Diego Air Basin) are used.

Potentially Significant Impact: An Air Quality Study will be completed to identify and address any direct and/or cumulative air quality impacts resulting from the project. Air Quality will also be addressed in the DEIR.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O₃). San Diego County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM₁₀) under the CAAQS. O₃ is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides. Sources of PM₁₀ in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

Potentially Significant Impact: Air quality emissions associated with the proposed project could include emissions of PM₁₀, NO_x, and VOCs from construction/grading activities, as well as PM₁₀ and NO_x, as a result of traffic from operations and maintenance. An Air Quality Study will be completed to identify and address any direct and/or cumulative air quality impacts resulting from the project. Air Quality will also be addressed in the DEIR.

- d) Expose sensitive receptors to substantial pollutant concentrations?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The County of San Diego also considers residences as sensitive receptors since they house children and the elderly.

Potentially Significant Impact: An Air Quality Study will be completed to identify and address any direct and/or cumulative air quality impacts resulting from the project. Air Quality will also be addressed in the DEIR.

e) Create objectionable odors affecting a substantial number of people?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: An Air Quality Study will be completed to identify and address any direct and/or cumulative air quality impacts resulting from the project. Air Quality will also be addressed in the DEIR.

IV. BIOLOGICAL RESOURCES -- Would the project:

a) 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?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: The project sites contain sensitive biological habitats with the potential for use by sensitive and/or protected species. A Biological Resources Report will be completed to identify and address any direct and/or cumulative biological resources impacts resulting from the project. Biological resources will be addressed in the DEIR.

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: The project sites contain sensitive biological habitats with the potential for use by sensitive and/or protected species. A Biological Resources Report will be completed to identify and address any direct and/or cumulative biological resources impacts resulting from the project. Biological resources will be addressed in the DEIR.

c) 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?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: The project sites contain sensitive biological habitats with the potential for use by sensitive and/or protected species. A Biological Resources Report will be completed to identify and address any direct and/or cumulative biological resources impacts resulting from the project. Biological resources will be addressed in the DEIR.

d) 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?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: The project sites contain sensitive biological habitats with the potential for use by sensitive and/or protected species. A Biological Resources Report will be completed to identify and address any direct and/or cumulative biological resources impacts resulting from the project. Biological resources will be addressed in the DEIR.

e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: The project sites contain sensitive biological habitats with the potential for use by sensitive and/or protected species. A Biological Resources Report will be completed to identify and address any direct and/or cumulative biological resources impacts resulting from the project. Biological resources will be addressed in the DEIR.

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

- | | |
|--|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
|--|---|

- Less Than Significant With Mitigation Incorporated No Impact

Potentially Significant Impact: Cultural resources have been identified on the project sites, the significance of which will be evaluated within a Cultural Resources Report. Any direct and/or cumulative impacts to cultural resources that result from the project will be addressed in the DEIR.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

Potentially Significant Impact: Cultural resources have been identified on the project sites, the significance of which will be evaluated within a Cultural Resources Report. Any direct and/or cumulative impacts to cultural resources that result from the project will be addressed in the DEIR.

- c) Directly or indirectly destroy a unique geologic feature?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

San Diego County has a variety of geologic environments and geologic processes which generally occur in other parts of the state, country, and the world. However, some features stand out as being unique in one way or another within the boundaries of the County.

No Impact: The site does not contain any unique geologic features that have been listed in the County's Guidelines for Determining Significance for Unique Geology Resources nor does the site support any known geologic characteristics that have the potential to support unique geologic features.

- d) Directly or indirectly destroy a unique paleontological resource or site?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

No Impact: A review of the County's Paleontological Resources Maps indicates that the project sites are located entirely on plutonic igneous rock and have no potential for producing fossil remains.

e) Disturb any human remains, including those interred outside of formal cemeteries?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: Cultural resources have been identified on the project sites, the significance of which will be evaluated within a Cultural Resources Report. Any direct and/or cumulative impacts to cultural resources that result from the project will be addressed in the DEIR.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The project sites are not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California, or located within any other area with substantial evidence of a known fault. Therefore, there will be no impact from the exposure of people or structures to adverse effects from a known fault-rupture hazard zone as a result of this project.

ii. Strong seismic ground shaking?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: To ensure the structural integrity of all buildings and structures, the project must conform to the Seismic Requirements as outlined within the California Building Code. The County Code requires a soils compaction report with proposed foundation recommendations to be approved before the issuance of a building permit. Therefore, compliance with the California Building Code and the County Code ensures the project will not result in a potentially significant impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant with Mitigation Incorporated: Some portions of the project site contain potential liquefaction areas (along Tule Creek) and some proposed facilities will be located in fairly close proximity to this feature. Feasible foundation designs exist that can mitigate the liquefaction hazard (including liquefaction-induced lateral spreading). Prior to issuance of building permits, a geotechnical study shall be reviewed and approved which specifies foundation design adequate to preclude substantial damage to the proposed structures due to liquefaction. With a site-specific engineering design, impacts due to liquefaction would be less than significant. This issue will be addressed in the DEIR.

iv. Landslides?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The project site is not within a "Landslide Susceptibility Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. Landslide Susceptibility Areas were developed based on landslide risk profiles included in the *Multi-Jurisdictional Hazard Mitigation Plan, San Diego, CA* (URS, 2004). Landslide risk areas from this plan were based on data including steep slopes (greater than 25%); soil series data (SANDAG based on USGS 1970s series); soil-slip susceptibility from USGS; and Landslide Hazard Zone Maps (limited to western portion of the County) developed by the California Department of Conservation, Division of Mines and Geology (DMG). Also included within Landslide Susceptibility Areas are gabbroic soils on slopes steeper than 15% in grade because these soils are slide prone. Since the project is not located within an identified Landslide Susceptibility Area and the geologic environment has a low probability to become unstable, the project would have a less than significant impact from the exposure of people or structures to potential adverse effects from landslides.

b) Result in substantial soil erosion or the loss of topsoil?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact With Mitigation Incorporated: According to the Soil Survey of San Diego County, the soils on the Tierra Del Sol site are identified as La Posta rocky loamy coarse sand, 5 to 30 percent slopes, and the soils on the Rugged Solar site are identified as LcE2 (La Posta rocky loamy coarse sand, 5 to 30 percent slopes, eroded), KcC (Kitchen Creek loamy coarse sand, 5 to 9 percent slopes) and

MvC (Mottsville loamy coarse sand, 2 to 9 percent slopes). These soils have a soil erodibility rating of "severe" as indicated by the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. The project will develop a stormwater management plan that will detail how erodible soils will be protected during grading, construction, and operation of the proposed facilities. This issue will be addressed in the DEIR.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The proposed project involves site grading for installation of CPV solar trackers that would result in the creation of areas of cut and areas underlain by fill. In order to assure that any proposed buildings (including those proposed on the project site) are adequately supported (whether on native soils, cut or fill), a Soils Engineering Report is required as part of the Building Permit process. This Report would evaluate the strength of underlying soils and make recommendations on the design of building foundation systems. The Soils Engineering Report must demonstrate that a proposed building meets the structural stability standards required by the California Building Code. The report must be approved by the County prior to the issuance of a Building Permit. With this standard requirement, impacts would be less than significant. For further information regarding landslides, liquefaction, and lateral spreading, refer to VI Geology and Soils, Question a., iii-iv listed above.

