

APPENDIX A

NOTICE OF PREPARATION (NOP) AND RESPONSES

NOTICE OF PREPARATION ENVIRONMENTAL IMPACT REPORT – FORRESTER CREEK INDUSTRIAL PARK PROJECT CITY OF EL CAJON

SUMMARY

The City of El Cajon is evaluating a request by Pacific Scene Commercial to construct a new industrial park on a 40.84-acre site. The project site is located at the northwest corner of Weld Boulevard and Cuyamaca Street in El Cajon. The site is part of the Gillespie Field Airport, a general aviation airport, which consists of approximately 750 acres. Gillespie Field is owned and operated by the County of San Diego. The proposed project will require a General Plan Amendment to change the General Plan land use designation to Industrial Park and a rezone to the M (Manufacturing) zone.

Under the requirements of the California Environmental Quality Act (CEQA) and its Guidelines, the City of El Cajon is the Lead Agency for environmental review and must evaluate the potentially significant environmental effects of the proposed project. The City of El Cajon has determined that an Environmental Impact Report (EIR) will be prepared to assess the proposed project's effects on the environment, to identify potentially significant impacts, and to identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts.

This Notice of Preparation (NOP) is being circulated pursuant to California Resources Code Section 21153(a) and CEQA Guidelines Section 15082. Public agencies and the public are invited to comment on the proposed scope and content of the environmental information to be included in the EIR. A 30-day comment period is provided to return written comments to the City. All comments should be directed to the City of El Cajon at the following address:

Anthony Shute, Senior Planner
Planning Division
200 E. Main Street
El Cajon, CA 92020
Fax: (619) 441-1743

ENVIRONMENTAL SETTING

Project Site

The project site consists of approximately 40.84 acres located on the northwest corner of Weld Boulevard and Cuyamaca Street. The site is located in the northwestern corner of the Gillespie Field Airport in the City of El Cajon. The site varies in elevation by approximately 20 feet, and slopes from elevations of 370 feet above mean sea level (AMSL) along the southern and western site boundaries to a low point of approximately 350 feet AMSL at the northeastern corner of the site.

The majority of the project site is undeveloped, except for the southwest corner of the site which is used as a County of San Diego Operations Facility. The central portion of the site is currently used as a golf driving range. This portion of the site is mostly disturbed and devoid of native vegetation. A small building and parking area are located in the south-central portion of the site which are used to support the driving range. The eastern portion of the site is currently undeveloped and contains some vegetation. An existing concrete drainage channel, Forrester Creek, runs through the northeast corner of the project site.

The property is designated as Open Space, Public Institution and Special Designation Area 1 (SDA-1) on the City's General Plan. A General Plan amendment is required to change the land use designation of the property to Industrial Park. The project site is currently zoned as OS (Open Space). A rezone is also required to change the zoning to M (Manufacturing).

Surrounding Uses and Circulation System

The project site is located within the City of El Cajon bordering the City of Santee on the western and northern site perimeters. The project site is bounded by Cuyamaca Street to the east, Weld Boulevard to the south, low-medium density residential and industrial land uses to the west, and general industrial land uses to the north. The project site is also within the Gillespie Field Airport land use plan, which extends to the southeast of the site.

Access to the project site would be provided via Weld Boulevard and Cuyamaca Street. Weld Boulevard is classified as a secondary thoroughfare in the General Plan Circulation Element and Cuyamaca Street is classified as a primary thoroughfare. A regional map and location map of the project area are included as Figure 1 and Figure 2, respectively.

PROJECT DESCRIPTION

The proposed development would consist of a maximum of 500,000 square feet (SF) of multi-tenant industrial space, combining light industrial and warehouse uses. The project would be constructed in three phases. The conceptual design of the project site is described below.

Phase 1 of the project would include the construction of a fourth, northern leg of the Weld Boulevard/Gillespie Way intersection. At this intersection, Gillespie Way would be extended to the north from its current terminus at Weld Boulevard. The new northern extension of Gillespie Way would serve as the primary access into the Forrester Creek Industrial Park and would run in a north-south direction along the eastern perimeter of the County Operations Facility. The terminus of the proposed roadway extension would be a cul-de-sac with driveways leading to the various buildings and parking areas within the industrial complex. Phase I would include approximately 200,000 SF of building space on the southeastern portion of the site. It is anticipated that Phase 1 would include the construction of three industrial buildings and associated parking.

Phase 2 would consist of approximately 150,000 SF of industrial building space and associated parking on the northeastern portion of the site. Phase 3 would consist of approximately 150,000 SF of industrial building space along the western perimeter of the property and associated parking areas.

The proposed project would include a rezone of the existing County Operations Facility in the southwestern corner of the project site to the M zone. However, the project would not involve any physical alteration to this portion of the site. It would continue to be used by the County for maintenance and operation of County equipment after construction of the proposed industrial park.

TOPICS TO BE ANALYZED IN THE EIR

Air Quality. The EIR will include the preparation of a technical air quality analysis and a description of the findings of the air quality analysis in the document. The air quality analysis will address the project's potential impacts from construction activities and operational impacts associated with the project increases in traffic and energy use. The EIR will also discuss project consistency with applicable air quality regulations.

Biological Resources. A biological resources technical report will be prepared for the proposed project. The EIR will describe the findings of the biological technical report including potential impacts to sensitive habitats, plant or animal species. The EIR will also discuss project consistency with applicable biology regulations.

Cultural Resources. A cultural resources report will be prepared for the proposed project site. The EIR will describe the findings of the cultural resources field survey and literature review and will identify any significant cultural resources which may be located onsite or within 0.5-mile of the project site.

Geology and Soils. The EIR will describe the findings of the geotechnical report prepared for the project site and will identify any potential geologic hazards which may result from implementation of the proposed project.

Hydrology and Water Quality. The EIR will include a discussion of applicable regulations governing both hydrology and water quality. In particular, the EIR will demonstrate that the project complies with the City's Stormwater Standards Manual and all applicable code requirements addressing stormwater management, or require mitigation to ensure compliance.

Land Use Compatibility. The EIR will analyze the project's compatibility with all relevant plans and policies including the elements of the El Cajon General Plan and Development Code, and applicable local plans. The land use analysis will also include a review of the project's consistency with any applicable regional plans and policies, and address physical compatibility with all surrounding land uses and policies.

Public Services. The EIR will address potential impacts to public services including law enforcement and fire and emergency service.

Transportation/Circulation. A traffic impact study will be prepared for the proposed project that analyzes short-term and long-term traffic impacts of the project utilizing the City's established traffic modeling techniques. The EIR will summarize the findings of the traffic impact study and determine if implementation of the project would negatively affect any local roadway segments and/or intersections.