- d) 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?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The project does not contain expansive soils as defined by Table 18-1-B of the Uniform Building Code (1994). The soils on-site are coarse sandy loams, loamy coarse sand, and loamy alluvial land. These soils have a shrink-swell behavior classified as low and represent no substantial risks to life or property. Therefore, the project will not create a substantial risk to life or property. This was confirmed by staff review of the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The project proposes to discharge domestic waste to on-site wastewater systems (OSWS), also known as septic systems. Discharged wastewater must conform to the Regional Water Quality Control Board's (RWQCB) applicable standards, including the Regional Basin Plan and the California Water Code. California Water Code Section 13282 allows RWQCBs to authorize a local public agency to issue permits for OSWS "to ensure that systems are adequately designed, located, sized, spaced, constructed and maintained." The RWQCBs with jurisdiction over San Diego County have authorized the County of San Diego, Department of Environmental Health (DEH) to issue certain OSWS permits throughout the County and within the incorporated cities. DEH will review the OSWS lay-out for the project pursuant to DEH, Land and Water Quality Division's, "On-site Wastewater Systems: Permitting Process and Design Criteria." In addition, the project will comply with the San Diego County Code of Regulatory Ordinances, Title 6, Div. 8, Chap. 3, Septic Tanks and Seepage Pits.

VII. GREENHOUSE GAS EMISSIONS – Would the project

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact with Mitigation Incorporated: Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature commonly referred to as global warming. This rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system, known as climate change. These changes are now broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

GHGs include carbon dioxide, methane, halocarbons (HFCs), and nitrous oxide, among others. Human induced GHG emissions are a result of energy production and consumption, and personal vehicle use, among other sources. A regional GHG inventory prepared for the San Diego Region¹ identified on-road transportation (cars and trucks) as the largest contributor of GHG emissions in the region, accounting for 46% of the total regional emissions. Electricity and natural gas combustion were the second (25%) and third (9%) largest regional contributors, respectively, to regional GHG emissions.

¹ San Diego County Greenhouse Gas Inventory: An Analysis of Regional Emissions and Strategies to Achieve AB 32 Targets. University of San Diego and the Energy Policy Initiatives Center (EPIC), September 2008.

Climate changes resulting from GHG emissions could produce an array of adverse environmental impacts including water supply shortages, severe drought, increased flooding, sea level rise, air pollution from increased formation of ground level ozone and particulate matter, ecosystem changes, increased wildfire risk, agricultural impacts, ocean and terrestrial species impacts, among other adverse effects.

In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as AB 32, which set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions.

According to the San Diego County Greenhouse Gas Inventory (2008), the region must reduce its GHG emissions by 33 percent from “business-as-usual” emissions to achieve 1990 emissions levels by the year 2020. “Business-as-usual” refers to the 2020 emissions that would have occurred in the absence of the mandated reductions.

Senate Bill 375 (SB 375), passed in 2008, links transportation and land use planning with global warming. It requires the California Air Resources Board (ARB) to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles. Under this law, if regions develop integrated land use, housing and transportation plans that meet SB 375 targets, new projects in these regions can be relieved of certain review requirements under CEQA. SANDAG has prepared a Sustainable Communities Strategy (SCS) which is a new element of the 2050 Regional Transportation Plan (RTP). The strategy identifies how regional greenhouse gas reduction targets, as established by the ARB, will be achieved through development patterns, transportation infrastructure investments, and/or transportation measures or policies that are determined to be feasible. The County of San Diego has also adopted Climate Change policies in the General Plan.

In addressing the potential for a project to generate GHG emissions that would have a potentially significant cumulative effect on the environment, a 900 metric ton threshold was selected to identify those projects that would be required to calculate emissions and implement mitigation measures to reduce a potentially significant impact. The 900 metric ton screening threshold is based on a threshold included in the CAPCOA white paper² that covers methods for addressing greenhouse gas emissions under CEQA. The CAPCOA white paper references the 900 metric ton guideline as a conservative threshold for requiring further analysis and mitigation. The 900 metric ton threshold was based on a review of data from four diverse cities (Los Angeles in southern California and Pleasanton, Dublin, and Livermore in northern California) to identify the threshold that would capture at least 90% of the residential units or office space on the pending applications list. This threshold will require a substantial portion of future development

² See CAPCOA White Paper : “CEQA & Climate Change: *Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*” January 2008 (<http://www.capcoa.org/rokdownloads/CEQA/CAPCOA%20White%20Paper.pdf>).

to minimize GHG emissions to ensure implementation of AB 32 targets is not impeded. By ensuring that projects that generate more than 900 metric tons of GHG implement mitigation measures to reduce emissions, it is expected that a majority of future development will contribute to emission reduction goals that will assist the region in meeting its GHG reduction targets.

It should be noted that an individual project's GHG emissions will generally not result in direct impacts under CEQA, as the climate change issue is global in nature, however an individual project could be found to contribute to a potentially significant cumulative impact. CEQA Guidelines Section 15130(f) states that an EIR shall analyze greenhouse gas emissions resulting from a proposed project when the incremental contribution of those emissions may be cumulatively considerable.

The project consists of four solar farm projects that will provide renewable energy. Although the proposed project facilitates the development of renewable energy sources in place of a typical fossil fuel-based electrical generation resulting in long-term air quality benefits, the development could have the potential to result in emissions related to construction activities and vehicle trips. Emissions from the construction activities are anticipated to be minimal, temporary and localized. Operational emissions are anticipated to be minimal and would be generated from vehicle trips for ongoing operation and maintenance activities. The project is expected to offset GHG emissions by serving as a longterm renewable energy source, thereby decreasing overall emissions attributable to electrical generation in California and assisting the State in meeting its 33% by 2020 Renewable Portfolio Standard. An Air Quality Study will be completed that will include an analysis of GHG emissions to quantify those emissions and determine whether the project has any potential impact. This subject will be addressed in the DEIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant with Mitigation Incorporated: In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as AB 32, which set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions.

Senate Bill 375 (SB 375), passed in 2008, links transportation and land use planning with global warming. It requires the California Air Resources Board (ARB) to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles. Under this law, if regions develop integrated land use, housing and transportation plans that meet SB 375 targets, new projects in these regions can be

relieved of certain review requirements under CEQA. SANDAG has prepared a Sustainable Communities Strategy (SCS) which is a new element of the 2050 Regional Transportation Plan (RTP). The strategy identifies how regional greenhouse gas reduction targets, as established by the ARB, will be achieved through development patterns, transportation infrastructure investments, and/or transportation measures or policies that are determined to be feasible.

To implement State mandates to address climate change in local land use planning, local land use jurisdictions are generally preparing GHG emission inventories and reduction plans and incorporating climate change policies into local General Plans to ensure development is guided by a land use plan that reduces GHG emissions. The County of San Diego has incorporated climate change policies into its General Plan. These policies provide direction for individual development projects to reduce GHG emissions and help the County meet its GHG emission reduction targets. The project will develop a Land Use Analysis that will include a discussion of how the project complies with General Plan policies to reduce GHG emissions.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

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

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The project includes the construction and operation of solar energy systems on various sites throughout the Mountain Empire Subregional Plan area and, more specifically, Boulevard Subregional Planning Area. The projects would also include transmission lines, internal roads, perimeter fencing and operations and maintenance structures.

Solar farms typically involve the use of the following chemicals: insulating oil, lubricating oil, solvents/detergents, and gasoline. However, the project will not result in a significant hazard to the public or environment because all storage, handling, transport, emission and disposal of hazardous substances will be in full compliance with local, State, and Federal regulations. California Government Code § 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, Section 25500-25520.

The San Diego County Department of Environmental Health Hazardous Materials Division (DEH HMD) is the Certified Unified Program Agency (CUPA) for San Diego County responsible for enforcing Chapter 6.95 of the Health and Safety Code. As the

CUPA, the DEH HMD is required to regulate hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans. The Hazardous Materials Business Plan is required to contain basic information on the location, type, quantity and health risks of hazardous materials stored, used, or disposed of onsite. The plan also contains an emergency response plan which describes the procedures for mitigating a hazardous release, procedures and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of the HMD, the Office of Emergency Services, and other emergency response personnel such as the local Fire Agency having jurisdiction. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts. Furthermore, the DEH HMD is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations; to identify safety hazards that could cause or contribute to an accidental spill or release; and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances.

From at least the early 1950s up to the present, the subject properties have been used in part as agricultural grazing land. In the northeastern portion of the Rugged Solar site that lies west of McCain Valley Road, was a San Diego Gas and Electric (SDG&E) laydown yard. The laydown yard was utilized by SDG&E to temporarily store equipment and supplies related to construction of the 500kV Sunrise Powerlink high voltage overhead transmission line. A Phase I Environmental Site Assessment was conducted to determine the extent, if any, of hazardous materials contamination onsite as a result of the historic and current uses. The Phase I found no recognized environmental conditions (RECs) identified for this site and no further assessment was recommended.

Therefore, due to the strict requirements that regulate hazardous substances outlined above and the fact that the initial planning, ongoing monitoring, and inspections will occur in compliance with local, State, and Federal regulation; the project will not result in any potentially significant impacts related to the routine transport, use, and disposal of hazardous substances or related to the accidental explosion or release of hazardous substances.

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

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The project sites are not located within one-quarter mile of an existing or proposed school. Therefore, the project will not have any effect on an existing or proposed school.

c) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known

to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less than Significant Impact: Based on a site visit and regulatory database search, the project site has not been subject to a release of hazardous substances that would create a significant hazard to the public or environment. The project site is not included in any of the following lists or databases: the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code Section 65962.5., the San Diego County Hazardous Materials Establishment database, the San Diego County DEH Site Assessment and Mitigation (SAM) Case Listing, the Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program Database ("CalSites" Envirostor Database), the Resource Conservation and Recovery Information System (RCRIS) listing, the EPA's Superfund CERCLIS database or the EPA's National Priorities List (NPL). Additionally, the project does not propose structures for human occupancy or significant linear excavation within 1,000 feet of an open, abandoned, or closed landfill, is not located on or within 250 feet of the boundary of a parcel identified as containing burn ash (from the historic burning of trash), is not on or within 1,000 feet of a Formerly Used Defense Site (FUDS), does not contain a leaking Underground Storage Tank (UST) and is not located on a site with the potential for contamination from historic uses such as intensive agriculture, industrial uses, a gas station or vehicle repair shop. Therefore, the project would not create a significant hazard to the public or environment.

d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The project sites are not located within an Airport Land Use Compatibility Plan (ALUCP), an Airport Influence Area, or a Federal Aviation Administration Height Notification Surface. Also, the project does not propose construction of any structure equal to or greater than 150 feet in height, constituting a safety hazard to aircraft and/or operations from an airport or heliport. Therefore, the project will not constitute a safety hazard for people residing or working in the project area.

e) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
|---|---|

- Less Than Significant With Mitigation Incorporated No Impact

No Impact: The project sites are not within one mile of a private airstrip. As a result, the project will not constitute a safety hazard for people residing or working in the project area.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

The following sections summarize the project's consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN AND MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN:

Less Than Significant Impact: The Operational Area Emergency Plan is a comprehensive emergency plan that defines responsibilities, establishes an emergency organization, defines lines of communications, and is designed to be part of the statewide Standardized Emergency Management System. The Operational Area Emergency Plan provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The Multi-Jurisdictional Hazard Mitigation Plan includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan also identifies goals, objectives and actions for each jurisdiction in the County of San Diego, including all cities and the County unincorporated areas. The project will not interfere with this plan because it will not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

No Impact: The San Diego County Nuclear Power Station Emergency Response Plan will not be interfered with by the project due to the location of the project, plant and the specific requirements of the plan. The emergency plan for the San Onofre Nuclear Generating Station (SONGS) includes an emergency planning zone within a 10-mile radius. All land area within 10 miles of SONGS is not within the jurisdiction of the unincorporated County and as such a project in the unincorporated area is not expected to interfere with any response or evacuation.

iii. OIL SPILL CONTINGENCY ELEMENT

No Impact: The Oil Spill Contingency Element will not be interfered with because the project is not located along the coastal zone or coastline.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

No Impact: The Emergency Water Contingencies Annex and Energy Shortage Response Plan will not be interfered with because the project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct.

v. DAM EVACUATION PLAN

No Impact: The Dam Evacuation Plan will not be interfered with because the project is not located within a dam inundation zone.

g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant With Mitigation Incorporated: Most of the project site areas are located within the Wildland Urban Interface. A Fire Protection Plan (FPP) will be prepared for the project that will describe how the project will comply with requirements related to emergency access, water supply, and fire suppression design measures in consideration of the high concentration of electrical equipment that will be present on the project site. The FPP will identify and address any direct and/or cumulative impacts resulting from the project regarding fire hazards, and these issues will also be discussed in the DEIR.

h) Propose a use, or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies, which are capable of transmitting significant public health diseases or nuisances?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The project does not involve or support uses that allow water to stand for a period of 72 hours (3 days) or more (e.g. artificial lakes, agricultural irrigation ponds). Also, the project does not involve or support uses that will produce or collect animal waste, such as equestrian facilities, agricultural operations (chicken coops, dairies etc.), solid waste facility or other similar uses. Therefore, the project will not substantially

increase current or future resident's exposure to vectors, including mosquitoes, rats or flies.

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any waste discharge requirements?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: The project site or offsite areas along a proposed transmission corridor may contain jurisdictional areas, and the project may propose discharges (in the form of soil material) to those areas during the construction phase of the project. If this occurs, the project may be required to obtain a Section 401 Water Quality Certification, General Construction Storm Water Permit, and Waste Discharge Requirements Permit from the San Diego Basin or Colorado River Basin Regional Water Quality Control Board (RWQCB's). The project will also discharge domestic waste to on-site wastewater systems (OSWS), also known as septic systems. These issues will be addressed in the DEIR.

b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: According to the Clean Water Act Section 303(d) list, the nearest impaired water body is the Tijuana River approximately 40 miles west of the project site. Therefore, it is unlikely that any pollutants that might be generated by the project would contribute to this impaired water body. Portions of the project site also lie in the Anza Borrego Hydrologic Unit of the Colorado River Basin. There are no listed impaired water bodies in this watershed. However, a Stormwater Management Plan will be prepared for the project that will address all necessary Best Management Practices (BMP's) to ensure that potential pollutants will be reduced in any runoff to the maximum extent practicable so as not to impact receiving waters. Water Quality will be discussed in the DEIR.

c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant With Mitigation Incorporated: A Stormwater Management Plan will be prepared for the project that will address all necessary Best Management Practices (BMP's) to ensure that potential pollutants will be reduced in any runoff to the maximum extent practicable so as not to impact receiving waters. Water Quality will be discussed in the DEIR.

- d) 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)?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: The project will rely on groundwater for water supply for the construction and operational phases of the project. A Groundwater Investigation report will be prepared to evaluate whether the project poses significant impacts to groundwater resources. This issue will be addressed in the DEIR.

- e) 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 off-site?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant With Mitigation Incorporated: The project proposes to place access roads, driveways or other improvements which may impede or redirect surface drainage. The applicant is required to provide a Drainage study indicating runoff quantities and conditions before and after development of the project, including analysis of existing and proposed drainage facility capacity and lines of inundation by the 100-year flood. In addition, the applicant will also provide Preliminary Grading Plans showing drainage patterns, improvements to storm drain system, inlets, points of entry into natural drainage channels, energy dissipaters, and any other applicable drainage features. This issue will be addressed in the DEIR.