Utilities and Service Systems. The EIR will address potential impacts to utilities and service systems including the ability to provide adequate water, sewer and solid waste removal services to the project site.

TOPICS EXCLUDED FROM ANALYSIS IN THE EIR

The following topics will not be evaluated in the EIR because the project is not anticipated to result in a significant environmental effect with respect to these issues.

Aesthetics. The project site is located in an industrial area and does not contain any public views that would be affected by the construction or operation of the proposed project. In addition, the project is an industrial business park and would be visually compatible with surrounding land uses. Therefore, this issue will not be addressed in the EIR.

Agricultural Resources. Based on farmland maps prepared by the California Department of Conservation, the project site is not located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation, 2000). In addition, the project site is not used for agriculture purposes or designated for agricultural uses according to the General Plan. Therefore, the project would not affect any existing or future agricultural uses and this issue will not be addressed in the EIR.

Hazards and Hazardous Materials. The proposed project site is undeveloped and former uses of the proposed project site include a golf range. The potential impacts to the site from any hazardous materials and/or contamination from past use of the property is very low; therefore, this issue will not be addressed in the EIR.

Mineral Resources. The California Department of Mines and Geology does not identify the project site as an area with high potential for aggregate or mineral resources. Further, project implementation would not result in the loss of availability of a known or locally important mineral resource. No long-term impacts to mineral resources are anticipated from project implementation. Therefore, this topic will not be evaluated in the EIR.

Noise. The project site is located in an industrial area and is located within the northwest corner of the Gillespie Field Airport, an existing general aviation airport. The project site is located within the 65 dB noise contour for the airport. Since the project is an industrial use located within an airport land use plan, it is not considered to be a sensitive noise receptor. The project would be required to comply with the City's Noise Ordinance and any other relevant plans or policies governing noise at the site. In addition, the Land Use Section in the EIR will address applicable noise policies. Therefore, this issue will not be evaluated in the EIR.

Population and Housing. The proposed project would not induce substantial population growth, or displace existing housing or persons, that would create a direct significant impact on the environment. Therefore, this issue will not be evaluated in the EIR. The EIR will address the project's potential impacts to public services, transportation/circulation, geology and soils and other environmental topics that are indirectly related to population growth.

Recreation. The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that a substantial physical deterioration would occur or be accelerated. In addition, the project does not include the construction or expansion of recreational facilities which would have an adverse physical effect on the environment. Therefore, the proposed project will not create a significant impact to recreational resources and this issue will not be evaluated in the EIR.

RESPONSIBLE AND TRUSTEE AGENCIES

According to Sections 15050 and 15367 of the State CEQA Guidelines, the City of El Cajon is designated as the Lead Agency for the project. Responsible agencies are those agencies that have discretionary approval authority over one or more actions involved with the development of a proposed project. Trustee agencies are State agencies having jurisdiction by law over natural resources affected by a proposed project that are held in trust of the people of the State of California. The potential responsible and trustee agencies that have been identified as part of the preparation of this document and the required permits, approvals, or their associated responsibilities for the proposed project are identified in Table A.

Table A: Potential Responsible and Trustee Agencies

Agency	Potential Permit/Approval/Responsibility/Trust
United States Army Corps of Engineers	404 Permit for impacts to wetlands
State Water Resources Control Board/San Diego Regional Water Quality Control Board	Notice of Intent to comply with the terms of the general permit to discharge storm water associated with construction activity. 401 Water Quality Certification Industrial Storm Water General Permit
California Department of Fish and Game	1602 Permit for sensitive species
County of San Diego	Approval of long-term lease agreement

ENVIRONMENTAL PROCEDURES

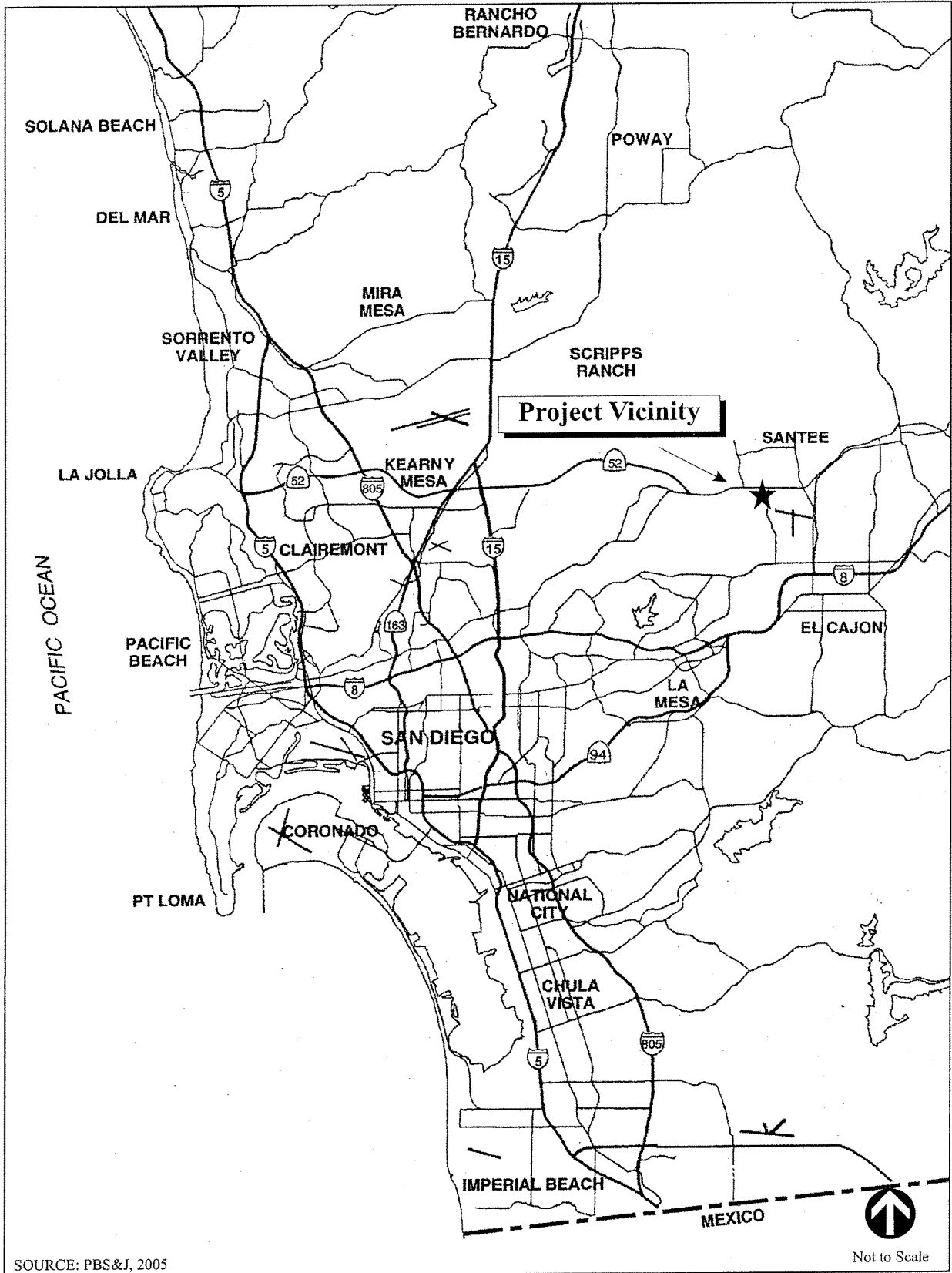
This NOP for the proposed project will be submitted to the State Clearinghouse, which will forward it to potential Responsible Agencies and Trustee Agencies. Other interested parties that may have permit authority or have specifically requested notification of the project will also receive a copy of the NOP.