- f) 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 off-site?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant With Mitigation Incorporated: The project proposes to place access roads, driveways or other improvements which may impede or redirect flood flows. The applicant is required to provide a Drainage study indicating runoff quantities and conditions before and after development of the project, including analysis of existing and proposed drainage facility capacity and lines of inundation by the 100-year flood. In addition, the applicant will also provide Preliminary Grading Plans showing drainage patterns, improvements to storm drain system, inlets, points of entry into natural drainage channels, energy dissipaters, and any other applicable drainage features. This issue will be addressed in the DEIR.

g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input checked="" type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Less Than Significant With Mitigation Incorporated: A Hydrology/Drainage Study will be prepared for the project that will evaluate all potential drainage facilities of the project and will ensure that adequate drainage facilities are included in the project design. This issue will be addressed in the DEIR.

h) Provide substantial additional sources of polluted runoff?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Less Than Significant Impact: No substantial additional sources of polluted runoff are anticipated to occur as a result of the project beyond those discussed in responses a through c above. A Stormwater Management Plan will be prepared for the project that will address all necessary Best Management Practices (BMP's) to ensure that potential pollutants will be reduced in any runoff to the maximum extent practicable so as not to impact receiving waters. Water Quality will be discussed in the DEIR.

i) 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, including County Floodplain Maps?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Less Than Significant Impact: Drainage swales, which are mapped on a FEMA floodplain map, a County Floodplain Map or have a watershed greater than 25 acres were identified on the Rugged Solar project site. However, the project is not proposing

to place structures for human occupation within these areas and will not place access roads or other improvements which will limit access during flood events or affect downstream properties.

j) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input checked="" type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Less Than Significant With Mitigation Incorporated: The project site contains drainage swales, which are identified as being 100-year flood hazard areas. In addition, the project proposes to place access roads, driveways or other improvements which may impede or redirect flood flows. The applicant is required to provide a Drainage study indicating runoff quantities and conditions before and after development of the project, including analysis of existing and proposed drainage facility capacity and lines of inundation by the 100-year flood. In addition, the applicant will also provide Preliminary Grading Plans showing drainage patterns, improvements to storm drain system, inlets, points of entry into natural drainage channels, energy dissipaters, and any other applicable drainage features. This issue will be addressed in the DEIR.

k) Expose people or structures to a significant risk of loss, injury or death involving flooding?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Potentially Significant Impact: The project proposes to place access roads, driveways or other improvements which may impede or redirect flood flows. The applicant is required to provide a Drainage study indicating runoff quantities and conditions before and after development of the project, including analysis of existing and proposed drainage facility capacity and lines of inundation by the 100-year flood. In addition, the applicant will also provide Preliminary Grading Plans showing drainage patterns, improvements to storm drain system, inlets, points of entry into natural drainage channels, energy dissipaters, and any other applicable drainage features. This issue will be addressed in the DEIR.

l) Expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> | No Impact |

No Impact: The project sites lay outside mapped dam inundation areas for a major dams/reservoirs within San Diego County. In addition, the project is not located immediately downstream of a minor dam that could potentially flood the property. Therefore, the project will not expose people to a significant risk of loss, injury or death involving flooding.

m) Inundation by seiche, tsunami, or mudflow?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

i. SEICHE

No Impact: The project sites are not located along the shoreline of a lake or reservoir; therefore, could not be inundated by a seiche.

ii. TSUNAMI

No Impact: The project sites are located more than a mile from the coast; therefore, in the event of a tsunami, would not be inundated.

iii. MUDFLOW

No Impact: Mudflow is type of landslide. The site is not located within a landslide susceptibility zone. In addition, though the project does propose land disturbance that will expose unprotected soils, the project is not located downstream from unprotected, exposed soils within a landslide susceptibility zone. Therefore, it is not anticipated that the project will expose people or property to inundation due to a mudflow.

X. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The proposed project includes approximately 1,473 acres of land for the development of solar farms. Although this infrastructure is quite extensive, it will not disrupt or divide the surrounding area which consists of sparsely populated rural residential and grazing land uses. Access along Tierra Del Sol Road, McCain Valley Road and Ribbonwood Road would not be disrupted or divided by the project.

b) 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?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: The proposed project is subject to the General Plan Rural Lands Regional Category and contains lands within the Rural Lands 80 (RL-80) Land Use Designation. The project is also subject to the policies of the Mountain Empire Subregional Plan and Boulevard Subregional Plan. The properties are zoned S92, A72 and A70. The proposed use can only be allowed with the approval of a Major Use Permit on the project site. The proposed project also requires a rezone and an agricultural preserve disestablishment. Additionally, the proposed project would require a GPA (GPA 12-010) to modify the Boulevard Subregional Plan to allow renewable energy projects through the Major Use Permit process, unless the Wind Energy Ordinance Amendment (POD 10-007 SCH No. 2009-00-003) and associated GPA is approved in advance,

A Community Character and Land Use Consistency Analysis Report will be developed for the project which will analyze the proposed project with regard to land use plans and policies and determine if there are any conflicts. This issue will be addressed in the DEIR.

XI. MINERAL RESOURCES -- Would the project:

a) 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?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less than Significant Impact: The lands within the project site have not been classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997). The project site is underlain by Cretaceous granitic rocks of the Peninsular Ranges batholith, which may contain mineral resource deposits suitable for crushed rock. However, due to the expensive mining and processing of crushed rock combined with transportation costs, this currently restricts crushed rock operations to urbanized areas within the Western San Diego Consumption Region of the County. Therefore, no potentially significant loss of availability of a known mineral resource of value to the region and the residents of the state will occur as a result of this project. Moreover, if the resources are not considered significant mineral deposits, loss of these resources cannot contribute to a potentially significant cumulative impact.

In addition, the Rugged Solar site has three historical mineral sites known as the Ward and Williams deposit, in which feldspar was previously mined. Reportedly, between 200 and 300 tons of feldspar was mined in the 1920s. As of 1963, potash feldspar was reported to no longer be mined in San Diego County due to the largest deposits being mined out and most of the smaller deposits (including the Ward and Williams deposit) yielding only small quantities of feldspar not thick enough to be potential sources of sustained supply. Additionally, small mine deposits such as the Ward and Williams deposit had no local mill in which to process crude feldspar. Since the Ward and Williams deposit is reportedly historically to be a very small producer of feldspar, it would not be of value to the region and the residents of the state. While the Ward and Williams deposits are not considered significant mineral deposits, the placement of CPV solar trackers over these deposits would not preclude future exploration of these mineral deposits if the CPV trackers were removed from these areas.

b) 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?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The project site is not located in an area that has MRZ-2 designated lands therefore; the proposed project would not result in the loss of availability of locally important mineral resource(s).

XII. NOISE -- Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: The project may produce noise during construction and operation phases of the project. A Noise Analysis Report will be prepared for the project that will evaluate noise generating sources of the project for conformance with the County Noise Ordinance and General Plan, and in comparison with existing noise levels on the project site. This issue will be addressed in the DEIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Potentially Significant Impact: The project may produce noise during construction and operation phases of the project. A Noise Analysis Report will be prepared for the project that will evaluate noise generating sources of the project for conformance with the County Noise Ordinance and General Plan, and in comparison with existing noise levels on the project site. Analysis will include the potential for groundbourne vibration and groundbourne vibration noise levels during the construction phase of the project. This issue will be addressed in the DEIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Potentially Significant Impact: The project may produce noise during construction and operation phases of the project. A Noise Analysis Report will be prepared for the project that will evaluate noise generating sources of the project for conformance with the County Noise Ordinance and General Plan, and in comparison with existing noise levels on the project site. This issue will be addressed in the DEIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Potentially Significant Impact: The project may produce noise during construction and operation phases of the project. A Noise Analysis Report will be prepared for the project that will evaluate noise generating sources of the project for conformance with the County Noise Ordinance and General Plan, and in comparison with existing noise levels on the project site. Analysis will include the potential for temporary or periodic increases in ambient noise levels in the project vicinity. This issue will be addressed in the DEIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> | No Impact |

No Impact: The project sites are not located within an Airport Land Use Compatibility Plan (ALUCP) for airports, or within 2 miles of a public airport or public use airport.

Therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The project sites are not located within a one-mile vicinity of a private airstrip; therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

XIII. POPULATION AND HOUSING -- Would the project:

a) 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)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The proposed project is for the development of four solar farms that would employ approximately 30 to 40 people during its operation. However, this physical change will not induce substantial population growth in the Mountain Empire and Boulevard area because there will be no extension of water, sewer or roadways into previously unserved areas and no regulatory changes are proposed that would allow increased population growth.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: No homes are located within the proposed Major Use Permit area proposed by the project. No homes will be displaced by proposed offsite transmission lines.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Incorporated

No Impact: No homes are located within the proposed Major Use Permit area proposed by the project. No homes will be displaced by proposed offsite transmission lines. Therefore, the project will not displace any people.

XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

- | | |
|--|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Potentially Significant Impact: The project does not propose residential use and is not expected to significantly alter the need for schools, parks, or sheriff facilities. However, a Fire Protection Plan will be prepared that will address whether new or altered fire protection facilities are required to serve the project. This issue will be addressed in the DEIR.

XV. RECREATION

a) Would the project 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?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input checked="" type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

No Impact: The project does not propose any residential use that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
|---|---|

- Less Than Significant With Mitigation Incorporated No Impact

No Impact: The project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, the construction or expansion of recreational facilities cannot have an adverse physical effect on the environment.

XVI. TRANSPORTATION AND TRAFFIC -- Would the project:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of the effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

The County of San Diego Guidelines for Determining Significance for Traffic and Transportation (Guidelines) establish measures of effectiveness for the performance of the circulation system. These Guidelines incorporate standards from the County of San Diego Public Road Standards and Mobility Element, the County of San Diego Transportation Impact Fee Program and the Congestion Management Program.

Less Than Significant With Mitigation Incorporated: The project will not have a direct impact related to a conflict with any performance measures establishing measures of effectiveness of the circulation system because the project trips do not exceed any of the County's Guidelines for Determining Significance for direct impacts related to Traffic and Transportation. As identified in the County's Guidelines for Determining Significance for Traffic and Transportation, the project trips would not result in a substantial increase in the number of vehicle trips, volume of capacity ratio on roads, or congestion at intersections in relation to existing conditions. In addition, the project would not conflict with policies related to non-motorized travel such as mass transit, pedestrian or bicycle facilities. Therefore, the project would not have a direct impact related to a conflict with policies establishing measures of the effectiveness for the performance of the circulation system.

Project ADTs will be distributed on Mobility Element roadways in the County some of which currently or are projected to operate at inadequate levels of service. The County of San Diego has developed an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portion of San Diego County. The TIF program creates a mechanism to proportionally fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. These new projects were based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze

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

These project trips therefore contribute to a potential significant cumulative impact and mitigation is required. The potential growth represented by this project was included in the growth projections upon which the TIF program is based. By ensuring TIF funds are spend for the specific roadway improvements identified in the TIF Program, the CEQA mitigation requirement is satisfied and the Mitigation Fee nexus is met. Therefore, payment of the TIF, which will be required at issuance of building permits, in combination with other components of the program described above, will mitigate potential cumulative traffic impacts to less than significant.

Pursuant to Section 15130(a)(3) of CEQA, analysis will be presented in the DEIR as to whether the project's contribution to a cumulative traffic impact can be considered to be less than cumulatively considerable and not significant.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation: The designated congestion management agency for the San Diego region is SANDAG. SANDAG is responsible for preparing the Regional Transportation Plan (RTP) of which the Congestion Management Program (CMP) is an element to monitor transportation system performance, develop programs to address near- and long-term congestion, and better integrate land use and transportation planning decisions. The CMP includes a requirement for enhanced CEQA review applicable to certain large developments that generate an equivalent of 2,400 or more average daily vehicle trips or 200 or more peak hour vehicle trips. These large projects must complete a traffic analysis that identifies the project's impacts on CMP system roadways, their associated costs, and identify appropriate mitigation. Early project coordination with affected public agencies, the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) is required to ensure that the impacts of new development on CMP transit performance measures are identified.

Less Than Significant Impact: The additional ADTs from the proposed project do not exceed the 2400 trips (or 200 peak hour trips) required for study under the region's Congestion Management Program. Therefore the project will not conflict with travel demand measures or other standards of the congestion management agency.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The proposed project is located outside of an Airport Influence Area and is not located within two miles of a public or public use airport; therefore, the project will not result in a change in air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The proposed project will not significantly alter roadway geometry on surrounding roads. A safe and adequate sight distance shall be required at all driveways and intersections to the satisfaction of the Director of the Department of Public Works. All road improvements will be constructed according to the County of San Diego Public and Private Road Standards. The proposed project will not place incompatible uses (e.g., farm equipment) on existing roadways. Therefore, the proposed project will not significantly increase hazards due to design features or incompatible uses.

e) Result in inadequate emergency access?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant With Mitigation Incorporated: A Fire Protection Plan (FPP) will be prepared for the project that will describe how the project will comply with requirements related to emergency access, water supply, and fire suppression design measures in consideration of the high concentration of electrical equipment that will be present on the project site. Adequate emergency access will be required of the project and the FPP will identify the necessary emergency access requirements. This issue will be discussed in the DEIR.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant: Project implementation will not result in the construction of any road improvements or new road design features that would interfere with the provision of public transit, bicycle or pedestrian facilities. In addition, the project does not generate sufficient travel demand to increase demand for transit, pedestrian or bicycle facilities. Therefore, the project will not conflict with policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The project proposes to discharge domestic waste to on-site wastewater systems (OSWS), also known as septic systems. Discharged wastewater must conform to the Regional Water Quality Control Board's (RWQCB) applicable standards, including the Regional Basin Plan and the California Water Code. California Water Code Section 13282 allows RWQCBs to authorize a local public agency to issue permits for OSWS "to ensure that systems are adequately designed, located, sized, spaced, constructed and maintained." The RWQCBs with jurisdiction over San Diego County have authorized the County of San Diego, Department of Environmental Health (DEH) to issue certain OSWS permits throughout the County and within the incorporated cities. DEH will review the OSWS lay-out for the project pursuant to DEH, Land and Water Quality Division's, "On-site Wastewater Systems: Permitting Process and Design Criteria" and ensure it will meet all requirements. Therefore, the project is consistent with the wastewater treatment requirements of the RWQCB as determined by the authorized, local public agency.

b) 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?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant With Mitigation Incorporated: The project will require a permit from the Department of Environmental Health for an appropriately sized and designed OSWS as described above in response a). Any environmental impacts from the OSWS would be evaluated with other appropriate technical reports such as for biological or cultural resources.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	Potentially Significant Impact	<input type="checkbox"/>	Less than Significant Impact
<input checked="" type="checkbox"/>	Less Than Significant With Mitigation Incorporated	<input type="checkbox"/>	No Impact

Less Than Significant With Mitigation Incorporated: The project will require appropriately sized and designed stormwater drainage facilities for the project to operate safely and efficiently as a solar farm. Any environmental impacts from the construction of drainage facilities would be evaluated with other appropriate technical reports such as drainage/flooding, biological or cultural resources.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input checked="" type="checkbox"/>	Potentially Significant Impact	<input type="checkbox"/>	Less than Significant Impact
<input type="checkbox"/>	Less Than Significant With Mitigation Incorporated	<input type="checkbox"/>	No Impact

Potentially Significant Impact: The project will rely on groundwater for water supply for the construction and operational phases of the project. A Groundwater Investigation report will be prepared to evaluate whether the project poses significant impacts to groundwater resources. This issue will be addressed in the DEIR.