After the 30-day review period for the NOP is complete and all comments are received, a Draft Environmental Impact Report (DEIR) will be completed in accordance with CEQA as amended (Public Resources Code, Section 21000 et seq.), and the State Guidelines for Implementation of CEQA (California Code of Regulations, Section 15000 et seq.).

The DEIR will examine the proposed project in the context of the City's existing General Plan. Detailed analyses will be conducted in order to ascertain the proposed project's effects on the

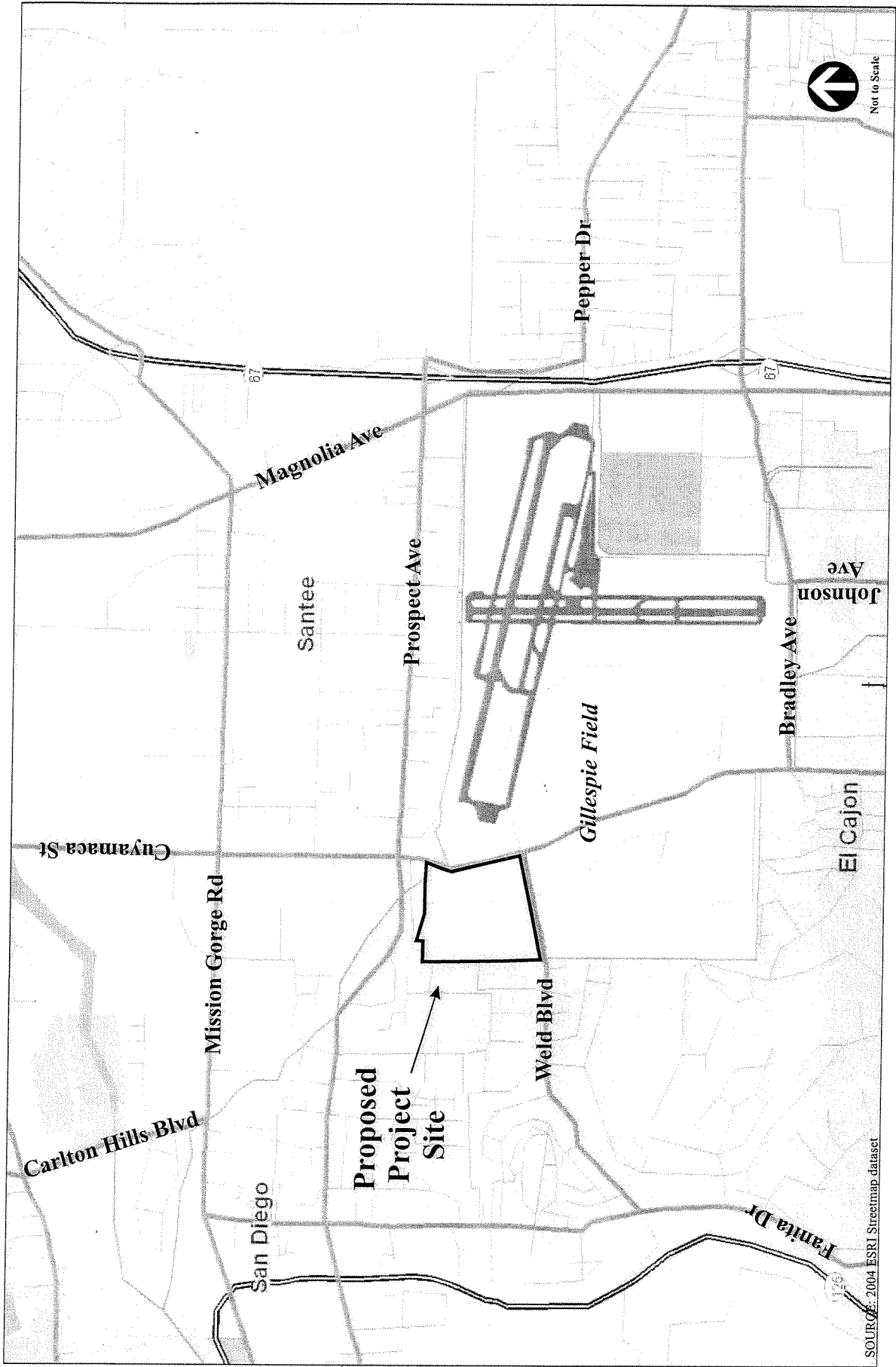
environment and the relative degree of impact prior to implementation of mitigation measures. Where impacts are determined to be significant, mitigation measures will be prescribed with the purpose of reducing the project's effects on those impacts either completely or to the maximum extent feasible. An analysis of alternatives to the proposed project will also be included in the DEIR, including the No Project Alternative.

Once the DEIR is completed, it will be made available for public review and comment. Copies of the DEIR will be mailed directly to those agencies commenting on the NOP.



REGIONAL MAP

FIGURE 1



LOCATION MAP

FIGURE 2



Arnold
Schwarzenegger
Governor

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



Scan Walsh
Director

Notice of Preparation

RECEIVED

January 9, 2006

JAN 17 2006

Planning Division

To: Reviewing Agencies

Re: Forrester Creek Industrial Park Project
SCH# 2006011027

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

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

Please direct your comments to:

Anthony Shute
City of El Cajon
200 E. Main Street
El Cajon, CA 92020

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

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

Sincerely,


Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

State Clearinghouse Data Base

SCH# 2006011027
Project Title Forrester Creek Industrial Park Project
Lead Agency El Cajon, City of

Type NOP Notice of Preparation
Description The proposed development would consist of a maximum of 500,000 square feet (SF) of multi-tenant industrial space, combining light industrial and warehouse uses. The project would be constructed in three phases.