- e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

<input type="checkbox"/>	Potentially Significant Impact	<input type="checkbox"/>	Less than Significant Impact
<input type="checkbox"/>	Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/>	No Impact

No Impact: The proposed project will rely completely on an on-site wastewater system (septic system); therefore, the project will not interfere with any wastewater treatment provider's service capacity.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Less Than Significant Impact: Implementation of the project will generate solid waste. All solid waste facilities, including landfills require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440et seq.). There are five, permitted active landfills in San Diego County with remaining capacity. Therefore, there is sufficient existing permitted solid waste capacity to accommodate the project's solid waste disposal needs.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Less than Significant Impact: Implementation of the project will generate solid waste. All solid waste facilities, including landfills require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440et seq.). The project will deposit all solid waste at a permitted solid waste facility and therefore, will comply with Federal, State, and local statutes and regulations related to solid waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Potentially Significant: Per the instructions for evaluating environmental impacts in this Initial Study, the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop

below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in sections IV and V of this form. In addition to project specific impacts, this evaluation considered the projects potential for significant cumulative effects. As a result of this evaluation, the project was determined to have potential significant effects related to biological resources and cultural resources. Therefore, this project has been determined to potentially meet this Mandatory Finding of Significance.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Potentially Significant Impact: Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in sections I through XVIII of this form. In addition to project specific impacts, this evaluation considered the projects potential for incremental effects that are cumulatively considerable. As a result of this evaluation, there were determined to be potentially significant cumulative effects related to Aesthetics, Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Water Quality, Noise, Land Use Planning, Public Services (Fire Service), and Traffic. Therefore, this project has been determined to potentially meet this Mandatory Finding of Significance.

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Potentially Significant Impact: In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to certain questions in sections I. Aesthetics, III. Air Quality, VI. Geology and Soils, VIII. Hazards and Hazardous Materials, IX Hydrology and Water Quality XII. Noise, XIII. Population and Housing, and XVI. Transportation and Traffic. As a result of this evaluation, there were determined to be potentially significant effects related to Aesthetics, Air Quality, Hazards (Fire Service), Water Quality, Noise, and Traffic. While mitigation has been proposed in some instances that reduce these significant effects to a level below significance, the effectiveness of this mitigation to

clearly reduce the impact to a level below significance is unclear. Therefore, this project has been determined to potentially meet this Mandatory Finding of Significance.

XIX. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

All references to Federal, State and local regulation are available on the Internet. For Federal regulation refer to <http://www4.law.cornell.edu/uscode/>. For State regulation refer to www.leginfo.ca.gov. For County regulation refer to www.amlegal.com. All other references are available upon request.

AESTHETICS

California Street and Highways Code [California Street and Highways Code, Section 260-283.
(<http://www.leginfo.ca.gov>)

California Scenic Highway Program, California Streets and Highways Code, Section 260-283.
(<http://www.dot.ca.gov/hq/LandArch/scenic/scpr.htm>)

County of San Diego, Department of Planning and Land Use. The Zoning Ordinance of San Diego County. Sections 5200-5299; 5700-5799; 5900-5910, 6322-6326.
(www.co.san-diego.ca.us)

County of San Diego, Board Policy I-73: Hillside Development Policy. (www.co.san-diego.ca.us)

County of San Diego, Board Policy I-104: Policy and Procedures for Preparation of Community Design Guidelines, Section 396.10 of the County Administrative Code and Section 5750 et seq. of the County Zoning Ordinance. (www.co.san-diego.ca.us)

County of San Diego Light Pollution Code, Title 5, Division 9 (Sections 59.101-59.115 of the County Code of Regulatory Ordinances) as added by Ordinance No 6900, effective January 18, 1985, and amended July 17, 1986 by Ordinance No. 7155. (www.amlegal.com)

County of San Diego Wireless Communications Ordinance [San Diego County Code of Regulatory Ordinances. (www.amlegal.com)

Design Review Guidelines for the Communities of San Diego County. (Alpine, Bonsall, Fallbrook, Julian, Lakeside, Ramona, Spring Valley, Sweetwater, Valley Center).

Federal Communications Commission, Telecommunications Act of 1996 [Telecommunications Act of 1996, Pub. LA. No. 104-104, 110 Stat. 56 (1996).
(<http://www.fcc.gov/Reports/tcom1996.txt>)

Institution of Lighting Engineers, Guidance Notes for the Reduction of Light Pollution, Warwickshire, UK, 2000
(<http://www.dark-skies.org/ile-gd-e.htm>)

International Light Inc., Light Measurement Handbook, 1997.
(www.intl-light.com)

Rensselaer Polytechnic Institute, Lighting Research Center, National Lighting Product Information Program (NLPPI), Lighting Answers, Volume 7, Issue 2, March 2003.
(www.lrc.rpi.edu)

US Census Bureau, Census 2000, Urbanized Area Outline Map, San Diego, CA.
(<http://www.census.gov/geo/www/maps/ua2kmaps.htm>)

US Department of the Interior, Bureau of Land Management (BLM) modified Visual Management System.
(www.blm.gov)

US Department of Transportation, Federal Highway Administration (FHWA) Visual Impact Assessment for Highway Projects.

US Department of Transportation, National Highway System Act of 1995 [Title III, Section 304. Design Criteria for the National Highway System.
(<http://www.fhwa.dot.gov/legsregs/nhsdatoc.html>)

AGRICULTURE RESOURCES

California Department of Conservation, Farmland Mapping and Monitoring Program, "A Guide to the Farmland Mapping and Monitoring Program," November 1994.
(www.consrv.ca.gov)

California Department of Conservation, Office of Land Conversion, "California Agricultural Land Evaluation and Site Assessment Model Instruction Manual," 1997.
(www.consrv.ca.gov)

California Farmland Conservancy Program, 1996.
(www.consrv.ca.gov)

California Land Conservation (Williamson) Act, 1965.
(www.ceres.ca.gov, www.consrv.ca.gov)

California Right to Farm Act, as amended 1996.
(www.qp.gov.bc.ca)

County of San Diego Agricultural Enterprises and Consumer Information Ordinance, 1994, Title 6, Division 3, Ch. 4. Sections 63.401-63.408. (www.amlegal.com)

County of San Diego, Department of Agriculture, Weights and Measures, "2002 Crop Statistics and Annual Report," 2002. (www.sdcounty.ca.gov)

United States Department of Agriculture, Natural Resource Conservation Service LESA System.
(www.nrcs.usda.gov, www.swcs.org).

United States Department of Agriculture, Soil Survey for the San Diego Area, California. 1973. (soils.usda.gov)

AIR QUALITY

CEQA Air Quality Analysis Guidance Handbook, South Coast Air Quality Management District, Revised November 1993. (www.aqmd.gov)

County of San Diego Air Pollution Control District's Rules and Regulations, updated August 2003. (www.co.san-diego.ca.us)

Federal Clean Air Act US Code; Title 42; Chapter 85 Subchapter 1. (www4.law.cornell.edu)

BIOLOGY

California Department of Fish and Game (CDFG). Southern California Coastal Sage Scrub Natural Community Conservation Planning Process Guidelines. CDFG and California Resources Agency, Sacramento, California. 1993. (www.dfg.ca.gov)

County of San Diego, An Ordinance Amending the San Diego County Code to Establish a Process for Issuance of the Coastal Sage Scrub Habitat Loss Permits and Declaring the Urgency Thereof to Take Effect Immediately, Ordinance No. 8365. 1994, Title 8, Div 6, Ch. 1. Sections 86.101-86.105, 87.202.2. (www.amlegal.com)

County of San Diego, Biological Mitigation Ordinance, Ord. Nos. 8845, 9246, 1998 (new series). (www.co.san-diego.ca.us)

County of San Diego, Implementing Agreement by and between United States Fish and Wildlife Service, California Department of Fish and Game and County of San Diego. County of San Diego, Multiple Species Conservation Program, 1998.

County of San Diego, Multiple Species Conservation Program, County of San Diego Subarea Plan, 1997.

Holland, R.R. Preliminary Descriptions of the Terrestrial Natural Communities of California. State of California, Resources Agency, Department of Fish and Game, Sacramento, California, 1986.

Memorandum of Understanding [Agreement Between United States Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), California Department of Forestry and Fire Protection (CDF), San Diego County Fire Chief's Association and the Fire District's Association of San Diego County.

Stanislaus Audubon Society, Inc. v County of Stanislaus (5th Dist. 1995) 33 Cal.App.4th 144, 155-159 [39 Cal. Rptr.2d 54]. (www.ceres.ca.gov)

U.S. Army Corps of Engineers Environmental Laboratory. Corps of Engineers Wetlands Delineation Manual. U.S. Army Corps of Engineers, Wetlands Research Program Technical Report Y-87-1. 1987. (<http://www.wes.army.mil/>)

U.S. Environmental Protection Agency. America's wetlands: our vital link between land and water. Office of Water, Office of Wetlands, Oceans and Watersheds. EPA843-K-95-001. 1995b. (www.epa.gov)

U.S. Fish and Wildlife Service and National Marine Fisheries Service. Habitat Conservation Planning Handbook. Department of Interior, Washington, D.C. 1996. (endangered.fws.gov)

U.S. Fish and Wildlife Service and National Marine Fisheries Service. Consultation Handbook: Procedures for Conducting Consultation and Conference Activities Under Section 7 of the Endangered Species Act. Department of Interior, Washington, D.C. 1998. (endangered.fws.gov)

U.S. Fish and Wildlife Service. Environmental Assessment and Land Protection Plan for the Vernal Pools Stewardship Project. Portland, Oregon. 1997.

U.S. Fish and Wildlife Service. Vernal Pools of Southern California Recovery Plan. U.S. Department of Interior, Fish and Wildlife Service, Region One, Portland, Oregon, 1998. (ecos.fws.gov)

U.S. Fish and Wildlife Service. Birds of conservation concern 2002. Division of Migratory. 2002. (migratorybirds.fws.gov)

CULTURAL RESOURCES

California Health & Safety Code. §18950-18961, State Historic Building Code. (www.leginfo.ca.gov)

California Health & Safety Code. §5020-5029, Historical Resources. (www.leginfo.ca.gov)

California Health & Safety Code. §7050.5, Human Remains. (www.leginfo.ca.gov)

California Native American Graves Protection and Repatriation Act, (AB 978), 2001. (www.leginfo.ca.gov)

California Public Resources Code §5024.1, Register of Historical Resources. (www.leginfo.ca.gov)

California Public Resources Code. §5031-5033, State Landmarks. (www.leginfo.ca.gov)

California Public Resources Code. §5097-5097.6, Archaeological, Paleontological, and Historic Sites. (www.leginfo.ca.gov)

California Public Resources Code. §5097.9-5097.991, Native American Heritage. (www.leginfo.ca.gov)

City of San Diego. Paleontological Guidelines. (revised) August 1998.

County of San Diego, Local Register of Historical Resources (Ordinance 9493), 2002. (www.co.san-diego.ca.us)

Demere, Thomas A., and Stephen L. Walsh. Paleontological Resources San Diego County. Department of Paleontology, San Diego Natural History Museum. 1994.

Moore, Ellen J. Fossil Mollusks of San Diego County. San Diego Society of Natural history. Occasional; Paper 15. 1968.

U.S. Code including: American Antiquities Act (16 USC §431-433) 1906. Historic Sites, Buildings, and Antiquities Act (16 USC §461-467), 1935. Reservoir Salvage Act (16 USC §469-469c) 1960. Department of Transportation Act (49 USC §303) 1966. National Historic Preservation Act (16 USC §470 et seq.) 1966. National Environmental Policy Act (42 USC §4321) 1969. Coastal Zone Management Act (16 USC §1451) 1972. National Marine Sanctuaries Act (16 USC §1431) 1972. Archaeological and Historical Preservation Act (16 USC §469-469c) 1974. Federal Land Policy and Management Act (43 USC §35) 1976. American Indian Religious Freedom Act (42 USC §1996 and 1996a) 1978. Archaeological Resources Protection Act (16 USC §470aa-mm) 1979. Native American Graves Protection and Repatriation Act (25 USC §3001-3013) 1990. Intermodal Surface Transportation Efficiency Act (23 USC §101, 109) 1991. American Battlefield Protection Act (16 USC 469k) 1996. (www4.law.cornell.edu)

GEOLOGY & SOILS

California Department of Conservation, Division of Mines and Geology, California Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997. (www.consrv.ca.gov)

California Department of Conservation, Division of Mines and Geology, Fault-Rupture Hazard Zones in California, Special Publication 42, revised 1997. (www.consrv.ca.gov)

California Department of Conservation, Division of Mines and Geology, Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California, 1997. (www.consrv.ca.gov)

County of San Diego Code of Regulatory Ordinances Title 6, Division 8, Chapter 3, Septic Ranks and Seepage Pits. (www.amlegal.com)

County of San Diego Department of Environmental Health, Land and Water Quality Division, February 2002. On-site Wastewater Systems (Septic Systems): Permitting Process and Design Criteria. (www.sdcountry.ca.gov)

County of San Diego Natural Resource Inventory, Section 3, Geology.

United States Department of Agriculture, Soil Survey for the San Diego Area, California. 1973. (soils.usda.gov)

HAZARDS & HAZARDOUS MATERIALS

American Planning Association, Zoning News, "Saving Homes from Wildfires: Regulating the Home Ignition Zone," May 2001.

California Building Code (CBC), Seismic Requirements, Chapter 16 Section 162. (www.buildersbook.com)

California Education Code, Section 17215 and 81033. (www.leginfo.ca.gov)

California Government Code. § 8585-8589, Emergency Services Act. (www.leginfo.ca.gov)

California Hazardous Waste and Substances Site List. April 1998. (www.dtsc.ca.gov)

California Health & Safety Code Chapter 6.95 and §25117 and §25316. (www.leginfo.ca.gov)

California Health & Safety Code § 2000-2067. (www.leginfo.ca.gov)

California Health & Safety Code. §17922.2. Hazardous Buildings. (www.leginfo.ca.gov)

California Public Utilities Code, SDCRAA. Public Utilities Code, Division 17, Sections 170000-170084. (www.leginfo.ca.gov)

California Resources Agency, "OES Dam Failure Inundation Mapping and Emergency Procedures Program", 1996. (ceres.ca.gov)

County of San Diego, Department of Environmental Health, Hazardous Materials Division. California Accidental Release Prevention Program (CalARP) Guidelines. (<http://www.sdcountry.ca.gov/>, www.oes.ca.gov)

County of San Diego, Department of Environmental Health, Hazardous Materials Division. Hazardous Materials Business Plan Guidelines. (www.sdcountry.ca.gov)

Uniform Building Code. (www.buildersbook.com)

Uniform Fire Code 1997 edition published by the Western Fire Chiefs Association and the International Conference of Building Officials, and the National Fire Protection Association Standards 13 & 13-D, 1996 Edition, and 13-R, 1996 Edition. (www.buildersbook.com)

HYDROLOGY & WATER QUALITY

American Planning Association, Planning Advisory Service Report Number 476 Non-point Source Pollution: A Handbook for Local Government

California Department of Water Resources, California Water Plan Update. Sacramento: Dept. of Water Resources State of California. 1998. (rubicon.water.ca.gov)

California Department of Water Resources, California's Groundwater Update 2003 Bulletin 118, April 2003. (www.groundwater.water.ca.gov)

California Department of Water Resources, Water Facts, No. 8, August 2000. (www.dpla2.water.ca.gov)

California Disaster Assistance Act. Government Code, § 8680-8692. (www.leginfo.ca.gov)

California State Water Resources Control Board, NPDES General Permit Nos. CAS000001 INDUSTRIAL ACTIVITIES (97-03-DWQ) and CAS000002 Construction Activities (No. 99-08-DWQ) (www.swrcb.ca.gov)

California Storm Water Quality Association, California Storm Water Best Management Practice Handbooks, 2003.