Lead Agency Contact

Name Anthony Shute
Agency City of El Cajon
Phone 619-441-1743
email
Address 200 E. Main Street
City El Cajon
State CA **Zip** 92020
Fax

Project Location

County San Diego
City El Cajon
Region
Cross Streets Cuyamaca Street, Weld Boulevard
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports Gillespie Field Airport
Railways
Waterways
Schools
Land Use

Project Issues Air Quality; Biological Resources; Other Issues; Geologic/Seismic; Water Quality; Landuse; Public Services; Traffic/Circulation

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 9

Date Received 01/09/2006 **Start of Review** / / **End of Review** / /

IP Distribution List

<input type="checkbox"/> Resources Agency	<input type="checkbox"/> Fish & Game Region 3 Robert Floerke	<input type="checkbox"/> Public Utilities Commission Ken Lewis	<input type="checkbox"/> Caltrans, District 8 Dan Kopulsky	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Fish & Game Region 4 Mike Mulligan	<input type="checkbox"/> State Lands Commission Jean Sarino	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input checked="" type="checkbox"/> Dept. of Boating & Waterways David Johnson	<input checked="" type="checkbox"/> Fish & Game Region 5 Don Chadwick Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Game Region 6 Gabriela Gatchel Habitat Conservation Program	<u>Business, Trans & Housing</u>	<input checked="" type="checkbox"/> Caltrans, District 11 Mario Orso	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Colorado River Board Gerald R. Zimmerman	<input type="checkbox"/> Fish & Game Region 6 I/M Tammy Allen Inyo/Mojave, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hestner	<input type="checkbox"/> Caltrans, District 12 Bob Joseph	<input type="checkbox"/> RWQCB 4 Jonathan Bishop Los Angeles Region (4)
<input type="checkbox"/> Dept. of Conservation Roseanna Taylor	<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Planning Terri Pencovic	<u>Cal EPA</u>	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<input type="checkbox"/> California Energy Commission Roger Johnson	<u>Other Departments</u>	<input type="checkbox"/> California Highway Patrol John Olejnik Office of Special Projects	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Dept. of Forestry & Fire Protection Allen Robertson	<input type="checkbox"/> Food & Agriculture Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> Housing & Community Development Lisa Nichols Housing Policy Division	<input type="checkbox"/> Airport Projects Jill Lerner	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Office of Historic Preservation Wayne Donaldson	<input type="checkbox"/> Dept. of General Services Public School Construction	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> Transportation Projects Kurt Karperos	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Dept. of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Dept. of General Services Robert Sleppy Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> Industrial Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> Reclamation Board DeeDee Jones	<input type="checkbox"/> Dept. of Health Services Veronica Ramirez Dept. of Health/Drinking Water	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> California Integrated Waste Management Board Sus O'Leary	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> S.F. Bay Conservation & Dev'l. Comm. Steve McAdam	<u>Independent Commissions/Boards</u>	<input type="checkbox"/> Caltrans, District 3 Katherine Eastham	<input type="checkbox"/> State Water Resources Control Board Jim Hockenberry Division of Financial Assistance	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> Dept. of Water Resources Resources Agency Nadell Gayou	<input type="checkbox"/> Delta Protection Commission Debbie Eddy	<input type="checkbox"/> Caltrans, District 4 Tim Sable	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	<input checked="" type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Conservancy	<input type="checkbox"/> Office of Emergency Services Dennis Castillo	<input type="checkbox"/> Caltrans, District 5 David Murray	<input type="checkbox"/> Student Intern, 401 Water Quality Certification Unit Division of Water Quality	
<u>Sh and Game</u>	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input type="checkbox"/> Caltrans, District 6 Marc Birnbaum	<input checked="" type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	
<input type="checkbox"/> Dept. of Fish & Game Scott Flint Environmental Services Division	<input checked="" type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Caltrans, District 7 Cheryl J. Powell	<input type="checkbox"/> Department of Pesticide Regulation	
<input type="checkbox"/> Fish & Game Region 1 Donald Koch				
<input type="checkbox"/> Fish & Game Region 2 Banky Curtis				



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Planning Division

3003900

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
www.sandag.org

February 14, 2006

Mr. Anthony Shute
Planning Division
City of El Cajon
200 E. Main Street
El Cajon, CA 92020

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and

County of San Diego

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North San Diego County Transit Development Board
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Mexico

Dear Mr. Shute:

I am writing in reference to the Notice of Preparation for the Forrester Creek Industrial Park Environmental Impact Report (EIR). This project has the advantage of being adjacent to a significant regional transportation asset, the Orange Line of the San Diego Trolley. The EIR for the Forrester Creek Business Park should recognize this asset when addressing the potential transportation impacts from the project.

The project can take advantage of its proximity to a regional rail station by giving careful consideration to the potential of the light rail service to reduce the demand for automobile capacity, both on the roads and in parking. This, in turn, could make it easier for the project to be designed with good pedestrian access to and from the light rail station. Pedestrian access also can be encouraged by providing building entrances directly from the sidewalk and placing the parking in the rear.

Thank you for your consideration of these matters in preparing your document. Please let me know if you have questions. I can be reached at (619) 699-1924 or sva@sandag.org.

Sincerely,

STEPHAN M. VANCE
Senior Regional Planner

SMV/cd

PUBLIC FAX NOTE	7671	DATE	2/9/06	# of pages	3
To	ANTHONY SHUTE		From	WENDY ORTH	
Co./Dept.	CITY OF E.C.		Co.	CITY OF SD	
Phone #		Phone #	858-874-4148		
Fax #	619-441-1743		Fax #	858-874-4043	



County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SUITE 2188
SAN DIEGO, CALIFORNIA 92123-1295
(858) 694-2212 FAX: (858) 262-0461
Web Site: cdcdpw.org

February 8, 2006

Anthony Shute
City of El Cajon
200 E. Main Street
El Cajon, CA 92020

RE: COMMENTS ON THE NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT – FORRESTER CREEK INDUSTRIAL PARK

The County of San Diego Department of Public Works (DPW) has received and reviewed the Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the Forrester Creek Industrial Park, dated January 9, 2006, and appreciates the opportunity to comment. As a responsible agency under CEQA Section 15381, the County has identified issues requiring analysis in the EIR to assure the project will not result in significant impacts owned by the County of San Diego. It is noted that the project site is located on the County's property that lies within the boundaries of the City of El Cajon.

Per CEQA Guidelines, responsible agencies include all public agencies other than the lead agency that have discretionary approval power over the project. Because the project site is owned by the County of San Diego, approval of a long-term lease agreement with the County is necessary, therefore, the County will act as a Responsible Agency.

Moreover, in an effort to streamline the review period, the County is providing comments on the contents of the NOP to ensure that a complete and accurate document is available for the County to use in its responsible agency role; CEQA Guidelines § 15096(f).

TRAFFIC

It is noted in the NOP that a Traffic Impact Study (TIS) will be prepared for the proposed project. To facilitate coordination with the County and the completion of the TIS, we ask that the following items be addressed:

Anthony Shute
February 8, 2006
Page 2 of 3

- The TIS should provide a detailed description of existing uses at the project site. The TIS should also provide a trip generation estimate for the existing uses which include a County Operations Facility and golf driving range
- A Plan-to-Plan traffic assessment should be provided that compares the traffic impacts of the existing General Plan (GP)/zoning plan and the proposed GP/zoning plan. A comparative trip generation summary of the existing GP/zoning plan and the proposed GP/zoning plan should also be provided. The Plan-to-Plan assessment should clearly identify any significant impacts to County Circulation Element road classifications and provide recommended mitigation measures.
- A near-term cumulative traffic assessment should be provided. The City should coordinate with the County in order to identify all proposed/pending projects that should be included in the cumulative analysis.
- The assessment should address the project's potential significant traffic impacts to Bradley Avenue and the SR-67/Bradley Avenue ramp interchange.
- The TIS should assess the project's two-phased development. The TIS should identify what road improvements need to be constructed prior to the completion of each phase in order to accommodate the project-generated traffic. The TIS should provide an estimated schedule/timetable from the completion of the two project phases.
- The City should coordinate with County DPW traffic section regarding proposed road improvements to County-maintained roadway facilities or roads that provide access to County-operated facilities.
- The County will be updating the Gillespie Field Airport Master Plan. The City and County should coordinate in the preparation of the traffic studies for the Forrester Creek Industrial Park and Gillespie Field Master Plan projects in order to ensure that the traffic assessments for the study area roadway system are performed in a consistent manner.
- The County's Public Road Standards LOS criteria should be used in the assessment of roads located within the County's jurisdiction.
- The County's draft Transportation Guidelines for the Determination of Significance should be used as a guide in the preparation of the traffic analysis. If an alternate method is used, it must be in conformance with the requirements of CEQA (see Section 15130 of the State CEQA Guidelines).

Anthony Shute
February 8, 2006
Page 3 of 3

In April 2005 the County adopted the Transportation Impact Fee (TIF) program. The program may provide a mechanism to mitigate cumulative impacts to County roads that was not previously available to neighboring jurisdictions. The TIA should provide a discussion of the feasibility of the proposed project participating in the TIF program in order to mitigate their cumulative impacts. The TIF fee could be based on the amount of project trips distributed on County roads.

If you have questions related to the comments on Traffic, please call Bob Goralka of the DPW Transportation Planning/Route Locations at 858-874-4202.

The County of San Diego appreciates the opportunity to participate in the environmental review process for this project. We look forward to receiving the future environmental documents related to the project EIR for review or providing additional assistance at your request. Please call Wendy S. Orth, Environmental Planner, at 858-874-4148 if you have any questions or comments concerning this letter.

Sincerely,



WENDY S. ORTH, Environmental Planner
Department of Public Works

CC: Julia Quinn, Environmental Planning Manager, DPW, MS 0385
Robert Goralka, Project Manager, DPW, MS 0332
Peter Drinkwater, Airports Director, DPW, MS 0388



Department of Toxic Substances Control



Nian C. Lloyd, Ph.D.
Agency Secretary
Cal/EPA

5796 Corporate Avenue
Cypress, California 90630

Arnold Schwarzenegger
Governor

February 6, 2006

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FEB 09 2006

Planning Division

Mr. Anthony Shute
City of El Cajon Planning Department
200 East Main Street
El Cajon, California 92020

NOTICE OF PREPARATION FOR THE FORRESTER CREEK INDUSTRIAL PARK PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT (SCH# 2006011027)

Dear Mr. Shute:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation (NOP) for the draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "The proposed development would consist of a maximum of 500,000 square feet of multi-tenant industrial space, combining light industrial and warehouse uses. The project would be constructed in three phases."

Based on the review of the submitted document, DTSC has comments as follow:

- 1) The EIR should identify and determine whether current or historic uses in the Project area may have resulted in any release of hazardous wastes/substances.
- 2) The EIR should identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR should evaluate whether conditions at the site may pose a threat to human health or the environment. A Phase I Assessment may be sufficient to identify these sites. Following are the databases of some of the regulatory agencies:
 - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - Site Mitigation Program Property Database (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control.

- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 3) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state regulations, policies, and laws.
- 4) All environmental investigations, sampling and/or remediation for the site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of

any investigations, including Phase I and II investigations, should be summarized in the document. All sampling results in which hazardous substances were found should be clearly summarized in a table.

- 5) Proper investigation, sampling and remedial actions, if necessary, should be conducted at the site prior to the new development or any construction, and overseen by a regulatory agency.
- 6) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, except for a gas station, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property."
- 7) If building structures, asphalt or concrete-paved surface areas or other structures are planned to be demolished, an investigation should be conducted for the presence of lead-based paints or products, mercury, and asbestos containing materials (ACMs). If lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations, policies, and laws.
- 8) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.
- 9) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site, overseen by the appropriate government agency, might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 10) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code,

Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5).

- 11) If it is determined that hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be required. If so, the facility should contact DTSC at (818) 551-2171 to initiate pre application discussions and determine the permitting process applicable to the facility.
- 12) If it is determined that hazardous wastes will be generated, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942.
- 13) Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 14) If the project plans include discharging wastewater to storm drain, you may be required to obtain a wastewater discharge permit from the overseeing Regional Water Quality Control Board.
- 15) If during construction/demolition in the Project area, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.
- 16) If the site was and/or is used for agricultural activities, onsite soils may contain pesticide, herbicides and agricultural chemical residue. Proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project.

DTSC provides guidance for cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at www.dtsc.ca.gov.

Mr. Anthony Shute
February 6, 2006
Page 5

If you have any questions regarding this letter, please contact Mr. Joseph Cully, Project Manager, at (714) 484-5473 or email at jcully@dtsc.ca.gov.

Sincerely,



Greg Holmes
Unit Chief
Southern California Cleanup Operations Branch - Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

CEQA # 1297



U.S. Fish and Wildlife Service
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92011
(760) 431-9440
FAX (760) 431-5902 + 9618



CA Dept. of Fish & Game
South Coast Region
4949 Viewridge Avenue
San Diego, California 92123
(858) 467-4201
FAX (858) 467-4299

In Reply Refer To:
FWS-SDG-4756.1

Mr. Anthony Shute
City of El Cajon
200 East Main Street
El Cajon, California 92020

FEB 10 2006

Re: Notice of Preparation of a Draft Environmental Impact Report for the Forrester Creek Industrial Park Project, City of El Cajon, San Diego County, California (SCH #2006011027)

Dear Mr. Shute:

The California Department of Fish and Game (Department) and the U.S. Fish and Wildlife Service (Service), hereafter referred to as the Wildlife Agencies, have reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR), received January 12, 2006, for the above-referenced project. The comments provided herein are based on the Wildlife Agencies' knowledge of sensitive and declining vegetation communities in San Diego County and our participation in regional conservation planning efforts.