California Water Code, Sections 10754, 13282, and 60000 et seq. (www.leginfo.ca.gov)

Colorado River Basin Regional Water Quality Control Board, Region 7, Water Quality Control Plan. (www.swrcb.ca.gov)

County of San Diego Regulatory Ordinance, Title 8, Division 7, Grading Ordinance. Grading, Clearing and Watercourses. (www.amlegal.com)

County of San Diego, Groundwater Ordinance. #7994. (www.sdcountry.ca.gov, <http://www.amlegal.com/>)

County of San Diego, Project Clean Water Strategic Plan, 2002. (www.projectcleanwater.org)

County of San Diego, Watershed Protection, Storm Water Management, and Discharge Control Ordinance, Ordinance Nos. 9424 and 9426. Chapter 8, Division 7, Title 6 of the San Diego County Code of Regulatory Ordinances and amendments. (www.amlegal.com)

County of San Diego. Board of Supervisors Policy I-68. Diego Proposed Projects in Flood Plains with Defined Floodways. (www.co.san-diego.ca.us)

Federal Water Pollution Control Act (Clean Water Act), 1972, Title 33, Ch.26, Sub-Ch.1. (www4.law.cornell.edu)

Freeze, Allan and Cherry, John A., Groundwater, Prentice-Hall, Inc. New Jersey, 1979.

Heath, Ralph C., Basic Ground-Water Hydrology, United States Geological Survey Water-Supply Paper; 2220, 1991.

National Flood Insurance Act of 1968. (www.fema.gov)

National Flood Insurance Reform Act of 1994. (www.fema.gov)

Porter-Cologne Water Quality Control Act, California Water Code Division 7. Water Quality. (ceres.ca.gov)

San Diego Association of Governments, Water Quality Element, Regional Growth Management Strategy, 1997. (www.sandag.org)

San Diego Regional Water Quality Control Board, NPDES Permit No. CAS0108758. (www.swrcb.ca.gov)

San Diego Regional Water Quality Control Board, Water Quality Control Plan for the San Diego Basin. (www.swrcb.ca.gov)

LAND USE & PLANNING

California Department of Conservation Division of Mines and Geology, Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production Consumption Region, 1996. (www.consrv.ca.gov)

California Environmental Quality Act, Public Resources Code 21000-21178; California Code of Regulations, Guidelines for Implementation of CEQA, Appendix G, Title 14, Chapter 3, §15000-15387. (www.leginfo.ca.gov)

California State Mining and Geology Board, SP 51, California Surface Mining and Reclamation Policies and Procedures, January 2000. (www.consrv.ca.gov)

County of San Diego, Board of Supervisors Policy I-84: Project Facility. (www.sdcountry.ca.gov)

County of San Diego, Board Policy I-38, as amended 1989. (www.sdcountry.ca.gov)

County of San Diego, General Plan as adopted August 3, 2011. (ceres.ca.gov)

County of San Diego. Resource Protection Ordinance, compilation of Ord.Nos. 7968, 7739, 7685 and 7631. 1991.

Design Review Guidelines for the Communities of San Diego County.

MINERAL RESOURCES

National Environmental Policy Act, Title 42, 36.401 et. seq. 1969. (www4.law.cornell.edu)

Subdivision Map Act, 2011. (ceres.ca.gov)

U.S. Geologic Survey, Causey, J. Douglas, 1998, MAS/MILS Mineral Location Database.

U.S. Geologic Survey, Frank, David G., 1999, (MRDS) Mineral Resource Data System.

NOISE

California State Building Code, Part 2, Title 24, CCR, Appendix Chapter 3, Sound Transmission Control, 1988. (www.buildersbook.com)

County of San Diego Code of Regulatory Ordinances, Title 3, Div 6, Chapter 4, Noise Abatement and Control, effective February 4, 1982. (www.amlegal.com)

County of San Diego General Plan, Noise Element, effective August 3, 2011. (ceres.ca.gov)

Federal Aviation Administration, Federal Aviation Regulations, Part 150 Airport Noise Compatibility Planning (revised January 18, 1985). (<http://www.access.gpo.gov/>)

Harris Miller Miller and Hanson Inc., *Transit Noise and Vibration Impact Assessment*, April 1995. (<http://ntl.bts.gov/data/rail05/rail05.html>)

International Standard Organization (ISO), ISO 362; ISO 1996 1-3; ISO 3095; and ISO 3740-3747. (www.iso.ch)

U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch. "Highway Traffic Noise Analysis and Abatement Policy and Guidance," Washington, D.C., June 1995. (<http://www.fhwa.dot.gov/>)

POPULATION & HOUSING

Housing and Community Development Act of 1974, 42 USC 5309, Title 42--The Public Health And Welfare, Chapter 69--Community Development, United States Congress, August 22, 1974. (www4.law.cornell.edu)

National Housing Act (Cranston-Gonzales), Title 12, Ch. 13. (www4.law.cornell.edu)

San Diego Association of Governments Population and Housing Estimates, November 2000. (www.sandag.org)

US Census Bureau, Census 2000. (<http://www.census.gov/>)

RECREATION

County of San Diego Code of Regulatory Ordinances, Title 8, Division 10, Chapter PLDO, §810.101 et seq. Park Lands Dedication Ordinance. (www.amlegal.com)

TRANSPORTATION/TRAFFIC

California Aeronautics Act, Public Utilities Code, Section 21001 et seq. (www.leginfo.ca.gov)

California Department of Transportation, Division of Aeronautics, California Airport Land Use Planning Handbook, January 2002.

California Department of Transportation, Environmental Program Environmental Engineering – Noise, Air Quality, and Hazardous Waste Management Office. "Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects," October 1998. (www.dot.ca.gov)

California Public Utilities Code, SDCRAA. Public Utilities Code, Division 17, Sections 170000-170084. (www.leginfo.ca.gov)

California Street and Highways Code. California Street and Highways Code, Section 260-283. (www.leginfo.ca.gov)

County of San Diego, Alternative Fee Schedules with Pass-By Trips Addendum to Transportation Impact Fee Reports, March 2005. (<http://www.sdcountry.ca.gov/dpw/land/pdf/TransImpactFee/attach.pdf>)

County of San Diego Transportation Impact Fee Report. January 2005. (<http://www.sdcountry.ca.gov/dpw/permits-forms/manuals.html>)

Fallbrook & Ramona Transportation Impact Fee Report, County of San Diego, January 2005. (<http://www.sdcountry.ca.gov/dpw/permits-forms/manuals.html>)

Office of Planning, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, April 1995.

San Diego Association of Governments, 2020 Regional Transportation Plan. Prepared by the San Diego Association of Governments. (www.sandag.org)

San Diego County Regional Airport Authority ALUCP'S (http://www.san.org/sdcraa/airport_initiatives/land_use/adopted_docs.aspx)

US Code of Federal Regulations, Federal Aviation Regulations (FAR), Objects Affecting Navigable Airspace, Title 14, Chapter 1, Part 77. (www.gpoaccess.gov)

UTILITIES & SERVICE SYSTEMS

California Code of Regulations (CCR), Title 14. Natural Resources Division, CIWMB Division 7; and Title 27, Environmental Protection Division 2, Solid Waste. (ccr.oal.ca.gov)

California Integrated Waste Management Act. Public Resources Code, Division 30, Waste Management, Sections 40000-41956. (www.leginfo.ca.gov)

County of San Diego, Board of Supervisors Policy I-78: Small Wastewater. (www.sdcountry.ca.gov)

Unified San Diego County Emergency Services Organization Annex T Emergency Water Contingencies, October 1992. (www.co.san-diego.ca.us)

United States Department of Agriculture, Natural Resource Conservation Service LESA System.

United States Department of Agriculture, Soil Survey for the San Diego Area, California. 1973.

US Census Bureau, Census 2000.

US Code of Federal Regulations, Federal Aviation Regulations (FAR), Objects Affecting Navigable Airspace, Title 14, Chapter 1, Part 77.

US Department of the Interior, Bureau of Land Management (BLM) modified Visual Management System.

US Department of Transportation, Federal Highway Administration (FHWA) Visual Impact Assessment for Highway Projects.