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Endangered Species Act of 1973, as amended (Act) (16 U.S.C. 1531 *et seq.*). The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA), Sections 15386 and 15381, respectively. The Department is responsible for the conservation, protection, and management of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA), and administers the Natural Community Conservation Planning Program (NCCP).

The proposed project site consists of approximately 40.84 acres located in the northwestern corner of the Gillespie Field Airport in the City of El Cajon. The project site is situated on the northwestern corner of Weld Boulevard and Cuyamaca Street. The majority of the project site is undeveloped, except for a County of San Diego Operations Facility located in the southwest corner. The central portion of the site, which is used as a golf driving range, is mostly disturbed and largely devoid of native vegetation. The south-central portion of the site contains a small building and parking area associated with the driving range. The eastern portion of the site is

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currently undeveloped and contains some vegetation. An existing concrete drainage channel, Forrester Creek, runs through the northeast corner of the project site.

The proposed development consists of a maximum of 500,000 square feet of multi-tenant industrial space, combining light industrial and warehouse uses. The project will be constructed in three phases: 1) Phase 1 would include a new northern extension of Gillespie Way that would run in a north-south direction along the eastern perimeter of the County Operations Facility and serve as primary access to the proposed Industrial Park; 2) Phase 2 would consist of approximately 150,000 square feet of industrial building space and associated parking on the northeastern portion of the site; and 3) Phase 3 would consist of approximately 150,000 square feet of industrial building space along the western perimeter of the property and associated parking. The proposed project would include a rezone of the County Operations Facility but not involve any physical alteration of that portion of the site.

The Wildlife Agencies offer the following project-specific comments and recommendations to assist the City of El Cajon (City) in avoiding or minimizing impacts to biological resources. General recommendations are enclosed as well.

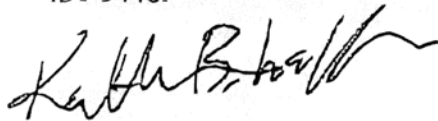
The Wildlife Agencies are concerned about potential direct and indirect impacts to San Diego ambrosia (*Ambrosia pumila*), as well as vernal pools, both of which are known to occur in the immediate vicinity of the project site. San Diego ambrosia is federally listed as endangered and is a California Native Plant Society List 1B species. This species has continued to significantly decline throughout San Diego County. The remaining extant populations are extremely limited and have been shown to have a strongly localized genetic character. Both naturally occurring populations of San Diego ambrosia, and populations consisting of ambrosia plants that were translocated as mitigation for impacts resulting from airport development and other local building projects, have been mapped in the vicinity of the airport. Despite the fact that the majority of the proposed project site is disturbed, there is potential for San Diego ambrosia to occur on site. Most of the known extant ambrosia populations in San Diego County are currently located in disturbed areas.

The California Environmental Quality Act (CEQA) review process requires full disclosure of potential adverse impacts to sensitive species resulting from proposed projects. CEQA Guidelines § 15065 mandates a finding of significance and the preparation of an EIR when a proposed project may result in the loss of individuals or habitat of endangered, rare, or threatened species. San Diego ambrosia is federally listed as endangered and therefore meets the definition of "Endangered, Rare, or Threatened" under CEQA Guidelines § 15380.

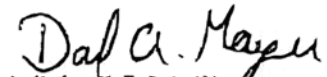
We recommend that focused surveys for San Diego ambrosia be conducted at the appropriate time of year. Should ambrosia be discovered on the project site, the DEIR should consider mitigation measures to avoid and minimize impacts to this species. For unavoidable impacts to this species the compensation strategy for San Diego ambrosia should clearly explain its objectives; specifically, how it will be implemented, who is responsible for its implementation, where it will occur, and when it will occur.

The County of San Diego (County) has recently proposed redevelopment use of a 70-acre parcel directly adjacent to the southeast portion Gillespie Field, on which there exists a naturally-occurring population of San Diego ambrosia, in order to allow future aviation development by private entities. In a letter to the County of San Diego dated December 21, 2005, we recommended that the County conduct an updated and thorough investigation of San Diego ambrosia populations and suitable ambrosia habitat across the entire Gillespie Field property and adjacent off-site environs. This will be important in order to assess the entire local population, identify populations that may as yet be undetected, identify areas for permanent preservation and management, as well as to identify potential mitigation sites for this extremely limited species. We recommend that the City and the project applicant coordinate with the County regarding this effort and provide the County with results of ambrosia surveys on the proposed project site.

Thank you for this opportunity to comment. The Wildlife Agencies find that the project would not be *de minimus* in its effects on fish and wildlife per section 711.4 of the California Fish and Game Code. Questions regarding this letter and further coordination on these issues should be directed to Meredith Osborne (Department) at (858) 636-3163 or Chris Otahal (Service) at (760) 431-9440.



for Therese O'Rourke
Assistant Field Supervisor
U.S. Fish and Wildlife Service


for Michael J. Mulligan
Deputy Regional Manager
California Department of Fish and Game

cc: Mary Ann Showers, CDFG, Sacramento
State Clearinghouse

Enclosure 1
General Wildlife Agency Comments

To enable Wildlife Agency staff to adequately review and comment on the proposed project, we recommend the following information be included in the DEIR, as applicable:

1. A complete discussion of the purpose, need for, and description of the proposed project, including all staging areas and access routes to the construction and staging areas.
2. A complete list and assessment of the flora and fauna within and next to the project area, with particular emphasis upon identifying state or federally listed rare, threatened, endangered, or proposed candidate species, California Species-of-Special Concern and/or State Protected or Fully Protected species, and any locally unique species and sensitive habitats. Specifically, the DEIR should include:
 - a) A thorough assessment of Rare Natural Communities on site and within the area of impact, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities.
 - b) A current inventory of the biological resources associated with each habitat type on site and within the area of impact. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
 - c) Discussions regarding seasonal variations in use by sensitive species of the project site and area of impact on those species, and acceptable species-specific survey procedures as determined through consultation with the Wildlife Agencies. Focused species-specific surveys, conducted in conformance with established protocols at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required.
3. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources. All facets of the project should be included in this assessment. Specifically, the DEIR should provide:
 - a) Specific acreage and descriptions of the types of wetlands, coastal sage scrub, and other habitats that will or may be affected by the proposed project or project alternatives should be included. Maps and tables should be used to summarize such information.
 - b) Discussions regarding the regional setting, pursuant to the California Environmental Quality Act (CEQA) Guidelines, Section 15125(a), with special emphasis on resources that are rare or unique to the region that would be affected.

by the project. This discussion is critical to an assessment of environmental impacts.

- c) Detailed discussions, including both qualitative and quantitative analyses, of the potentially affected listed and sensitive species (fish, wildlife, plants), and their habitats on the proposed project site, area of impact, and alternative sites, including information pertaining to their local status and distribution. The anticipated or real impacts of the project on these species and habitats should be fully addressed.
 - d) Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed NCCP reserve lands. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated and provided. A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage should be included. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site.
 - e) Discussions regarding possible conflicts resulting from wildlife-human interactions at the interface between the development project and natural habitats. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions.
 - f) An analysis of cumulative effects, as described under CEQA Guidelines, Section 15130. General and specific plans, and past, present, and anticipated future projects, should be analyzed concerning their impacts on similar plant communities and wildlife habitats.
 - g) If applicable, an analysis of the effect that the project may have on completion and implementation of regional and/or subregional conservation programs. Under § 2800 - § 2840 of the Fish and Game Code, the Department, through the NCCP program, is coordinating with local jurisdictions, landowners, and the Federal Government to preserve local and regional biological diversity. The City of El Cajon has not completed their Multiple Species Conservation Program subarea plan.
4. A thorough discussion of mitigation measures for adverse project-related impacts on sensitive plants, animals, and habitats. These should be measures to fully avoid and otherwise protect Rare Natural Communities from project-related impacts. The Wildlife Agencies consider these communities as threatened habitats having both regional and local significance. Mitigation measures should emphasize avoidance, and where

avoidance is infeasible, reduction of project impacts. The Wildlife Agencies generally do not support the use of relocation, salvage, and/or transplantation as mitigation for impacts on rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.

This discussion should include measures to perpetually protect the targeted habitat values where preservation and/or restoration are proposed. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: a) the location of the mitigation site; b) the plant species to be used; c) a schematic depicting the mitigation area; d) time of year that planting will occur; e) a description of the irrigation methodology; f) measures to control exotic vegetation on site; g) success criteria; h) a detailed monitoring program; i) contingency measures should the success criteria not be met; and j) identification of the entity(ies) that will guarantee achieving the success criteria and provide for conservation of the mitigation site in perpetuity.

Mitigation measures to alleviate indirect project impacts on biological resources must be included, including measures to minimize changes in the hydrologic regimes on site, and means to convey runoff without damaging biological resources, including the morphology of on-site and downstream habitats.

5. Descriptions and analyses of a range of alternatives to ensure that alternatives to the proposed project are fully considered and evaluated. The analyses must include alternatives that avoid or otherwise reduce impacts to sensitive biological resources. Specific alternative locations should be evaluated in areas of lower resource sensitivity where appropriate.
6. The Wildlife Agencies have responsibility for the conservation of wetland and riparian habitats. It is the policy of the Wildlife Agencies to strongly discourage development in or conversion of wetlands. We oppose any development or conversion which would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether intermittent or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations.

If appropriate, a jurisdictional delineation of lakes, streams, and associated riparian habitats should be included in the DEIR, including wetland delineation pursuant to the U.S. Fish and Wildlife Service definition (Cowardin 1979) adopted by the Department.

Please note that wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.

The proposed project may require a Lake or Streambed Alteration Agreement (SAA). The Department has direct authority under Fish and Game Code section 1600 *et seq.* regarding any proposed activity that would divert, obstruct, or affect the natural flow or change the bed, channel, or bank of any river, stream, or lake. The Department's issuance of a SAA for a project that is subject to CEQA requires CEQA compliance actions by the Department as a Responsible Agency. As a Responsible Agency under CEQA, the Department may consider the City's (Lead Agency's) CEQA documentation. To minimize additional requirements by the Department pursuant to Section 1600 *et seq.* and/or under CEQA, the documentation should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement. A SAA notification form may be obtained by writing to the Department of Fish and Game, 4949 Viewridge Avenue, San Diego, California 92123-1662, or by calling (858) 636-3160, or by accessing the Department's web site at <http://www.dfg.ca.gov/1600>. The Department's SAA Program holds regularly scheduled pre-project planning/early consultation meetings. To make an appointment, please call our office at (858) 636-3160.

7. To avoid direct and indirect to avian species the following mitigation measure should be included.

All vegetation clearing activities shall take place outside of the general avian breeding season (February 15 through August 30). If construction (other than vegetation clearing) cannot occur outside the avian breeding season, pre-construction surveys for active avian nests (gnatcatchers and other species) shall be conducted by a Service-permitted biologist no more than seven days prior to the initiation of construction. If active nests are found, work may proceed provided that construction activity is located at least 300 feet from nests (500 feet for raptors), and noise levels do not exceed 60 dBA Leq hourly at the nest site. These buffers may be reduced in width upon approval of the Wildlife Agencies. Noise attenuation measures or alternate construction operations may be used to reduce noise levels below 60 dBA Leq hourly. If noise levels still exceed 60 dBA Leq hourly at the nest site and/or a no-construction buffer can not be maintained, construction may need to be deferred in that area until after nestlings have fledged.

8. The applicant should ensure that the following conditions are implemented during project construction:
 - a. Employees shall strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint.

- b. To avoid attracting predators, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site.
- c. Pets of project personnel shall not be allowed on the project site.
- d. Disposal or temporary placement of excess fill, brush or other debris shall not be allowed in waters of the United States or their banks.
- e. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities shall occur in designated areas outside of waters of the United States within the fenced project impact limits. These designated areas shall be located in previously compacted and disturbed areas to the maximum extent practicable in such a manner as to prevent any runoff from entering waters of the United States, and shall be shown on the construction plans. Fueling of equipment shall take place within existing paved areas greater than 100 feet from waters of the United States. Contractor equipment shall be checked for leaks prior to operation and repaired as necessary. "No-fueling zones" shall be designated on construction plans.

Literature Cited

Cowardin, Lewis M., V. Carter, G. C. Golet, and E. T. LaRoe. 1979. Classification of wetlands and deepwater habitats of the United States. Fish and Wildlife Service, U.S. Department of the Interior. U. S. Government Printing Office, Washington, D.C.

NATIVE AMERICAN HERITAGE COMMISSION

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RECEIVED

JAN 18 2006

Planning Division

January 18, 2006

Mr. Anthony Shute
 City of El Cajon
 200 E. Main St.
 El Cajon, CA 92020

Re: Forrester Creek Industrial Park Project SCH# 2006011027

Dear Mr. Shute:

Thank you for the opportunity to comment on the above-referenced document. In order to adequately identify and mitigate project-related impacts on cultural resources in accordance with the CEQA Guidelines (15063 (d) (3)), the Commission recommends that you provide evidence that all of the following actions be taken:

- Contact the appropriate California Historic Resources Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
- Contact the Native American Heritage Commission (NAHC) for a Sacred Lands File search of the project area and information on tribal contacts in the project vicinity who may have additional cultural resource information.
 - Please provide U.S.G.S. location information for the project site, including Quadrangle, Township, Section, and Range.
 - We recommend that you contact all tribes listed on the contact list to avoid the unanticipated discovery of sensitive Native American resources after the project has begun.
- Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- Lead agencies should include provisions for discovery of Native American human remains or cemeteries in their mitigation plans. Health and Safety Code §7050.5 and Public Resources Code §15064.5 (e) and §5097.98 mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.
- Lead agencies should consider avoidance, as defined in Section 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,


 Carol Gauhat
 Program Analyst

CC: State Clearinghouse

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS - M.S.#40

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Planning Division

January 30, 2006

Mr. Anthony Shute
City of El Cajon
200 E. Main Street
El Cajon, CA 92020

Dear Mr. Shute:

Re: City of El Cajon's Notice of Preparation of a Draft Environmental Impact Report for the Forrester Creek Industrial Park; SCH# 2006011027

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special use airports and heliports. The following comments are offered for your consideration.

The proposal is for construction of a new industrial park on 40.84 acres of airport property at the western end of Gillespie Field Airport. Gillespie Field is an active airport with 795 based-aircraft and over 198,000 annual operations. Due to its proximity to the westerly ends of both Runway 9L-27R and Runway 9R-27L, the project site will be subject to direct aircraft overflights and subsequent aircraft-related noise and safety impacts.

Public Utilities Code, Section 21659 "Hazards Near Airports Prohibited" prohibits structural hazards on or near airports. Structures should not be at a height that will result in penetration of the approach imaginary surfaces. Portions of the site appear to underlie the transitional, horizontal or conical surfaces. The northern third of the project site appears to fall within the 20:1 approach surface for Runway 9L. Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5370-2E "Operational Safety on Airports During Construction" should be incorporated into the project design in order to identify any permanent or temporary construction-related impacts (e.g. construction cranes, etc.) to the airport imaginary surfaces. This advisory circular is available at <http://www.faa.gov/ARP/publications/-acs/5370-2e.pdf>. The FAA may also require the filing of a Notice of Proposed Construction or Alteration (Form 7460-1) for certain project-specific activities in accordance with Federal Aviation Regulations Part 77 "Objects Affecting Navigable Airspace". Form 7460-1 is available at <http://forms.faa.gov/forms/faa7460-1.pdf>. Please note, the FAA also requires submission of a completed Form 7460-2 Part 1 at least 48 hours prior to starting the actual construction. Form 7460-2 is available at <http://forms.faa.gov/forms/faa7460-2.pdf>.

Protecting people and property on the ground from the potential consequences of near-airport aircraft accidents is a fundamental land use compatibility-planning objective. While the chance of an aircraft injuring someone on the ground is historically quite low, an aircraft accident is a high consequence event. To protect people and property on the ground from the risks of near-airport aircraft accidents,

Mr. Anthony Shute

January 30, 2006

Page 2

some form of restrictions on land use are essential. The two principal methods for reducing the risk of injury and property damage on the ground are to limit the number of persons in an area and to limit the area covered by occupied structures.

The northeastern corner of the project site is within the Runway Protection Zone (RPZ) as defined by FAA Airport Design (AC 150/5300-13) criteria. The RPZ is the most critical of the airport safety zones due to its proximity to the end of the runway and is considered to be at very high risk.

CEQA, Public Resources Code Section 21096, requires the Caltrans Airport Land Use Planning Handbook (Handbook) be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries or if such a plan has not been adopted, within two miles of an airport. The Handbook is a resource that should be applied to all public use airports and is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/>. The Handbook identifies six different airport safety zones based on risk levels. Zone 1 is the RPZ, 2 is the Inner Approach/Departure Zone, 3 is the Inner Turning Zone, 4 is the Outer Approach/Departure Zone, 5 is the Sideline Zone, and 6 is the Traffic Pattern Zone. The project site appears to fall within many if not all of these safety zones.

The Inner Approach/Departure Zone is situated along the extended runway centerline just beyond the RPZ. The RPZ together with the inner safety zones encompass 30 to 50 percent of the near-airport aircraft accident sites. The Handbook recommends prohibiting all new structures from within the RPZ. Within the Inner Approach/Departure Zone, the Handbook recommends prohibiting hazardous uses (e.g. aboveground bulk fuel storage) and hazards to flight as well as limiting other uses to non-residential that will attract few people. The potential severity of an off-airport aircraft accident is highly dependent upon the nature of the land use at the accident site. Chapter 9 of the Handbook thoroughly addresses compatible and incompatible uses, open space requirements and density levels within the various airport safety zones.

The project site is also within the 65 decibel (dB) Community Noise Equivalent Level (CNEL) airport noise contour as shown in the for Gillespie Field Airport Comprehensive Land Use Plan prepared by the San Diego County Airport Land Use Commission (ALUC).

Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. FAA Advisory Circular 150/5200-33A entitled "Hazardous Wildlife Attractants on or Near Airports" entitled addresses these issues and is available on-line at http://www.faa.gov/arp/150acs.cfm#Airport_Safety. For further technical information, please refer to the FAA's web site at http://wildlife-mitigation.tc.faa.gov/public_html/-index.html.

Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our State's network of airports. Aviation contributes nearly nine percent of both total State employment (1.7 million jobs) and total State output (\$110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division of Aeronautics which is available at

"Caltrans improves mobility across California"

Mr. Anthony Shute

January 30, 2006

Page 3

<http://www.dot.ca.gov/hq/planning/aeronaut/>. Aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over \$170 billion and generates over \$14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

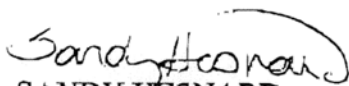
The protection of airports from incompatible land use encroachment is vital to California's economic future. Gillespie Field Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

Airport-related noise, safety and land use concerns should be thoroughly addressed in the Draft Environmental Impact Report (DEIR). The DEIR should address the affect the proposal could have on FAA grants and assurances.

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our District 11-San Diego Office at (619) 688-6785 concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. We look forward to reviewing the DEIR. If you have any questions, please call me at (916) 654-5314.

Sincerely,



SANDY HESNARD

Aviation Environmental Specialist

c: State Clearinghouse, Gillespie Field Airport, San Diego County ALUC, Tony Garcia-FAA

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



February 17, 2006

RECEIVED

FEB 21 2006

Anthony Shute
City of El Cajon
200 E. Main Street
El Cajon, CA 92020

Dear Mr. Shute:

Re: SCH# 2006011027; Forrester Creek Industrial Park Project-

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the San Diego Metropolitan Transit Development Board right-of-way be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at rxm@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Rosa Muñoz".

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Andy Goddard, SDTI

